

Special Features This Issue
Toshiba Unlimited Regatta at Newport
Juniper Unlimited Cardboard Boat Regatta at Salem



messing about in BOATS

Volume 14 - Number 11

October 15, 1996





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In Our Next Issue...

We'll have reports on two catboat races, Roy Terwilliger's on the "Beetle Cat 75th Anniversary Regatta" and Tony Davis' on the "Arey's Pond Cat Gathering".

Adventure tales will include Ron Hodinott's "A Day to Measure", Ken Ong's "Don't Forget the Fresh Underwear", Tim O'Brien's "A Cruise in *Shoebbox* - II", Warren Millberg's "Ocean Sailing Oddities" and Noelle Kreiner's "Gig Rowing & Romance".

We'll take a look at the planning for "Mystic Seaport's Watercraft Collection" and Don Elliott continues with "Building Paradox - III".

George Surgent presents his "Pond Model, *Shiner*", Dennis Davis introduces his "*Bliss*", and Bob Young looks at "Reflections in a Mirror".

John Larsen details "Cartopping on a Small Modern Car", The Pintle sisters reveal "Boating Made Practical" and Steve Magers tells us "How to Build a Motorized Rudder".

All in one issue? We'll see.

On the Cover...

We took in some multihull sailboat racing at the Toshiba Unlimited Regatta at Newport for a feature story in this issue, but the most dramatic moment for our spectator boat came after the races were over when the regatta sponsor's trimaran *BED/Toshiba* buzzed us as we headed back to Fort Adams, giving me this photo op.

Commentary...

I don't publish much about boat racing in this magazine because it usually isn't really where I'm focussed on our collective activities messing about in boats. But from time to time I turn out for some sort of race, as I did when I joined Paul Schwartz on his Stonehorse for the S.S. Crocker Memorial Race in Manchester, Massachusetts (see September 1st "Commentary"). In that case being in the race on one of the boats (well mostly being behind it due to our late start) provided some action I could experience.

Well, I've done it twice more since that July event, gone to the races, and both reports are featured in this issue. In these instances I was a spectator at two vastly different events, about as far apart on the scale of seriousness and financial commitment as is possible.

The outing at nearby Salem Willows to view the Juniper Point Neighborhood Association's Annual Unlimited Cardboard Boat Regatta was convenient and great fun too. It gave me an hour of sheer entertainment I've not experienced at real boat races. Here were a couple of hundred people from this little neighborhood within greater downtown Salem gathered at their very own cove on a summer Sunday morning to watch fellow residents undertake a competition in boats they made of cardboard to their own design whims.

Two short races around some buoys in the cove were easy to view and follow, noting varying performances of the boats and their crews. A race for the kids brought youthful exuberance along with creativity, as many had designed and built their own craft (none of that one-design stuff). The adult event introduced comedy as many of the efforts foundered from design flaws, structural failure or competitor unfamiliarity with paddling or rowing technique. It was a fun hour for all.

A week later I travelled to Newport, one time capital of serious yacht racing in this country with its America's Cup events every few years highlighting ongoing events of more regional status taking place annually. Now that the America's Cup has left town, Newport has been working hard to retain serious yachting competition as part of its mystique as a tourist trap. We were in town to have a look at the Toshiba Unlimited Regatta, racing for high performance multihulls which are seldom included in establishment yacht racing because they go too fast and spoil the illusion for the monohull racers.

I would not have gone without guaranteed places on the VIP/Press boat, as the racing is way out in the bay and cannot be seen from shore. Even then, despite the skilled skippering of our giant 60' charter catamaran which kept us reasonably close to the action, following what was going on and trying to figure out who was ahead and who was challenging was something I was unable to achieve. Watching the boats go fast (by sailing standards) was the major reward for being out there.

I know something about racing as a form of competition, I did it for 18 years on motorcycles where the action was close, fast and considered dangerous by those not involved. The thrill of the contest as a participant could be shared vicariously by onlookers as the ac-

tion was all there on a defined race course within easy view and it was clear who the front runners were and how the challenges for the lead would shape up.

Leaving all that behind, and turning to attending some racing events for the paddle and oar and sail powered boats I found interesting, I found slow moving action. Well okay, the cut and thrust could still be there even at "speeds" not often getting over 10mph. But while this would sometimes happen in the human powered racing, the sailboats raced on courses "out there" somewhere, impossible to view from landside vantage points, courses defined mostly by where the racers chose to go chasing wind and currents in order to arrive at the only clearly defined course locations, the buoys at the turns and the finish line.

Finding all this out, I concluded that racing was not something I'd get into in my own messing about in boats. While I could see it had real rewards for those taking part, it wasn't much for watching and I was raced out anyway and no longer had any interest in trying to beat anyone at anything.

I went to the Toshiba Unlimited as I wanted to see multihulls in action. I find the rationale for multihull sailing very persuasive as you undoubtedly have noticed in my comments, but have had little chance to see what these boats can do. This race provided the opportunity. While I soon found I could not make sense of the racers' relative positions shortly after each start as they blew out in several directions, I saw interesting happenings like a 32' trimaran reaching right on by a 12 meter racing yacht, one of several out there in the same location doing their own thing. That big 12 had the crew, 10 of them, sitting out on the windward rail, yet it was leaning majestically like that tower in Pisa, while the tri sat almost flat, sort of boringly, as it passed on by. Very persuasive.

So it was worthwhile for me, I enjoyed this outing as a race watcher, thanks to the hospitality of Toshiba. But when the second race apparently finished I was reminded of just how hard it is to make sailboat racing interesting to watch. I said apparently because we left the course to head back when our skipper got the word on his radio. We'd not have known in the melee of multihulls, scattered all over this part of the bay by now, that someone had won. I recall winning to the cheers of the assembled multitude as a dramatic moment in my old racing days. Nothing like that happened here.

My companions aboard the Toshiba cat were business people and their families, invited to this event that Toshiba has seen fit to sponsor as a gesture of appreciation for their business or efforts on behalf of "Team Toshiba", as seen on one jacket. None of them seemed to understand what was happening any more than I did, judging from overheard remarks, and they didn't get to cheer anyone until, as we headed back to Fort Adams, Debbie Druan in her Toshiba sponsored F40 tri, *BED/Toshiba*, buzzed us rather dramatically. At this point some scattered "Yeah Debbie's" were heard. We had no idea how she had done in the Regatta. I learned later from the official results that she had placed 13th.

Electric trolling motors have been available for many years but they seem, at least in my corner of the world, to be experiencing a sudden surge in popularity. In the course of doing Courtesy Marine Examinations this past summer, I have seen literally dozens that have been added to older boats and they seem, according to the fishermen, to work very well indeed.

Unfortunately, many boaters who add an electric motor on the bow do not realize that the motor effectively blocks the forward navigation lights. The red or green bow light must be visible from dead ahead to a point 112-1/2 degrees aft. A bow light that was properly installed before the motor was added suddenly becomes both illegal and ineffective.

Newer "bass boats" have solved this problem by providing red and green combination bow lights on a "wand" similar to the "wands" used for stern lights on so many small boats. (Incidentally, the 360 degree white stern light must be at least one meter higher than the bow lights.)

Small Boat SAFETY

Adding an Electric Trolling Motor

By Tom Shaw, U.S.C.G.A.

When a trolling motor is added to an older vessel with a combination red/green bow light, the chances are that some modification must be made and the tow light raised so it is visible through its required arcs above the new motor. One inexpensive way to do this is to

use a short piece of threaded stainless steel or PVC tubing with two flanges, one to the deck and the other to provide a base for the light. Or, the original bow light can be replaced with one of the newer lights on a "wand" which plugs into a socket.

There is a second safety issue when trolling motors are added. Such motors require a battery (or batteries) and these need to be firmly secured against the movement of the boat and covered so that nothing can fall across the terminals and cause a short circuit with a resulting major spark. A plastic battery box with a tie-down strap (available at small cost from all marine dealers) is probably the best solution. Many boaters seem to have secured and covered their main battery but forget to do the same for the auxiliary battery for the trolling motor. This neglect can be dangerous.

The electric trolling motor seems to be a great addition to a small fishing vessel. Make sure, when you install yours, that you have not blocked your navigation lights and that the battery is properly protected.

Chicago's Sea Scout Trimaran Boat Shop.

By Tom Weaver

In 1989, Tom Weaver, past skipper of the Sea Scout (BSA) Ship SES Buoy No More 5555, started to build a Farrier 720 Trimaran. A total of twelve Sea Scouts, ages 16 to 19, worked on this boat. Tom was 63 at the time, and picked up the handle "OHM." OHM was short for the "Old Man," a nautical term that seemed to fit.

How these fatherless Sea Scouts put together this offshore trailer tri and launched it in three years was written up in a series of seven articles published in *Multihulls Magazine* under the title "Boys, Boats and Bases."

This was no "bookshelf" project. Not counting a lot of things, the hull cost ran \$4,500. Full outfitting, with cruising spinnaker, ran the total over five figures. The tri has a 25-foot LWL and a 17-foot beam. It will sleep four Sea Scouts in single bunks and has lots of room for camping/cruising gear.

Farrier tris are advertised at 20 knots if by sea, 50 knots if (trailer)ed by land. One of John Marples' 20-foot tris is advertised (when loaded with) "10 boys, 10 knots." This particular tri maintained 17 knots for the better part of an hour on one of its first Lake Michigan shakedown cruises. The craft folds to an 8" width and can be secured for travel (two men or boys) in 30 minutes. It is equipped with a 15 hp electric start outboard for river cruising at part throttle.

The boat was not the focal point of this project. Boys were! Some youth start life at a disadvantage. Some have no father or mother and are being raised by a female relative or a foster parent. OHM's boat shop is run like an old time apprenticeship.

Within the Sea Scout (BSA) program format (and insurance), an adult craftsman (adult leader) takes boys "under their wing" and teaches them the "man-type" life skills and morals (rules of civilized society) that they will need in the adult world. They also learn the rudiments of work and fine carpentry.

Five of the original boys are now nearly 21 or older. The oldest is a union boilermaker, the youngest is in the Pits (as a stock exchange runner). One is a U.S. Marine and two are in the construction trade. These two stucco (as journeymen) new homes in Florida. Three are safely married.

OHM and the younger boys are now working on a smaller "camper type" day sailing trailer tri. It will be christened *The Sea Scout Runabout*. Plans are now off the market for this original 18-foot trailer tri by Ian Farrier, so this may be the last F-18 built.

Some readers may be thinking about sharing their skills in boatbuilding or their joy of sailing and/or motorboating with youth. Your love of boats and care for today's kids is the key. There are boys in your area (ages 14 through 20) that need a positive role model.

Some of today's youth are just plain bad boys. If that's your "cup of tea," you're welcome to it. However, there are lots of good boys struggling to stay good. They tend to get lost. Although they are trying to chart a course,

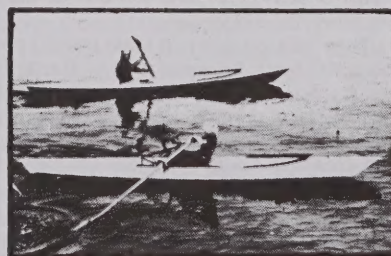
the buoys (adults) are not sounding right or pointing the way. All they need is some adult encouragement and a few tips on navigation. Landlubbers call it goal setting and goal attainment.

If you have any desire to pass along what was given to you by positive adults of your youth, call your local Boy Scouts of America council and ask for Sea Explorers. Remember, there is no such thing as a plain bad Sea Scout. Too bad there are so many bad adults. The volunteer movement is "losing steam" just when the country, and its kids, need it most. Make that call today!!!



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You write to us about...

Your Opinions...

Cheap Tools are Wrong Choices

David Carnell is a friend of mine so I wish that a gentle admonishment would suffice concerning his endorsement of cheap hand power tools in his "My \$200 Sailboat" featured in the June 15th issue. Unfortunately my difference of opinion with him on this must be couched in stronger terms. He's dead wrong.

His reference to tests Dupont did on cheap drills in the '40's is irrelevant today. There's no such thing as a cheap 1" drill. The thought of those el cheapo drills drilling 1" holes in 1" steel is laughable.

The following are quotes from well known boat building books for amateurs:

Skiffs & Schooners by R.D. Culler: "Own one or two really good power tools instead of many junky ones."

Boatbuilding Manual by Robert M. Steward: "As in the care of the 1/4" electric drill, do not buy the cheapest saber saw you can find. Stick to a good grade in a good brand."

Simplified Boatbuilding Vol I by Henry V. Sucher: "It must be emphasized that all hand tools should be of professional quality and not of the hobby shop or supermarket type. The power tools should be of commercial, continuous service heavy duty variety; any other types will not stand up to the work required."

In 1981 when embarking on a boat-building/woodworking career I purchased a used Rockwell 3/8" drill at a pawn shop for \$50. For seven years it was used professionally five days a week. Restored to amateur status in 1988 it's still going strong today.

Since purchasing this drill I've replaced the trigger switch (\$12) and the cord (\$4). Added to the purchase price that works out to an amortized cost of \$4.40/year. I'd say that would stack up favorably against the el cheapo for cost effectiveness, and the drill is much more powerful and versatile.

Now let's get down to brass tacks. I propose a drill off between David Carnell's economy drill and my 15+ year old quality drill. Any test of reliability, versatility or power that David chooses will be fine. Any bets on the outcome in favor of the wimpy drill will be covered by me.

Get the best tools you can afford. They'll still be running when David's drill gives out in the middle of a project.

Sandy Mitchell, Southport, NC.

Human (Pedal) Powered Boats

In the past year or so that I have been a subscriber I have enjoyed the range of articles that you have presented. I have had boats my whole life, having been lucky enough to grow up in a sailing family in Rhode Island. My adult career has allowed me to work and/or attend school in Seattle, San Diego and the San Francisco Bay area, which are all rich in boating activities.

In recent years I have become enamored of Human Powered Vehicles especially HP Boats as called by the International Human Powered Vehicle Association. There have been a few blurbs in your newsletter regarding the Aquamotion forward facing rowing system, but not much on the more "traditional" style of HPB energy transmission through pedals and a prop.

I was very fortunate to have participated in a beta marketing test group for the Yamaha Motor Sports R&D Center in Minneapolis. I obtained one of five prototype recumbent catamarans. These were basically tube frames on custom kevlar/epoxy hulls. The unit is very comfortable and fast, six in cruise and ten plus in sprint. I smoke everything on the water except my Maas Aero shell.

Unfortunately, Yamaha did not have the gumption for the product within their dealer network as those guys are all motorheads with their PWC products. Yamaha sold the rights to a company in Dallas who ironically also bought the SeaCycle product and the Water Bike company to combine three products under one roof.

Almost all of the commercially available HPBs are catamaran derivatives, a style that I do not think is the best application of a pedal prop system. These products have been packaged more as a rental market product rather than a privately owned boat. The drive systems are made to be easy to manufacture and maintain and with a cat hull and frame easy to break down for international shipping. All offer single and double seating, but no facilities for storage of supplies if you wanted to extend your cruising range.

The excellent book by Abbott and Wilson, *Human-Powered Vehicles*, available through Human Kinetics, is an excellent overview and demonstrates that a pedal-prop system is the most economical method to transmit energy to the water for propulsion. Articles in your magazine may stimulate interest in this mechanical application in a more traditional hull form.

I believe that the addition of a comfortable recumbent pedal system would make many of the traditional hulls more accessible to a wider range of users. Rowing is a practiced endeavor, even an art in some manner. I love to row my Maas and also have a punt nosed traditionally built dory, but the Yamaha Water Glider is the vehicle of choice for all our friends who visit our waterfront home.

The Glider allows the user to face forward and to use the strongest muscle group in the human body for propulsion. Even if your activity level is just normal ambulation from

your daily activities, a recumbent pedal-prop system will allow you to cruise for an hour or two. Steering is by a simple joystick and is not tied to the coordination of two oars and twisting to look forward over your shoulder. I have seen the experience in all ages through my parents and through the children of my friends. The kids are like moths and flame, they can't get enough of the Glider.

I am sure that the resurgence in kayaking has been partially tied to the fact that the user is facing forward. The double paddles and paddling biomechanics necessitate a hull with low freeboard and narrow beam which equates to an easily driven displacement form, but you are still using a muscle group that is secondary to your locomotive lower extremity muscle group. Kayaks have even evolved to allow instant use with the availability of sit-on hulls, negating the Eskimo roll necessary with sit-in hulls. Unfortunately in a sense, the paying market wants the instant use product, buy now and use now without the need to study or practice a methodology.

The IHPVA has always had a focus on competition rather than practical application of pedal prop systems. Some coverage is provided for real world usage but the competition does provide for an outlet of the engineering schools to have student exercises. The Internet mimics the school involvement with several home pages showing student projects.

Your publication could serve as a stimulant to a group of readers who are interested in low impact boating. A tandem pedal system in a Geodesic constructed St. Lawrence type hull form would make quite a touring boat for sheltered coastal or inland waterways. Mountain bikers have to have some outlet once they get tired of beating their bodies on woodland trails. The interest in a product with the esthetic appeal of wood craftsmanship and instant usage would have the crossover appeal to the general public in attendance at events such as the Wooden Boat Show at Mystic. The coverage in your publication I am sure would not fall on deaf ears. The trend is in the grass and growing more roots all the time.

Gary Bedard, San Mateo, CA.

Your Needs...

Phil Bolger Comments

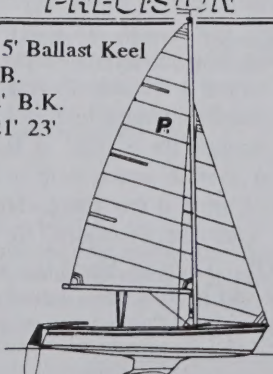
Re "What about Water Ballast" from J.S. Marks: The point to grasp about water ballast is that it is neutral buoyancy. If you gave a boat a 10' deep fin keel with a bulb on the bottom full of water, the stability of the boat would be what it would have been without the bulb, as long as the bulb is supported by the surrounding water. But if the boat turned bottom up, with the water bulb in the air above her, then all of the weight of the water would be effective in righting her, back to the point where the bulb re-entered the water.

A lead bulb could be much smaller (about 1/10 the size) to have the same effect out of water, and would have a good effect on the boat's power to carry sail when it was immersed; the lead-bulb boat would sail much better and the only drawback would be that it would be harder to make her unsinkable.

Thus water ballast is most efficient in flat bottomed boats in which it can be spread out from side to side, and that the deeper-bodied a boat is, the less she benefits by the choice of water ballast. Its overpowering advantage is

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that by its use it's possible to design a heavy-displacement boat, with a high ballast ratio, which can leave much of the weight behind when she is hauled out of water.

Re "Electric Power Interest" from Jack McKie: We are about to finish up the prototype of our electric launch *Lily* (Design #627, 15'6"x 5'x8"x22"). Quite a few of such efforts we have looked at seem to always mention top speed and range in the same breath while you usually get your range at the expense of speed and vice-versa. Furthermore, many require proprietary electronics, whereas we are using only off-the-shelf commercially developed components with warranties etc.

Lily is meant to be a reasonably serious effort at a home-buildable, able, safe, and affordable electric launch that will have full-day range at displacement speed, carrying 4 in very comfortable limo-style seating. She is unsinkable with batteries and people aboard, self-righting, keeps battery-acid separate from passengers even when swamped, without paying the big \$\$ and accepting the loss of capacity of gel-cells, and can be trimmed fore and aft for varying loads and their location. On the trailer she will weigh between 650-750lbs. More on this "anti-jet-ski" in a regular design spread after we've done testing and have good figures with a straight face.

Re "Out Of Print Books" from Dave Carnell: Many out-of-print books are available at larger metropolitan libraries (my books usually are) and thus often accessible through inter-library loan to your local library. Apart from the interest of the avid collector of design books etc., not every out-of-print book of designs is worth a long hunt, certainly in our case, since design philosophies advance and quite a few, though not all, of the older thoughts/designs gradually become obsolete. As with the boats themselves, not every old plan is a "classic".

Phil Bolger, Gloucester, MA.

About Wooden Battens

Wooden battens and shroud rollers can be obtained from Bete Batten Co., Mattapoisett, MA. (508) 758-4996.

Alex McMullin, Manchester, MA.

West Wight Potters

I am interested in obtaining any information readers may have about the West Wight Potter 15'

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

Your Experiences...

Glued in My Booth

Mystic Seaport was a wonderful place to have the WoodenBoat Show. As a former folk festival producer I thought that what was lacking were some programs which integrated the museum and the show. There is a historical, environmental and technological linkage between what the show showcases and what the museum presents.

But I have to admit there may have been such things going on which I missed. Being glued in my booth as an exhibitor for the duration of the show limited my opportunities to see what was going on.

Louis Carreras, The Woodcarver's Knot, Shirley, MA.

Pull for the Sound Success

We had our first Pull for the Sound rowing event on August 17th, about 10 miles across Long Island Sound from Oyster Bay, Long Island to Stamford, Connecticut.

For a first year event, we could not have asked for greater success. We had seven boats start and finish in a variety of classes; we had a perfect day with little wind on the Sound; and we got extensive media coverage with a front page picture and story in the *Stamford*

Boat Name	Boat Type	Crew	Time
<i>Taxi</i>	26' Whitehall Gig	5	1:55:57
<i>Kayak</i>	17' Kayak	1	1:57:37
<i>Cheticamp</i>	19' pulling boat	2	2:04:28
Burton Surf Ski	19' sit-on-top kayak	1	2:05:56
Apogee	pulling boat	3	2:08:05
Surf Rescue Boat	19'2" self-bailing	1	2:09:40
<i>Burnt Island</i>	26' Monomoy Surfboat	9	3:09:30

This Magazine...

About That "Saladmaster Man"

On the Bottom of page 12 in the August 15th issue you printed two pictures of my *Seveet Dream* building demonstration at the WoodenBoat Show in Mystic, CT. I can't thank you enough for the coverage. While hardly being an unbiased observer, I think that *Sweet Dream* is not only a wonderful solo canoe in its own right for single or double paddling, but is also an excellent first boat building project.

Now then, on the matter of being tagged "The Saladmaster Man." "I have been called many things over the years, and to some small degree I have even earned or warranted the colorful monikers. But "Saladmaster Man," how am I ever going to live up (or down) to this one? I have always followed my dad's advice to "never pick a fight with the man who buys the ink. One of my friends thinks that I must have committed some horrific gaff involving the defamation of *MAIB* or its esteemed editor. I have assiduously searched my (evermore so unreliable) memory for such an incident, but can only find evidence that you and I have enjoyed the most cordial of relations.

But really, in addition to the *Widgeon* blade shape for double paddles featured in *WoodenBoat*, #132, Sept-Oct '96, I am working on a really nifty single paddle design. It really will "slice, dice, shred, or julienne." I just wonder if readers will take either of us seriously if I introduce it in *MAIB*. It's your call; what do you think?

Marc F. Pettingill

Editor Comments: Anyone who ever attended a country fair will have seen the biggest crowds gathered around the guy demonstrating one of those do-it-all kitchen appliances, the "Saladmaster Man". Marc had a big crowd around his tent all the time, because he was doing something, rather than just standing there.

More PC About the Boat Steerer

In "You write to us about..." in the July 1st issue, Joseph Ress criticizes Ron Johnson's use of the title "helmsperson" in Johnson's May 1st article on his Tri-Pearl. I found Mr. Ress' letter to be offensive, not because of his

Advocate and television coverage by Channel 12/Cablevision. The boats in the event, and their finishing times are listed below.

With a number of improvements coming out of our experience from this first year event, we anticipate inviting a number of other boats to participate next year. We also expect to run the race a little later, perhaps in September.

Stephen B. White, The Long Island Soundkeeper Fund, Inc., P.O. Box 4058, Norwalk, CT 06855

opinion, but because of the tone of it.

Mr. Ress characterizes Johnson's use of "helmsperson" as "grotesque", "an abomination", and a "bogus utterance". These words strike me as being excessively strong under the circumstances. I feel as though Mr. Ress is attempting to strong-arm me into seeing things as he does. Naturally; I resist.

It is important for all of us to understand the power of language, and to use it conscientiously and with compassion. Mr. Ress could have made his point, and not alienated this reader, by choosing his words more carefully, and by understanding that there are people who disagree with him. Perhaps then we all might discuss the issue rather than fight about it which leads nowhere. After such a discussion, "helmsman" and "helmsperson", and for that matter "helmswoman", might consistently be understood as the honored titles that they are by whomever might be using them to describe whomever is at the helm.

Bar Scott, Glenford, NY.

Rarely Cover Workboats

We now have two boats in our family: A 16' Sea Bright Skiff that Art Poole built for me several years ago for solo ocean rowing, and a 16.5' semi-dory that John Karbott (who's based in Plymouth, MA) built for us last year. Both are wood and very traditional in construction and appearance. The semi-dory, which is powered by a Mariner 20 HP outboard, is the boat that we use for lobstering and fishing and general meandering around.

You seem to rarely cover this category of boats, and the messing about in them such as we do in our semi-dory. To my mind, the *Karen Vincenza* (which is our semi-dory's name) and other boats of her kind qualify as affordable, seaworthy small boats that are wonderfully suited for messing about in in coastal waters.

Because she and her sisters are traditional workboats rather than kevlar-coated nuclear-powered non-filtered cigarette boats, they are not covered in consumer boating magazines. Neither are they covered very often in our one alternative magazine, *Messing About in Boats*. I wonder if other readers would enjoy seeing more coverage of boats in this category, traditional, low-hp workboats in the 16-20' range?

Les Gould, Exeter, NH.



Yes, a trimaran heels a bit, kind of a graceful angle, coming and going, and look at the nice seating way out there on the windward ama.

The promise of guaranteed spots onboard the VIP/press boat, provided for those who qualified by Toshiba, to view the goings on at the New England Multihull Association (NEMA) Toshiba Unlimited Regatta in Newport, Rhode Island in late August moved me to have another look at yacht racing. Watching sailboats race is pretty dull stuff for me as they soon spread all over the place on different tacks and go so slow anyway, but this was to be a race for multihulls and I would have the opportunity to see this sort of boat which has caught my fancy the past couple of years actually sailing seriously.

Interesting day. Our VIP boat was a 57' Walter Greene charter catamaran, *Flyer*, skippered by Capt. Bruce Reiss, who was very adept at keeping our big Toshiba tour bus moving right along fairly close to the action, sort of like viewing the Indy 500 from a high speed Greyhound speeding along the infield rail keeping pace with the race cars.

We took in the Sunday action as the southwesterly picked up by the mid-day start to 15-18 knots, ideal for the racing boats and plenty of power for our bus. Out on the water on a short course south of Prudence Island and north of the Jamestown bridge were essentially three different sorts of unlimited sailboats. The

Monohull stability problems, one IC is turtled as another approaches to attempt a rescue prior to the racing.



By Bob Hicks

big guns were 40' trimarans and catamarans and a C-Class catamaran, chased by shorter, slower 25'-35' cruising multihulls. The smaller stuff comprised A-Class catamarans and International canoes, the only monohulls. They

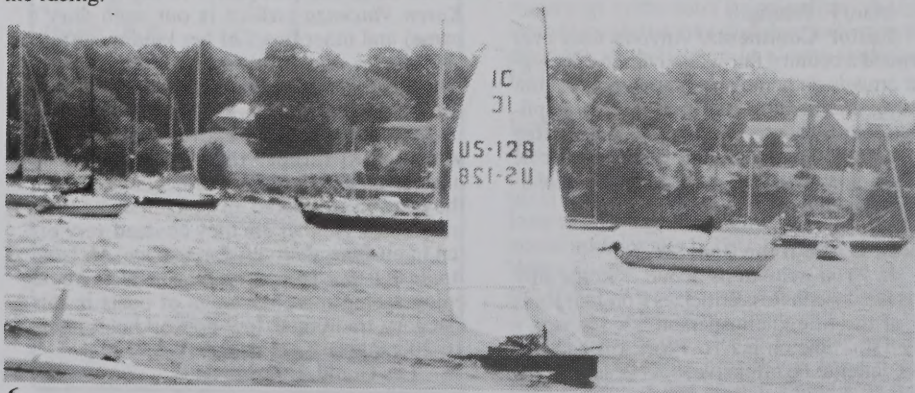
were all out there at once and the melee was something to see, if not to understand.

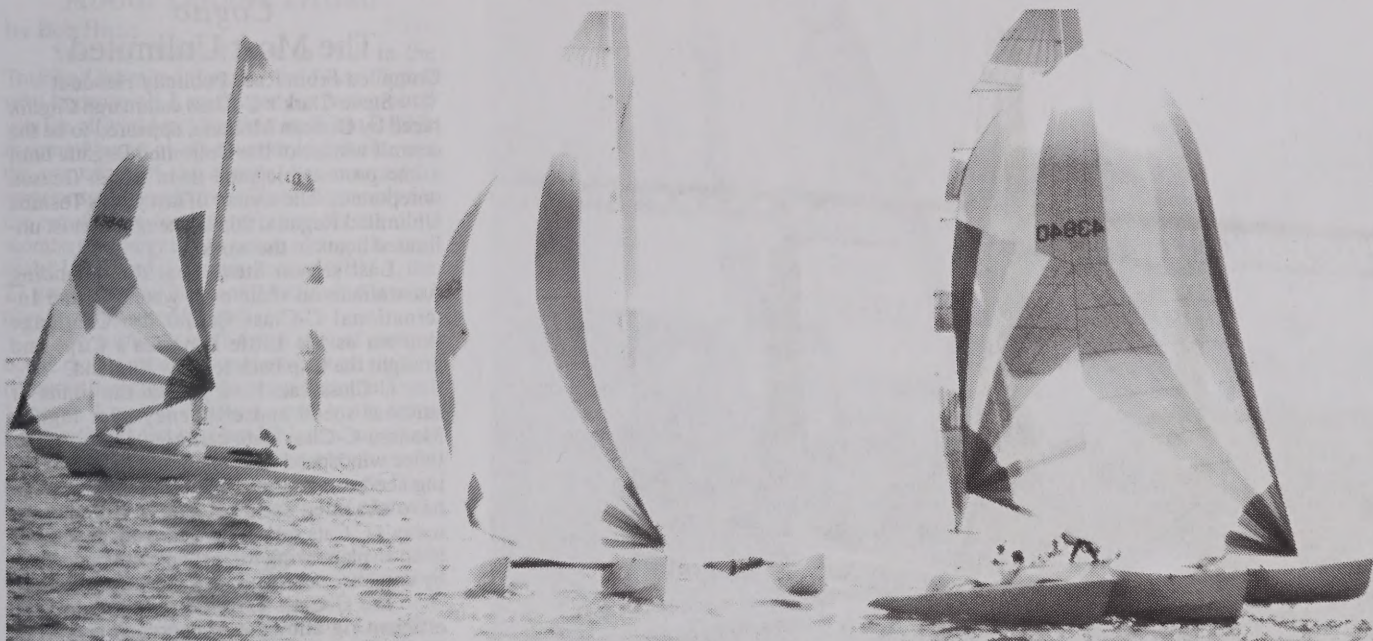
Being unable to comprehend who was ahead made it possible for me to just watch whatever boat was closest or appeared to be moving fastest, and shoot a bunch of photos which make up the bulk of this sketchy report. I really enjoyed the action, having abandoned any thought of keeping track of who was ahead, and apparently our companions aboard *Flyer* shared this outlook.

Questions overheard like, "So they try to keep the wind behind them, right?" revealed to me that the couple of dozen pleasant family folks onboard with us were pretty much non-sailors, they were valued customers and employees from the sponsoring firm, Business Equipment Depot, a Toshiba office products dealer near Boston.

Highlight of the afternoon came for all of us on the bus when we were moving right along reaching back to Ft. Adams after the races were over. From over our right shoulder came Debbie Druan in her purple metalflake Formula 40 trimaran *BED/Toshiba*, hotdogging by our fast moving big cat at top speed on a reach, cutting it close indeed, and provoking surprised outcries followed by scattered "Yeah Debbie" cheers. Debbie, who has a long list of serious long distance ocean racing wins, had placed 13th out of 23 in the NEMA fleet, but we didn't know that and she sure knew how to give her sponsor's guests a good show.

Well, the final results (after protests and all that) showed that Keith Burrage of Chalfont, Pennsylvania had topped the NEMA fleet in his own design Burrage 40 after a late protest had removed designer/builder/owner Steve Clark's C-Cat *Cogito*, skippered by Duncan MacLane of Huntington, Connecticut, from top overall. The winning A-Cat was *Hall Spars*, owned and raced by Ben Hall, owner of the firm of the same name from nearby Bristol, Rhode Island. And in the little, tippy International Canoes, John Kells of Arlington, Virginia in his *Scarlet Letter* took top spot.

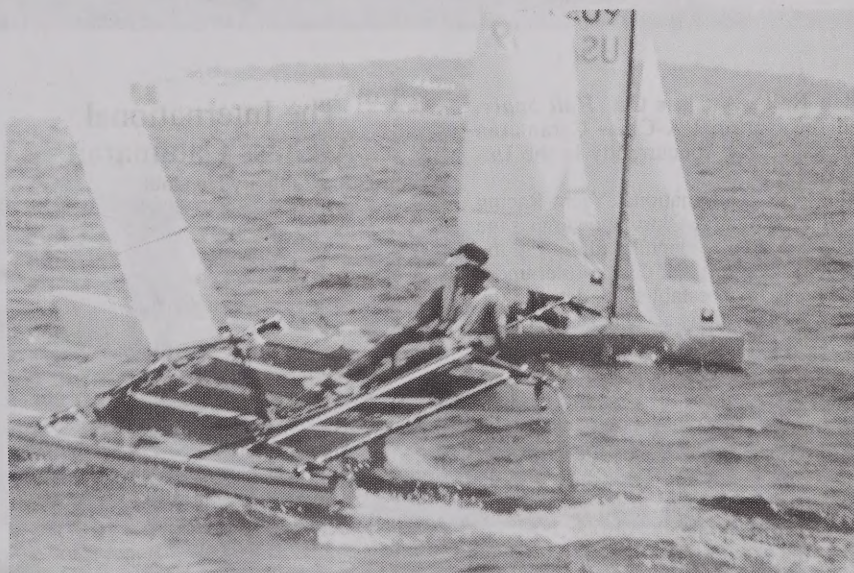




Downwind spinnaker action as our Toshiba tour bus is overtaken by a tri.

An A-Cat and an IC (International Canoe), the little guys in the regatta.

There were some 12 meters out near the race course, here one crosses our bow with crew astride the windward rail.



Skateaway, The Winning Unlimited

Compiled From Race Publicity Handout

Keith Burrage on *Skateaway*, his own design Burrage 40 Offshore Racer/Cruiser, emerged tops overall in the Unlimited Regatta. Anyone who's spent the night on the typical multihull racer will appreciate the concept behind the racer/cruiser that Burrage designed and built for himself. "*Skateaway* made a 67 hour passage to Bermuda in this year's New England Multihull Association race," said Burrage, "and after a good windward thrash home to hailport Laroka Harbor, New Jersey, I took the family on a relaxing cruise north to Shelter Island and Sag Harbor, and then up to Marion MA for the Buzzard's Bay Regatta."

Skateaway's BBR finishes of 2, 6, and 1 in light air gave her a 3rd place overall in that regatta, and Burrage's crews, who get to live aboard in cruising comfort, prove that if having a good time in a multihull regatta is your ultimate goal, the Burrage 40 Offshore Racer/Cruiser is a sure bet. And now he's topped the best in this major event for the unlimited boats.

(My apologies for no photo, you can't tell the players without a program).





Cogito The Most Unlimited

Compiled From Race Publicity Handout

Steve Clark's C-Class catamaran *Cogito*, raced by Duncan McLane, appeared to be the overall winner of the Unlimited Regatta until a late protest relegated them to 5th (reason unreported). The winner of last year's Toshiba Unlimited Regatta, this is one of the most unlimited boats in the world.

Last season Steve beat the defending Australians on their own waters in the International C-Class Catamaran Challenge (known as the Little America's Cup) and brought the Cup back to New England.

C-Class cats have pushed the limits of sailboat speed and efficiency ever higher. Modern C-Class cats can now reach speeds twice windspeed and four times that of a racing keelboat. Tearing down the traditions that have shackled sailing to the 19th century, today's C Cats substitute a hard airfoil similar to an airplane wing for ordinary soft sails that, by comparison, are slow and inefficient.

The C-Cat's extreme light weight and efficient rig allows it to approach speeds of 30 knots while remaining nimble enough to tack and jibe quickly. Consequently, it is the fastest sailboat in the world around a race course.

Ben Hall's A-Class Cat, *Hall Spars*, topped the National A-Class Catamaran Championship run concurrently in the Unlimited Regatta.

The IYRU (International Yacht Racing Union) International A-Class catamaran is the most popular developmental multihull in the world today. The original design rule, under which the class was established, dates to the 1950's and was formally accepted as an IYRU class in 1962.

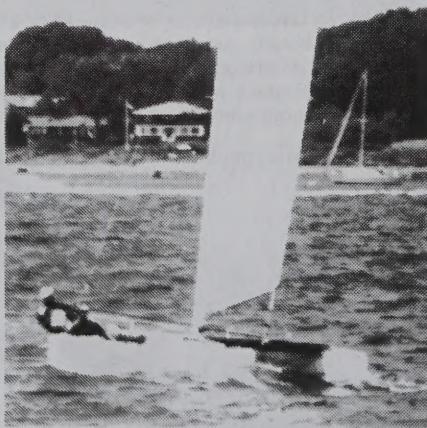
The class rule is simple: the boats must be no longer than 18', no wider than 7-1/2', and weigh no less than 165lbs (75kg). The combined area of the sail and the mast are limited to 150sf. There is no limitation on who can build these boats. And, other than the design parameters, the only limitation is the imagination of the builder.

Over the years, A-Class catamarans have evolved to the point where some of the most exotic materials and construction techniques have been utilized. Use of exotic materials such as carbon, kevlar, graphite, titanium, and specialty aluminum alloys is common. Sail development is also very advanced. The class is noted for its "flat head" or square-topped design as well as experimentation with various new age sailcloths.

The A-Class catamaran is raced single-handed with the skipper out on the trapeze

The International A-Class Catamaran

From Race Publicity Handout



in winds as light as 5 knots. Due to the versatility of the rig and simple and precise adjustments, this speed machine is a pleasure to sail or race in winds up to 25 knots. The A-Class catamaran has been heralded in European sailing magazines as the fastest single handed sailboat in the world. And it has been described by world champion sailors as a boat that is "so responsive that you don't sit on it and sail it, you wear it."

The International A-Class is most popular in Europe and Australia. The majority of Olympic multihull crews routinely race in the A-class in non-Olympic years. In the United States, a North American championship has been held every year except one since the early '60s, this year at this Toshiba Unlimited Regatta. World Championship regattas are held annually, and rotated through Europe, Australia, and the United States. The 1997 IYRU A-Class Championships, hosted by Alamitos Bay Yacht Club in Long Beach, California, took place September 10-21.

For further information on the International A-Class catamaran contact: Jeffrey L. Cohen, DDS, President, United States A-Class Association, 546 W. Badillo St., Suite B, Covina, CA 91722; phone (818) 967-6453; fax (818) 331-7246; e-mail: jjusa67@aol.com

(Again, apologies for no photo of *Hall Spars*, see *Skateway*).

About Debbie Druan

By Bob Hicks

Yes, she finished back in 13th in the Toshiba Unlimited Regatta and I don't know why because all I could get for background was the official press handout stuff, but Debbie is something of an all-rounder in that she was the organizer of the regatta, has managed to acquire sponsorship from Toshiba not only for the regatta but for her racing tri, is the only woman campaigning an ocean racing trimaran in the USA, and is commodore of NEMA, the 27 year old New England Multihull Association. A full platter indeed.

The publicity stuff listed a lot of serious ocean racing successes in her 40' ultralight F40 trimaran designed by Marc van Peteghem and Vincent Lauriot Prevost, and built from Kevlar(c) and carbon fiber. This was supposed to be an "affordable" class but the boats could run to \$250,000 to build and campaign for a season, and is pretty much an extinct class today I'm reliably informed.

Debbie's the first woman to win the 360 mile Marblehead-Halifax Race, in 1993 and again in 1995. In 1996 she became the first woman to win the *Newsday* Around Long Island Race, setting a record and finishing first on both elapsed and corrected time. And so on, a lot of successes in four years with this tri. She has recently dominated NEMA events and now also runs the organization.



Flyer

The Toshiba Tour Bus

By Bob Hicks

Flyer is a charter catamaran operating from Newport, licensed to carry 65 passengers in typical harbor rubbernecker format, lots of seats out in the open as well as under a roof, walking around room, a small bar, etc. We sat forward of the nearly full width cabin front on a row of park benches with the broad expanse of the foredeck before us, the openings between the amas covered with trampolines onto which many of the guests soon settled.

The rig was a tall fully battened main with an easily tacked jib forward. The crew assisting the skipper comprised two young college men, a slender blond in windbreaker and shades the essence of California cool, the other a rugged big guy whose friendly smile revealed a row of jewels set into his incisors. And a young lady of perhaps 15 seemed to be helping out too, perhaps the skipper's daughter?

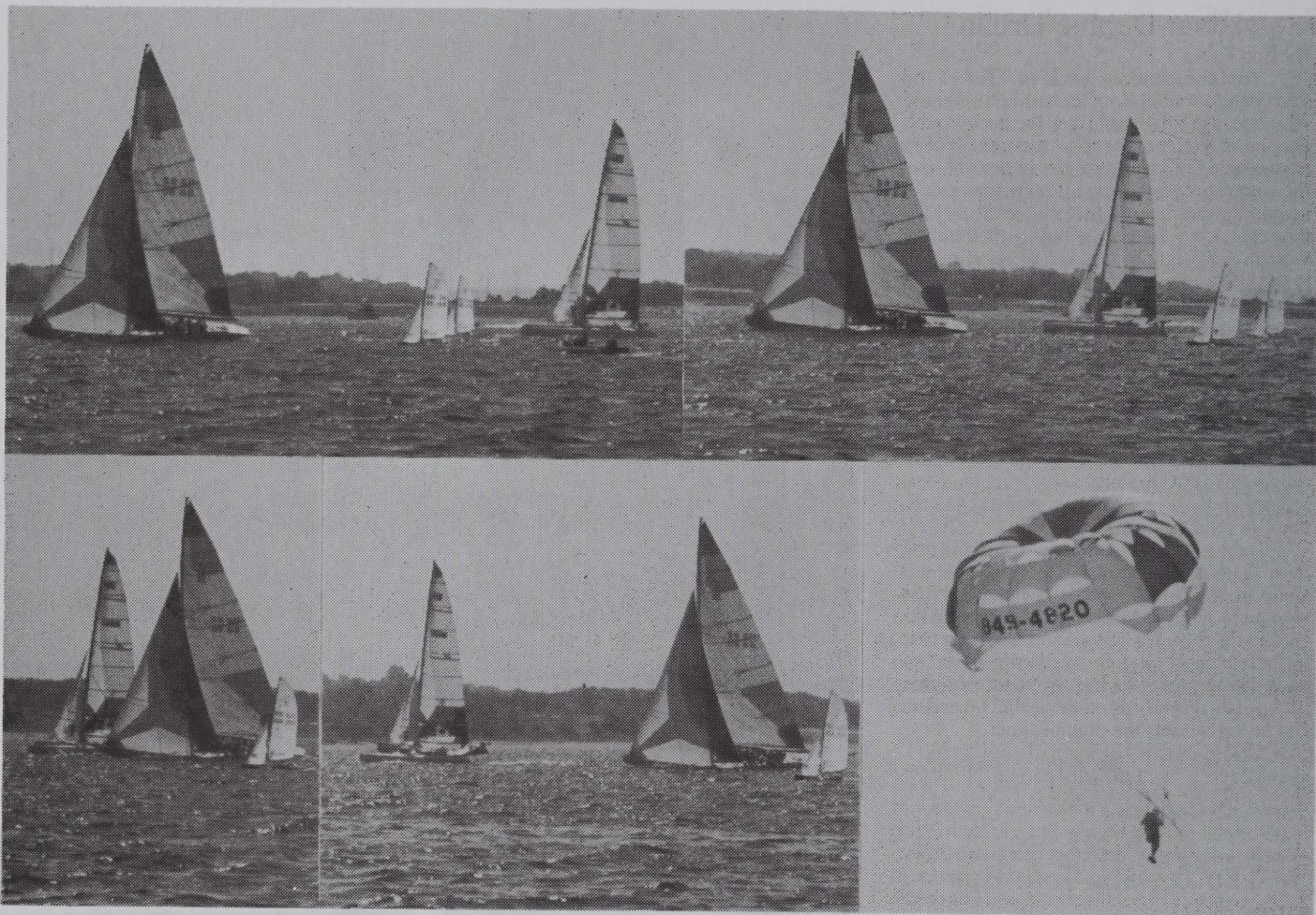
This was a fast sailboat, as I mentioned



in the "race report". We kept right along with much of the action when the skipper could see a way to get in close without disrupting anyone's course. Our speed was further revealed by big wakes behind each ama, and a really brisk apparent wind in the face, and yet dead level regardless of tack. Looking at the larger monohull yachts in our vicinity (see

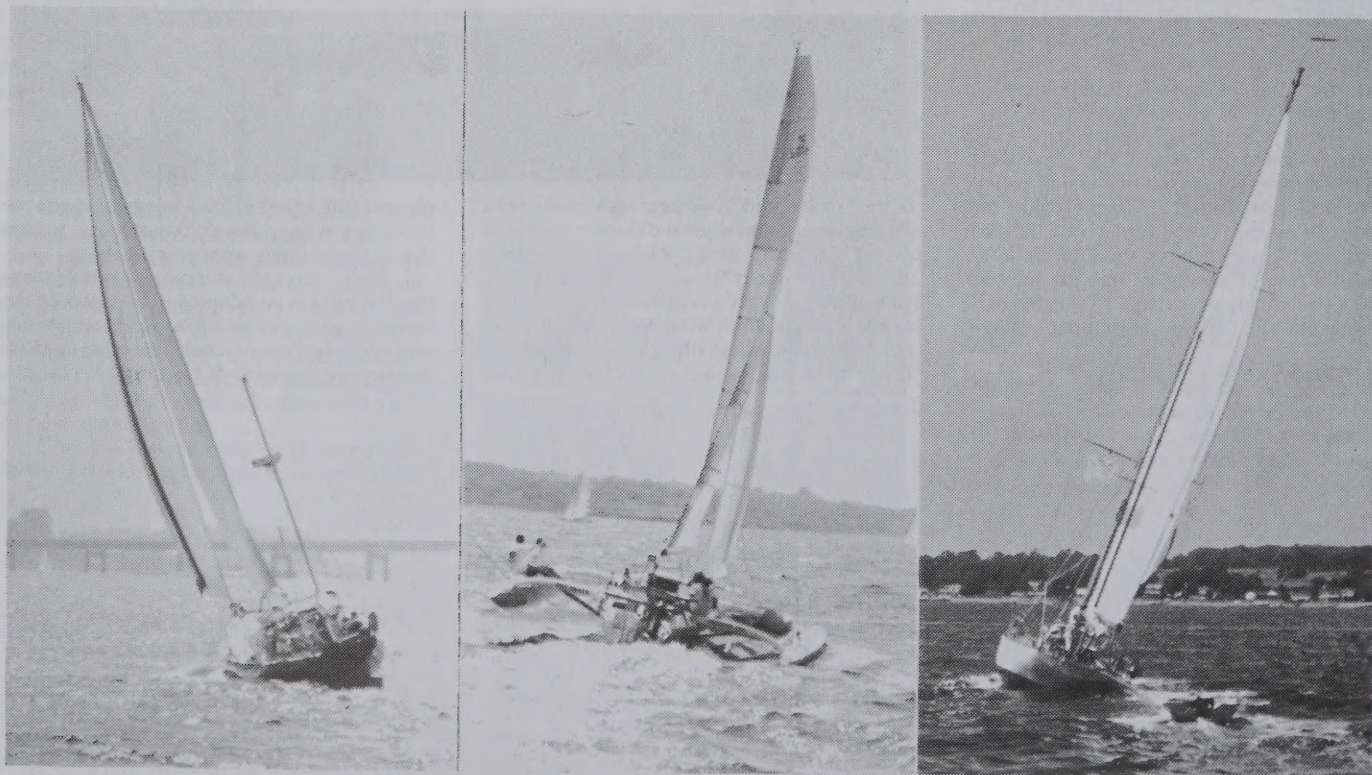
photos) tilted over at 20-25 degrees made me feel like I was on the dock watching, except that we sometimes were passing them.

Sory I can't tell you more about this tour bus, but calls to both Newport numbers on the brochure gave me unable to reach responses, one a cellular "out of reach" the other an "800 number not available to my area". So be it.



Another 12 is overtaken in this sequence by one of the tris amidst some of the A-Cats, it was an easy quick blowby for the tri. And if speed under sail at Newport isn't enough of a thrill, one can try altitude under sail (parasail) with this local outdoor concessionaire.

Monohull and multihull yachts gracefully passing by, lovely boats, heeling a bit on the wind heading down the bay.



What Does It Take to Be a Winner?

Outboard Racing Back Then

By Carl Erickson

What does it take to be a winner racing motor driven boats? Preparation for a sailing race involves trying different sails and scrubbing bottoms. A rowing race can hinge on a slight difference in the oars used. But what about a motor boat? I asked Don Whitfield about this. A five time national champion in the Midget Hydroplane Class using a 7.5 cubic inch motor, Don had some answers I would like to share with you.

First of all the 8' boat. The minimum weight for the class Don raced in was 75lbs. Don's boat weighed 85lbs to give it more strength in rough water. A 6' straightedge was used to make sure the bottom was perfectly true. He applied 25 coats of varnish, sanding between each coat with #500 grit waterproof paper. This made for a bottom that was virtually like glass.

Next was the equipment. Don made his own throttle, pulleys and steering wheel of aluminum to decrease weight. He rebuilt five new Evinrude Midget racing motors, all changes made within legal class guidelines. A motor had to be torn down and measured for specs if it won a major race. The work included turning pistons, fitting rings, balancing, polishing cylinders, opening up ports and changing props. Original props were bronze, these were replaced with stainless steel which were filed to knife edges. The pitch was 9" to 10".

Don's boats were always named with the suffix "ator", *Prestidigator*, *Annihilator*, *Captivator*. Boat and driver together had to weigh a minimum of 200lbs. Since Don weighed 140lbs and his boat weighed 85lbs he gave up a 25lb advantage to a competitor who could weigh in at just 200lbs. Don said that many women took up the sport in the period between 1939 and 1957 when he was most active.

In pursuit of a win a driver had to be able to accept the disappointment of spills on the course and be resigned to motor troubles without giving up. Don experienced 13 spills in his boats J-1, J-13 and J-113, suffering no more injury than a cut lip. Hitting an object in the water sometimes resulted in a broken fin, leaving the boat unsteerable, or damage to the prop, or even a spill.

Don would set the angle of the motor for rough or smooth water conditions. Once adjusted, it could not be changed during a race. The ability to do this was accomplished by one competitor which worked to his advantage.

Don timed his speed prior to each race. Going full out he checked a point on shore, timing that to the starting line to the split second so he could hit the starting line at full speed just after the start gun was fired.

When asked to describe any special "happenings" the first to come to Don's mind was hitting a turtle in Lakeland, Florida, breaking off his boat's fin (turtle damage unknown). He finished the race with little or no control over his boat. Starting a motor was often a problem. Just before one race this happened, but determined Don got it going and passed the other 20 boats in the race. He must have been



mighty mad!

Don said he always had to be prepared for any eventuality. He often brought two boats to race, two or three motors and about ten props. Motors were often severely damaged in spills and required much repair. Fuel? Of course, Don mixed his own. The formula consisted of methanol, benzol and castor oil. So, gaining that winning edge meant Don had to be meticulous in the details of motor, hull perfection, prop choices, setup and testing.

What did Don enjoy the most in taking part in up to 25 races a year with 10 to 20 boats in each race? Don answered in no uncertain terms that the camaraderie with his fellow racers was the biggest reward, the rapport and spirit of helpfulness. Racers often travelled all night to a race site, and often ate together at a local restaurant, and thoroughly enjoyed one another's company.

Don Whitfield set five records on one mile runs up to 41.5mph and eight records on a five mile course in competition up to 38.4mph. Asked how he got into racing, Don

said he sailed canoes on Lake Hopatcong in New Jersey before obtaining an old hydroplane that whetted his appetite for real speed. His proudest moment? Winning the national championship in 1949 at Lake Alfred, Florida, even with a broken fin in the first heat.

Don recently gave two of his boats and motors to a friend who planned to establish a hydroplane museum in New Jersey. This was appropriate because Don competed at eighteen race locations in that state. He would like to do it all over again if he could.

Don's wife Marian usually accompanied him to these events, driving all over the country. She recalled leaving from their home in New Jersey at midnight for a race in Valleyfield, Canada on the following day! Asked if she liked boats, her answer was, well, yes and no. She did look forward to each weekend and the thrills of the racing and, of course, was very proud of Don if he won. As she weighed barely 80lbs, it was lucky for Don he didn't have to compete against her!



The Juniper Unlimited Cardboard Boat Regatta

By Bob Hicks

Spurred by the night before phone call from reader Everett Hobbs I decided to again drop in on the local Unlimited Cardboard Boat Regatta at Salem Willows, Massachusetts, sponsored by the Juniper Community Club. After a couple of years I was interested to see how the technology had advanced in this major community event, in which the majority of participants/designers/builders/racers are unrestrained by any awareness of basic design parameters for small boats. Creativity runs wild and spirits run high. It's a great little one hour event. My pictures tell the story best.



People Power Long Waterline Win the Kids' Race

What I chose to call the "Banana Boat" was a clear cut winner in the Kids' Race after a shaky start sorting out paddling coordination for the four kid crew. The combined kidpower, long waterline, wax coated Costa Rican fern boxes and stiffening duct tape applied at the last minute, did the trick. However the stiffening proved inadequate for the two adults, one kid and one young woman from the kids' crew who entered the adult race, about halfway around the "Banana Boat" folded up amidships.



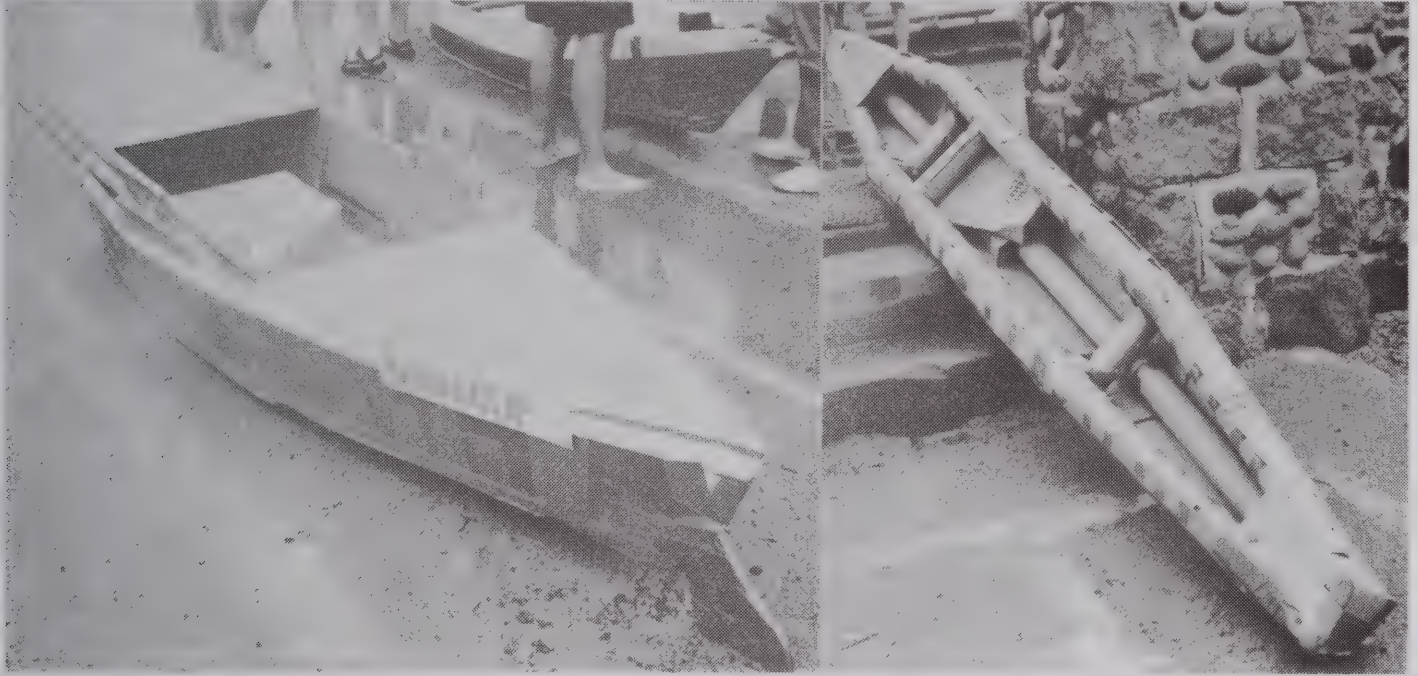
At the Ready

The U.S. Coast Guard was absent but safety was well in hand with these two local traditional pulling boats at the ready for any necessary rescue work.

Conservative Designs Prevail in the Adults' Race

Everett Hobbs built *Buddacup* and his son Charles won the adult race barely fending off Cathy Hall paddling the kayak her husband Fletcher built. Charles resorted to a sort of "single paddle" technique with one of his oars in the close race to the finish as Cathy made a desperate dash that fell short. The third place boat was Everett's 1995 double ender, miraculously still ser-

viceable, with Jay Pecone at the oars. Cathy and Fletcher still seem pleased with their second place trophy, also cardboard. Everett and Fletcher are both long time readers of this magazine so perhaps had more understanding of boat design and construction than some of the neighborhood competition.





High Freeboard Was Not A Winning Concept

The Easter Egg Crate

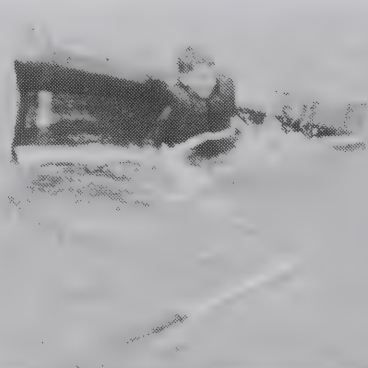
This attempt at multiple people power failed due to basic design flaws in this Easter Egg Crate. The six lovely young women who crewed, each in her own egg compartment, capsized right off the beach, but two of them got back in and pressed on around the course in the badly distorted craft.



Two More That Tipped

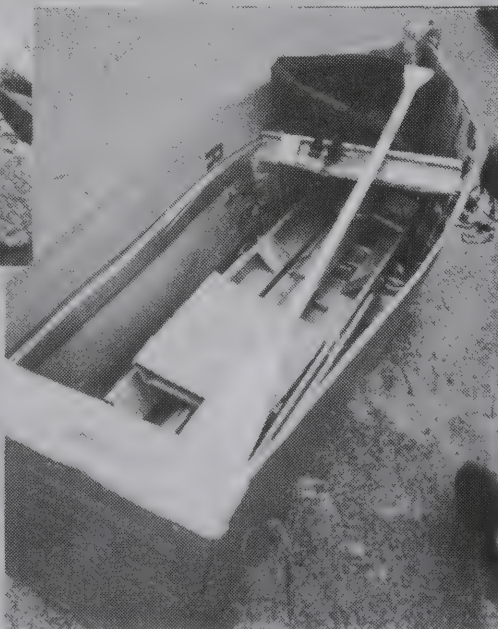
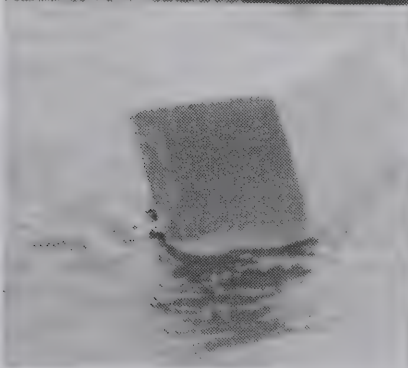
At left, clockwise from top left: This young man's high freeboard design proved inadequately ballasted even for his size and over he went right off the beach.

Another high freeboard concept, this solo adult entry shared the fate of the rest.



Big Freeboard for Big Men

At right, inside column: Three big men entered this big high freeboard craft, complete with Plimsoll marks to assess draft when crewed, in the adult race, but over they went also right off the beach. One of them got back onboard and pressed on only to slowly turtle a bit further out. The failed design was quietly rolled up for disposal following this disaster.



Some That Went the Course

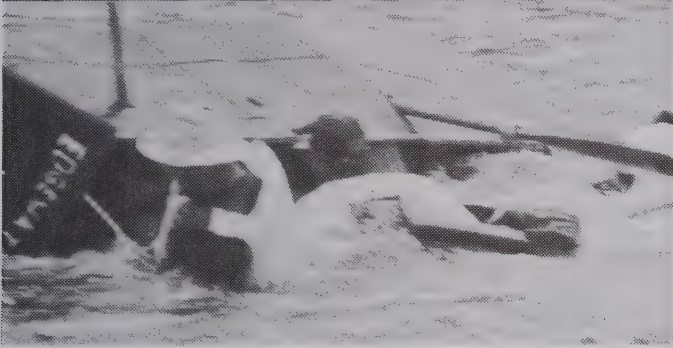
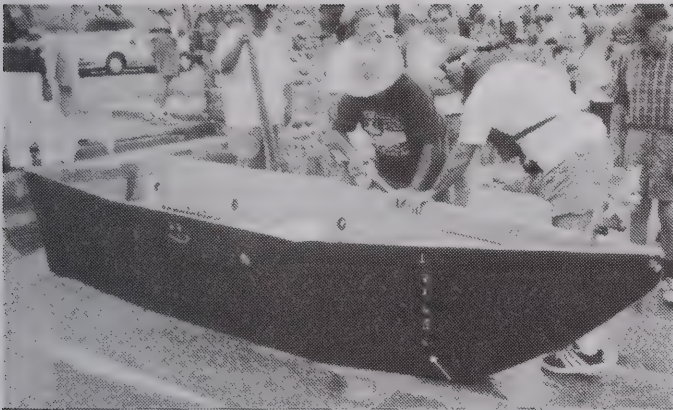
At right, outside column: The lone multihull this year turned out to be "outboard" powered. As with past such concepts, there was much thrashing and churning but very little forward progress.

Stirgwoit's crew had a nicely balanced craft but they suffered from paddle technique problems trying to go straight, the young woman in back did much swapping of her paddle back and forth, thus not contributing much to forward progress.

Leverage problems slowed this young woman in a very well conceived and effective double ender scaled for adult arms.

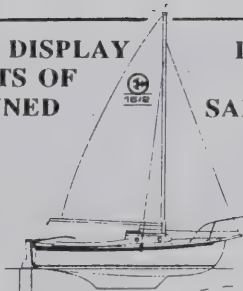
Sorry About That

S.S. Cranberry was of the minimalist school, and when this callous photographer/reporter idly commented that perhaps it stood little chance afloat, a nearby youngster's face was seen to fall. Thoughtless of me to cast doubt on youthful creativity in so careless a way.



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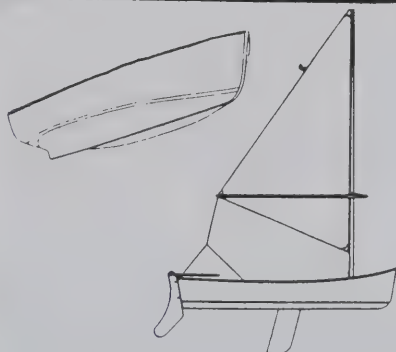
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Rendezvous with Rodger's Rangers

"Sailing our canoes to Maine and Canada? No, not exactly. We're taking them to Maine and Nova Scotia to do some sailing and exploring along the way," I explained to my astonished colleagues as they asked me what big adventure I was setting off on this summer. Being Florida-bound during the summer is not my idea of fun. Having summers off from my fourth grade students has given me the opportunity to get away from the heat and humidity to seek simple pleasures along the Maine coast paddling or sailing my 17-foot Mohawk canoe that I converted to sail. Bob Wood, my traveling partner this year, is retired and also a canoe sailing fanatic. In 1992 we took his Mud Hen Sharpie to Maine and then met the tall ships at Boston Harbor for the celebration of the 500th anniversary of the landing of Columbus. Since then we've more often than not left our larger boats behind to take in the pleasures of the shoreline in small craft of various types, but especially sailing canoes.

This year we planned to rapidly get out of the heat of the south and head to Lake George in New York and then mosey over to Maine through Vermont and New Hampshire. Once established in Maine near Belfast, we would head to Cape Breton Island to the beautiful waters of Lake Bra D'or.

After three days of long drives and interstate miles, we made it to Lake George and found shelter at Rodger's Rock Campground. The campground is a state park and we were able to get a scenic campsite overlooking the lake near the boat ramp.

The following day we visited the famous fort overlooking Lake Champlain. Fort Ticonderoga is enchanting, sitting as it does near the southern end of Lake Champlain on a bluff overlooking the lake from two directions. It was originally a French fort, Fort Carillon, but was taken by British and renamed Fort Ticonderoga, the original Indian name meaning "meeting of waters." It was in a very critical position during the French and Indian War, the lake region being one of great conflict between nations trying to establish permanent settlements in the new world. Of course the most famous engagement at the fort from the American history viewpoint, was when Ethan Allen, Benedict Arnold and Allen's Green Mountain Boys took the fort in May of 1776. It was the first victory for the rebellious Americans. The fort was taken by surprise, as the British Commander had not yet heard of the conflict we later called the Revolutionary War. Allen was reportedly asked, "By whose authority do you take this fort?" by the British commander. He answered, "By the authority of the Great Jehovah and the Continental Congress!"

At the fort we learned that an encampment of French and Indian War reenactors was going to take place over the weekend. The docents at the fort said that it was to be the largest in North America. We immediately decided that we would stay for a few days to be able to see this event.

That afternoon we were relaxing in our lawn chairs and enjoying the crystal waters of Lake George. Suddenly I leapt to my feet and exclaimed, "Look at that!" A 30-foot wooden

lapstrake whale boat with a sprit rig, and bristling with bow and swivel cannons, was sailing right up to the landing below us. In the boat was a detachment of ten "British Rangers" who were to be in the reenactment. We flew down to greet them at the dock, taking lines and pictures as fast as we could. They had sailed the boat 30 miles from the town of Lake George at the south end of the lake. The night before they had camped at Sabbath Day Point, where a huge battle took place between the French and Indians and the British, and several hundred British and Colonials were slaughtered by an overwhelming force of Indians and French. The entire group was clad in rough colonial battle garb of the 18th century. The owner and builder of the vessel, whom we came to know only as the "Sergeant Major," gave orders to his crew about how to disembark and what to take ashore to set up camp. The bow cannon was covered, the oars stowed properly, the sail brailled to the mast and the stores in burlap bags and boxes were taken ashore. We were curious what kind of men give up their vacations to live as others did two hundred years ago, and discovered that they came from all walks of life. One was an ER surgeon from New York City, another a farrier and yet another a teacher. All were very well-versed in the lore of the Seven Year's War, or French and Indian War as we call it in the colonies. After helping them land and talking with the crew, we left them alone to set up their camp and get their dinner together. Cooking over open campfires is routine for these hearty souls.

After eating our own dinner, we went back down to their camp and sat and talked with them for several enjoyable hours. Among many other things about the time period they are reliving we learned why they camped at Rodger's Rock Campground. It seems that a certain Robert Rodger, whose exploits in the area are the stuff of legend, is supposed to have slid down the nearly vertical face of a large rock right into the cold waters of Lake George to avoid a party of Huron Indians. A small detachment of the rangers marched up to the top of the cliff and came back certain that it was indeed only legend. "No one would throw themselves off that cliff," one was heard to say. We asked the Sergeant Major where they were headed after this and he told us that they would be sailing for the north end of Lake George in the morning, where they would trailer the boat to Lake Champlain and then sail to Fort Ticonderoga. We asked if we could sail along with them in our sailing canoes in the morning, and much to our delight, they thought it would be a marvelous idea.

The next morning we woke up very early so that we could sail out with the "Rangers." The rangers had a lot more "stuff" to get ready because they were breaking camp and packing their 30-foot whale boat for the rest of the trip down Lake George. The morning was cloudy and it had rained earlier, around 4:30 AM. We wondered how it was sleeping out in the open or under a tiny rain fly on the ground. This was their third day of reenacting this time period. Some looked a bit weary. I'm sure they were all glad to be back in the boat and near the end of their voyage. At first we had very little wind, but were able to sail slowly around and around while the "Rangers" got their vessel underway. The Master Sergeant gave the commands to "cast off" and "give way" and the oarsmen pulled smartly on their 14-foot

oars, each oar marked with its rowing station by stripes on the blades.

Soon they were underway and the wind picked up. I think they were surprised to see how easily we were able to keep up with them in the canoes and, in fact, even pass them. Several times I ranged far ahead and then tacked back toward their historic craft. They warned us to stand clear because they were going to fire a salute as they rounded "Rodger's Rock." We sailed off a bit and before long I heard the gunner shout "fire in the hole!" The resulting shot may not have been heard "round the world," but it certainly echoed off the surrounding mountain sides. The south wind was picking up and we began surfing off the rapidly increasing waves. Whitecaps to the south dictated that we should start back, as we had covered several miles escorting the whaleboat down the lake. We shouted one more farewell, tacked about and headed back toward Rodger's Rock. We were thrashing through the water to windward in about 15 knots with the tops of the waves coming aboard fairly regularly.

With an open boat one must be wary that the weight of the water in the bottom does not exceed the vessel's displacement. The sailing, and indeed floating, qualities can begin to suffer. I hove to and bailed twice and occasionally the wind would lighten up a bit. Thinking I could cut the distance somewhat, I attempted to sail between a small island and the steep rocky shore, but the swirling winds near the sheer cliffs prevented me from making the cut. I tacked out into more open water where Bob was making his way to windward. Gradually we closed the land and finally made landfall at our launching site in a strong wind with whitecaps nudging us onto the rocky beach. Landing downwind isn't my favorite method, especially with a hat full of wind and a rocky shoreline to leeward. There was only one narrow gap between the rocks that offered a safe passage and I almost lost it before threading the needle and jumping out into shallow water at the last minute.

The rest of the day was quite a bit less adventurous. We rested, slept some, cleaned up the campers, found out why Bob's truck battery had gone dead in the night, went to a garage to have it checked out, ate lunch at McDonalds in Ticonderoga and took a sail that turned into a no wind paddle home after a dinner of grilled chicken and noodles with peas. But nothing could change the fact that two canoe sailors from Florida had sailed Lake George with Rodger's Rangers.



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The Glos-Bloom Hull Reduction, Nautical Enterprise and Beer Drinking Benevolent Society

By Alan Glos

Oxford, Ohio was a sleepy college town in a sea of corn and soybeans when I grew up there in the '50's and '60's, and bodies of water large enough to have a name were few and far between. "Messing about in boats" was largely confined to leaky wood rowboats on farm ponds, but that all changed when the State of Ohio decided to dam up Four Mile Creek and flooded part of Houston Woods State Park to create Acton Lake. Given its small size, the state imposed a low horsepower limit on motorboats and small boat sailing began to flourish. The Houston Sailing Association (a "paper" yacht club) was formed, and for 15 years or more it was a hotbed of small boat racing. Fleets of Thistles, Rhodes Bantams, Y-Flyers, Rebels, Windmills, Snipes and a handicap fleet raced every Sunday. Several national championships came out of this "puddle," and for me it sparked a lifelong passion for sailing, racing and small boat renovation.

When I was 14, my father (a dedicated non-boater) sensed my interest and got the loan of a 14' fiberglass-over-plywood sloop rigged scow from a local judge. We rescued the boat from a chicken infested barn and, after a lot of cleaning and chicken guano removal, gave her a coat of green house paint, read a few books on small boat sailing and, with the judge's son as crew, took her for a sail. The boat was very stable (we never capsized her despite our feeble boat handling skills), but with her cotton sails, hemp lines, wood spars, galvanized rigging (with hardware store cable clamps) and rotting wood just underneath the glass skin,

she had a habit of falling apart at about the same rate my boat restoration skills developed. Out of necessity, I learned how to build sister frames, patch decks, caulk, rig, fiberglass and improvise. I went to the Miami University library in Oxford, read Uffa Fox in the original and fell in love with International 14's, sliding seat sailing canoes and America's Cub racers. I subscribed to *Yachting*, the new *One Design Yachtsman*, and even found a hole-in-the wall shop in nearby Cincinnati that stocked cleats, blocks and marine paints and varnish. No doubt about it, I was hooked.

In 1960, we returned the green scow to its barn (in much improved condition, I might add) and my father and I went halves on a new wood 14' Rhodes Bantam racing sloop, hull #836, from the now defunct Gibbs Boat Company in Erie, Michigan. The boat was a beauty, light blue exterior, varnished interior and trim, but being built from Harborite (TM) 1/4" plywood (a plastic faced material) it turned out to be almost 100 pounds over the class 300 pound minimum weight. Despite the weight handicap, several friends and I raced the boat successfully on Acton Lake and even entered a few local regattas. (Historical footnote: 21 years later, my son Daniel and I went on to win the Bantam national championship in #1775, a Dick Besse built frameless wood Bantam.)

Life was good, but the only problem was that the new Bantam didn't fall apart like the old scow and, other than annual painting and rig upgrades, my boat repair skills were get-

ting rusty. I took a high school woodshop class, and while the other kids were making shelves and end tables, I was turning out Sitka spruce spinnaker poles and laminated rudders. Knowing that I enjoyed making nautical stuff, a local Penguin sailor asked if I would build make him new mahogany rudder and centerboard. I was intrigued and immediately agreed. The Penguin and the Bantam were both Phil Rhodes designs, and I found a set of Penguin plans, made templates, sharpened a plane and began to sculpt hydrofoils from blanks of red-hued mahogany. My shop teacher was dubious but I was in heaven. Both jobs went well. The Penguin sailor was delighted, word spread and small orders and repair jobs began to come my way. I began to undertake refinishing, re-rigging and repair projects, and during the summer my parent's garage began to take on the appearance of a small boat yard. For some reason my parents tolerated this intrusion into their lives. One particularly muggy August day my mother even let me bring a mast into the air conditioned living room so the varnish would dry!

Time passed, I went to college, and during my first summer home I got a job at the Audiovisual Office at Miami University. The job was morning only and I teamed up with a friend, John Bloom, another boat freak, and continued the boat repair business in the afternoons. John and I kept track of our hours and materials, and it was clear that we were making a much better hourly wage than the \$1.00/hour I was getting showing movies to summer school students at Miami. Being young and bold (?) and willing to take risks, I decided to quit the AV job and go into the boat business full time. John and I also decided that the real money was in speculating rather than repair as there appeared to be a good market for used sailboats. We needed a name for our partnership and as piano "reductions" (i.e., contests to demolish pianos) were all the rage, and as the drinking age was 18 in Ohio, we dubbed our organization the GlosBloom Hull Reduction, Nautical Enterprises and Beer Drinking Benevolent Society (the GBHRNEABDBS for short.)

Our first speculation project was an old (make that very old) Penguin that we located in, you guessed it, a chicken coop. I recall that we paid \$100 for the boat, sail, spars and rigging. Cosmetically it was pretty sorry, but there was no rot. I think chicken guano is a natural preservative. We trailed her to a car wash (my mother drew the line at chicken manure in her driveway), hosed her out and began a stem to stern renovation. We took everything down to bare wood, repaired the rails and a few frames and replaced the galvanized standing rigging with stainless steel wire with proper swaged terminals. We then primed and repainted the hull inside and out, revarnished the spars, rudder, tiller, centerboard and rails and the result was one sharp looking dinghy. It resold in a matter of days for \$350 for a net profit of almost \$200, heady stuff for two teenagers in the '60's!

The next project was a little more ambitious, but even more educational. As both John and I raced Bantams, we had a natural interest in the class. The problem was there were no used, preferably damaged, boats in the area, but after a long search we located a damaged boat in Toledo, Ohio. The boat, R-B #410, was a former national champion but had been hit by another racer. The owner told us on the tele-

phone that there was "a rather large hole" in the topsides just forward of the mast thwart, but that it had been repaired and was serviceable. #410 was offered at \$350 with all gear, sails and a trailer, and as there was another R-B for sale in Toledo as well, a road trip was in order. We borrowed my parent's Chevy II wagon and made the four-hour trip up I-75 on a Friday in July with the full intention of returning with the next GBHRNEABDBS speculation candidate in tow.

The first R-B we looked at was pretty sad. It was old, neglected, the plywood was badly checked and it was probably poorly built to start with. We wrote it off as a bad investment and went to look at #410. After a late night drive through the wilds of Toledo, we found her in a garage under a stack of lumber and garden supplies (but not a trace of chicken droppings, a first!). #410 turned out to be a great candidate for profitable restoration. It had excellent Ulmer working sails, sound spars and rigging and, with the exception of the aforementioned hole in the port topsides, the hull was sound and in need of only cosmetic attention. We bought #410 on the spot for \$325 and spent the rest of the night trying to get the wiring on the trailer hooked up to the trailer wiring harness on the Chevy II. This task required several hours and several celebratory beers (to this day, the logic of trailer lights evades me).

On Saturday, we made the return trip to Oxford without incident...well, almost without incident. Somewhere just south of Toledo we stopped for gas and noticed that the starboard bearing cap on the trailer was missing and all of the packing grease was dripping out in the 95 degree heat! This obviously would not do, but there was not a cap to be found. We finally repacked the bearing race, cut a soda can in half and hose clamped the demi-can to the hub as a makeshift cap. The gas station attendant was skeptical, but the jury held.

On Sunday, somewhat on a whim, we decided to rig the boat and race it against the other Bantams on Acton Lake. To our surprise (and delight) we won the race. In fact, we won by a healthy margin. Despite the damage, the hull was light and stiff, the sails were great and we appeared to have a thoroughbred in the rough.

The following week we went to work on #410 with a vengeance. Again, we took the plywood exterior down to bare wood and surveyed the damaged topside. The hole was a nasty gash about 10 inches long and had been repaired with a lot of soft putty and a big hunk of 1/2" plywood on the inside. We removed the temporary patch, routed out the hole back to sound wood, scarfed the edges and repaired it with layers of fiberglass cloth and resin. We would have spliced in a wood patch if the interior were clear, but as the hull was painted inside and out, the patch wasn't going to show.

We also stripped the paint off the rails and discovered beautiful ash and mahogany laminates underneath. The main thwart was made of maple and, while pretty, was very heavy. I remembered that Uffa Fox had written that "weight is for steamrollers," so we replaced the maple thwart with a laminated red cedar and Sitka spruce affair and similarly replaced some of the older bronze hardware with newer stainless steel, Racelite (TM) equipment. Between the thwart transplant, the hole repair and re-rigging, we lightened the boat considerably and brought her to within a

few pounds of the class minimum, a real coup as most production boats of the day were well over the minimum weight, even with aluminum centerboards. #410 was near minimum with a 55 pound steel board.

With the structural repairs and retrofits completed, we turned to the cosmetics. We scraped and sanded the steel centerboard and repainted it with white epoxy paint. Next we varnished all the spars and brightwork and finished the hull with a white bottom (to make spotting weeds easier), light blue topsides (I had paint left over from painting my own R-B) and a black boot top. Despite our better judgment regarding weight, we kept and refinished a beautiful maple rudder.

The #410 project was on-the-job training at its best. Marine products for home amateurs were still pretty crude (No WEST epoxy products were available yet), but we learned how to mix and use two-part Resorcinol glue (but never did learn how to get the stuff off hands and clothes) and we quickly learned that the secret of good refinishing was hours of careful sanding and re-sanding between coats. We had the use of a few power tools, a one-speed drill, a belt sander and a finishing sander, but the real fun was seeing the results that could be obtained with simple hand tools. We also began to accumulate a large box of "Nautical Junque," discarded blocks, cleats and scrap pieces of stainless steel, brass and other non-ferrous metal. I still have the box, and every time I rummage through it I find reminders of former projects.

When we were finished #410 looked nearly new. We decided we would ask \$850 for her, giving us a \$450 profit to share. It is at this point an astute reader can predict that a crisis was about to happen that would shake the very foundation of the GBHRNEABDBS. We raced the completed boat again locally and again we won. It was clear that #410 was decidedly faster than either of the R-B's that John and I were sailing, and both of us wanted her for our own! We had become our own best customer and something had to give.

Frankly, I don't recall exactly how we resolved the impasse, but John won out and I eventually bought a new wood prototype Bantam from the Baycraft Boat Company in Bay City, Michigan. My new boat, #1257, was a good one but no faster than the much older #410. John and I took both boats on the regatta circuit and often found ourselves within one or two places of each other at the end of a series.

The GBHRNEABDBS took on a few other projects, including restoring a wood Penn Yan (gasp!) an outboard runabout and a fling with a rotting Star that we found in a barn between Oxford and the lake. (We finally decided that the Star was beyond repair, but considered buying her and giving her a proper Viking funeral to salvage the keel, fittings and bronze fastenings.)

I graduated from college, got married and moved away from Ohio. The GBHRNEABDBS went defunct, but the spirit of the organization remained with me. In the 30 plus years that followed, I continued the business by finding old boats, usually one-design wood or fiberglass racers, restoring and re-selling them. The restoration fleet has included, two Thistles, two O'Day Day Sailors, a Comet, two other Bantams, a no-name sailing yacht tender, a Super Porpoise, a wood, kit-built Alcort Sailfish, a Force

5, and 15 or 16 Sunfish. I stalk the classifieds and *Pennysavers* and it's hard for me to pass a boatyard without looking "out back" where a suitable candidate for a restoration might lurk. The restorations are true recreation to me in the very literal sense of "re-creating" something that has fallen into disrepair. Although most of my recent projects have been fiberglass (wood boats are simply too hard to resell) I still get to do my share of wood fabrication for rudders, tillers, centerboards and trim. However, despite numerous renovation projects, some rather extensive, I have never built a boat from scratch.

I am reminded of the sexist mandate that in a man's life he should have a son, plant a tree and build a boat. I have three sons and have planted plenty of trees but have never gotten around to the build-a-boat thing, so this spring I consulted with local dinghy guru, Dick Besse, from Skaneateles, New York, who recommended I build a Payson Elegant Punt. I got the plans, am studying same and with my 9-year-old son Adam and 6-year-old daughter Hannah as apprentice boatwrights, we plan to build her and maybe, just maybe, I can pass on some of my passion for boats to the next generation. If not, they will at least get exposed to something that has been an incredibly enjoyable part of my life for nearly 40 years. The Glos-Bloom Hull Reduction, Nautical Enterprises and Beer Drinking Benevolent Society years are long past, but there were at the heart of a lifelong and continuing interest in all things nautical.

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Design Philosophy: For the last 25 years Kismet Yachts have concentrated on providing safe, comfortable, high performance live aboard multihull ocean cruisers. We are happy to see them in harbours all over the globe, after safe, successful crossings of the world's oceans. We do not feel it is necessary to come out with a new design every year or two, our designs of 25 years ago are still capable of making the same successful ocean crossings today as yesterday.

Recently we have developed several smaller coastal cruisers. Our goal was to provide a more affordable, lighter, and easier handling craft for those whose cruising goals do not include ocean crossings or living on board full time, but do include exciting and fulfilling coastal cruising and explorations of our nation's waterways and archipelagos. The 24T trimaran is one of these.

These cruisers include accommodation for comfortable cruises. We have learned a lot during the last 25 years. While nothing revolutionary has surfaced, a better understanding of the existing data bank has made predicting

The Kismet 24T Trailable Trimaran A Multihull You Can Build Yourself

By Bill Kristofferson

performance, and designing to achieve it, much more feasible. This has led to improvements in sails, rigging and in a better understanding of materials.

Some aspects of aesthetics have been overdone, in our opinion, for the sake of the racing look. We feel too many sloping surfaces undulating across the decks have been incorporated, making for unsure and slippery footing. When sitting in the cockpit we should be able to see all four corners of the boat. While in Australia I assisted on a delivery trip up the Queensland coast on a large bridge deck catamaran. It was necessary while helming the boat to either sit in a very high swivel seat or stand on a cock-

pit seat leaning over at a very precarious angle in order to see over the bridge deck. Neither position was very comfortable and gave me an awfully sore back. It was like having the windshield of our car blacked out and having to stick our head out the sunroof to see where we were going.

Our boats must be easily driven, and have uncluttered level decks with few encumbrances. Furthermore we are able to see over the cabin top while working from the cockpit sole, have access to all cockpit controls, (sheets, halliards, lines etc.) in order to be able to single hand our boat safely if and when necessary.

At Kismet Yachts each vessel is created to fulfill the design parameters laid down for the individual yacht. On a cruiser a high average speed with a full cruising payload is more important than blazing speed, which can only be found while sailing ultra-light boats in high winds on smooth water.

We believe that good performance is the most significant safety factor available to the sailor. A fast passage maker means that we are always closer to emergency assistance, fresh water and food. A fast vessel must move through the water with a minimum of resistance (to slip the punches of the ocean rather than stand head-to-head and slug it out). This efficiency makes for a comfortable ride.

Having lived aboard as a family for over 8-1/2 years, we are appreciative of the fact that to live aboard full time, rather than just for the duration of a cruise, requires a higher payload. Kismet yachts are designed to sail efficiently with a reasonable payload. There is a price to pay for performance. We have to balance weight and windage against accommodation, and be satisfied with comfortable, not lavish accommodation.

One will never find a room-maran (a multihull that sleeps many more bodies than it can support, i.e. feed) that keeps up with the faster part of the fleet. In fact upon close examination of the room-maran fleet we will find that at least 1/3rd of them can't even keep up with the monohulls. Room-marans are only fast when in harbor telling tales.

A multihull must be capable of exhilarating us with the occasional burst of sheer speed. We often meet Kismet sailors just in from a sail who are exhilarated and excited after having enjoyed a fantastic sail. It is up to you to choose a boat that provides this kind of excitement.

Building Methods & Materials: We have adapted our designs to a building system which will speed up the assembly time to an incredible degree. The hull sides are built flat on a table full length, then wrapped around a minimal number of bulkheads and the hull bottoms are built separately and joined to the hull sides. Kismet multihulls can be fabricated using most of the modern building materials and methods currently employed in the building of a modern multihull.

Design Features: Kismet trimarans have clean hulls with good load carrying capacity, lowest possible wetted surface, a developed hull shape which will reduce pitching, angled or flared hull sides to provide roomier interiors and expanded load capacity, wing decks cut back further than most designs for two reasons, to keep the bows of the vessel lighter and to keep the underwings from pounding at sea. There is light storage only in the outrigger hulls.

Accommodation: After living on board personally and receiving feedback for over two decades from many other sailors living on board, we have established a high standard of accommodation design, which is practical at the dock and at sea. This is very important, as we have seen many accommodation plans that are lovely at the dock, but completely untenable at sea.

Rig: For most of our designs we use a conventional masthead rig and sails. Some of our more performance oriented cruisers have been designed to incorporate fully battened and semi fully battened (full battens in the upper section of the sails only) sails, 3/4 rig, rotating and fixed masts. The advantages of

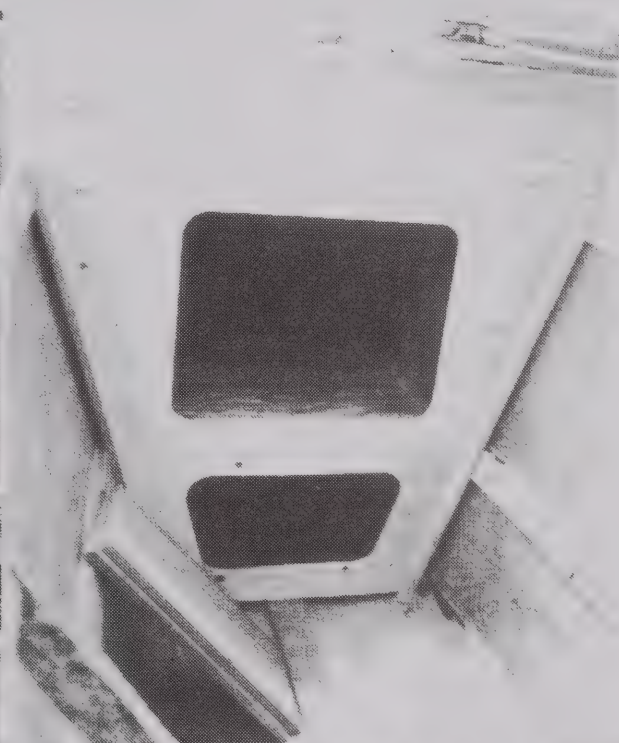
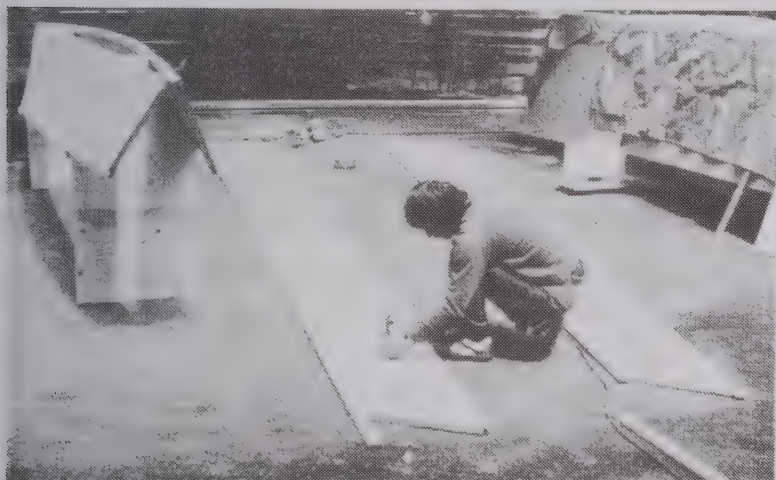
this rig configuration are less windage and less compression load on the mast.

Safety: Kismet multihulls have a safety record second to none and better than most. This is based on ocean going miles not hearsay.

Cost: A multihull is slightly cheaper to build than a monohull as it is lighter. The cost of any boat is closely related to the weight of materials. Also an important factor is the type of finish and the amount of equipment used. Keep in mind that the labour to build a boat of a superior design is the same as building a mediocre design, provided they are the same size. The cash outlay will be very similar.

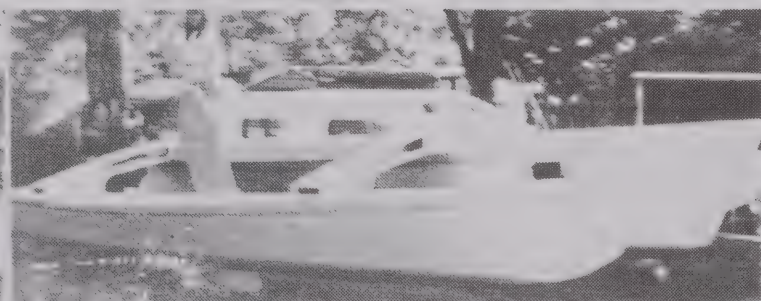
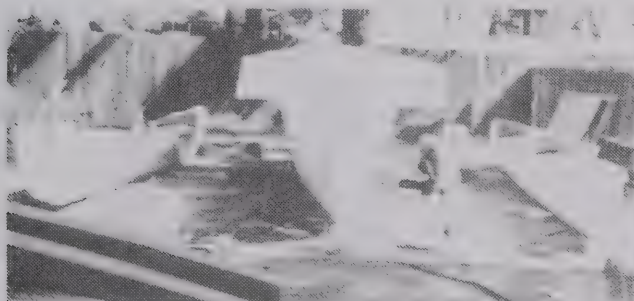
You too can build a Kismet multihull if

you have the determination and initiative to dedicate your time to the project. We think our Kismet 24T Trailerable Trimaran is a good choice. Experience has shown us that the above attributes are more important than actual boat building experience. Most of our builders were completely inexperienced at the start of their projects. We also found no correlation between previous sailing experience and successful ocean crossings after completion of their projects. Most successful builders went on to learn to sail, cruise locally, accumulate experience, then go on to more extensive cruising. In other words the successful sailors did things one step at a time. So can you!



Hull sides are laid out and framed on a flat surface. The panels can be finished, epoxied and glassed at this time. They are then wrapped around the two main bulkheads, transoms fixed and bows finished off. Bottoms are fixed to hull sides, surface coatings finished and hulls are ready to turn over. Even though we began with panels consisting of all straight lines, the hulls have a very nice looking sheerline.

Bill Kristofferson, Kismet Yachts, P.O. Box 161, Gillies Bay, BC V0N 1W0, Canada.



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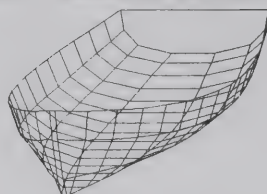
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Center of lateral area

- Prints out:
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All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs
- Printer support:
Laser or ink jet
Epson or IBM
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- Sail rig design:
Sail graphic
Jib + two masts
20 sail types
Bowsprit



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

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

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

- Modeling:

Scale up or down .01 to 10X
In model scale do:

Table of offsets
All .DXF files
Plywood layout
Bulkheads

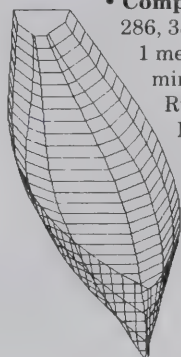
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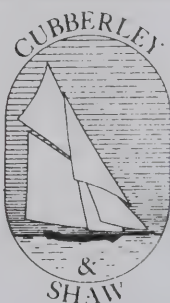


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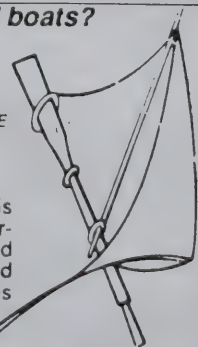
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Building Paradox

Part 3

By Don Elliott

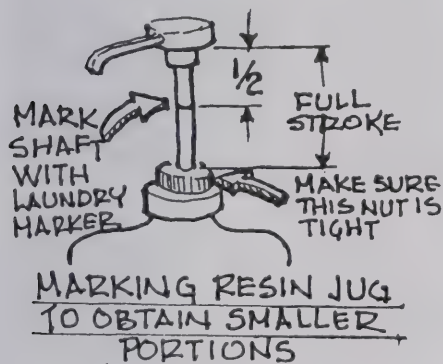
The last article "Building Paradox - Part 2" described how to dimension accurately, discussed materials and the nature of epoxy. It included instructions on how to mark and identify bulkhead parts, how to build the jig for cabin and deck beams, and demonstrated different methods to locate bin cleats.

In Part 3 we'll talk about tools used with epoxy, techniques of epoxy application, cleaning brushes. There will be instructions on assembly of deck and cabin beams, bulkheads and transom.

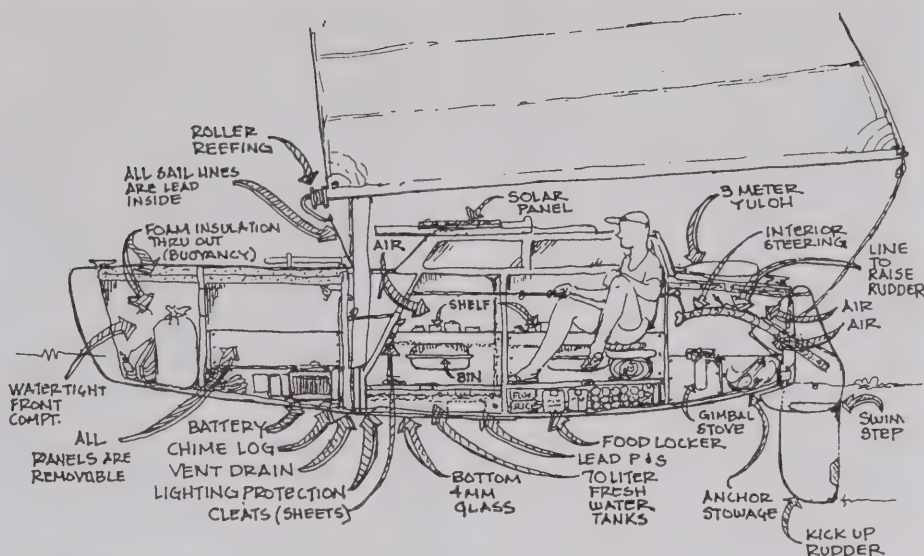
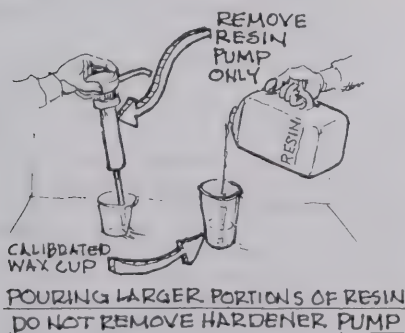
Quantity of Epoxy: Ninety percent of the time our mix quantities will remain the same, two pumps of resin to one of hardener.

A way of mixing smaller quantities is to mark a line exactly halfway up the pump shaft, measure the length of the shaft, divide in half, mark the pump shaft. Now one pump of resin and a half pump of hardener gives the correct ratio (see illustration).

Sometimes you'll think you've run out of epoxy when you need just a little more. With a stick scrape the side of your cup, you'll be surprised how much more you'll find. There's still more. Lay your brush on a board and with a stick press down, moving back and forth, working your way to the tip. It'll be only a little, but could be what's needed.



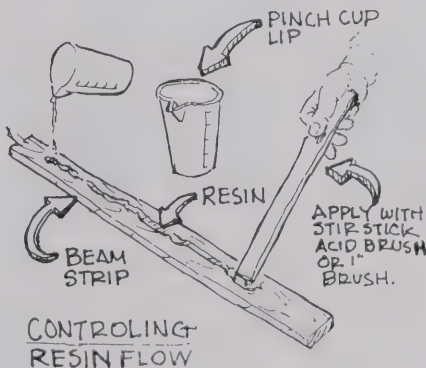
To mix over four ounces, remove the pump from the resin container (resin pump only, leave hardener pump in it's jug). Pour resin in a calibrated cup (14 oz. from Merton's), pump required hardener. Leaving the pump in the hardener jug insures against incorrectly swapping pumps. I've used this system up to 9 oz. I wouldn't mix any more than this at a time, it might be hard to stir properly. Increase the stirring time for larger batches, three minutes for 9 oz.



Two-Step Epoxy Gluing Method: As we're not precoatting with epoxy, we use the Two-Step Method. It's all done in one operation.

Mix resin and hardener, coat all gluing surfaces with a thin coat, set strips aside, thicken remaining epoxy with Cab-O-Sil, apply to one surface only. Join parts together, that's it. System Three says you can wait up to four days before applying glue, after that you should sand the surface before gluing. I try to get gluing done within 24 hours.

Method of Getting Glue on Surface: The least expensive tool is a brush that you clean every time, along with a stick, an acid brush and a squeegee (for a method of cleaning brushes, see below). To apply epoxy or glue often I use a stick, it saves brushes and cleaning them. It's good for small applications. I don't clean acid brushes, they're inexpensive. In a hurry I use 1" disposable brushes and just chuck them. Merton has them, the squeegee is for coating large surfaces, a very useful tool. I'll devote a section later to squeegees.



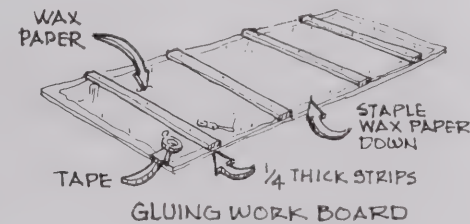
Cleaning Brushes: It is possible to clean epoxy off brushes for a while, but eventually they will become useless no matter how well you clean them. On a flat surface, press down with a flat stick on the bristle. Move the stick from side to side while working the stick towards the tip pushing the resin out of the brush. Repeat until none remains then turn the brush over, repeat the process. Now mash the brush into a tub of Goop. With your gloved fingertips, rub bristles vigorously. Wipe brush on rag, Goop and rub again. Wipe with rag. In a poly

cup pour a teaspoon of acetone, work brush around in chemical, wipe brush back and forth on a rough cloth (or surface), rinse in water, slap dry on cardboard. That's it.

Let's figure what the price would be if you just threw them away. Say for Paradox you used 50 brushes to complete the boat. At thirty cents each, that equals \$15. For 3 tubs of Goop and a pint of acetone you pay \$7. You'll save only \$8. Probably having some acetone left over, it may not be worth cleaning brushes. What I do is clean brushes when I have time and feel like it, otherwise I just throw them out.

Beam Assembly: This step will take you through the entire operation of gluing, clamping, and cleaning the glue excess from Paradox's deck and cabin beams.

Prepare a gluing board for the beam strips (see illustration). Do this by first stapling wax paper (or 3 mil plastic) on the board. Over that nail thin flat wood (or 1/4 ply) sticks. Make it at least 18 wide, width is determined by beam strips.



Have on hand tape, clamps, and plastic isolators. Mix epoxy use Two-Step gluing process. Squeeze beam strips together, spring clamp a few places, wipe off excess glue (save this glue you'll use it later). Wrap beam strips with tape in three places (see illustration in preceding installment). Remove spring clamps. Clamp w/isolators almost tight at center of jig. Put an extra large spring clamp at each end, add screw clamps from center out, tighten gradually. Remove large spring clamps, add screw clamps at ends. Do not overtighten, just enough for squeeze out, wipe and save. Ensure beam strips are flush on sides (strips should have been run thru the table saw together to make sure they are the same width, slightly oversize to allow for trimming).

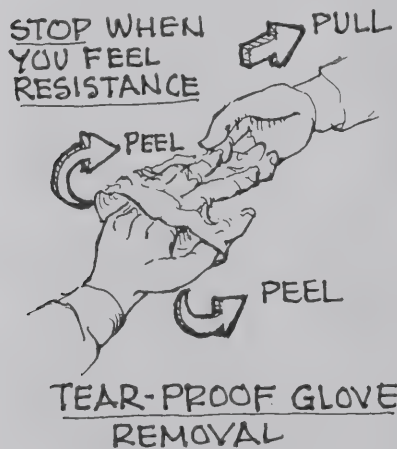
Add to the glue you've saved, West 407

or microspheres to convert glue to putty. With a metal putty knife, fill splits, knotholes, etc. on your plywood sheets. The only tool for applying putty efficiently to any flat surface is a metal putty knife.

Do not release clamps for at least 24 hours. This is a rule for anything under stress, true also for scarf joints or any part that is expected to be in heavy service on the boat.

Gloves: You've glued the beams strips together. Gloves are sticky with epoxy on the outside, sweaty on the inside, you can't use talc or anything else to prevent them from sticking because it doesn't work. When you try removing them, you tear the finger ends off. Now you have epoxy on your hands and are unable to reuse the gloves.

Here's how to remove the gloves without wrecking them. With thumb and forefinger of one hand, pull glove at fingertip, starting at pinky, pull until you feel it free. If you meet strong resistance stop. At this point, grip the cuff at the wrist, peel upwards on the cuff at the back of the hand, then at the palm. Stop when you get to just above the knuckles, but almost to first finger joint now pull again at fingertips. Glove should now be free (see illustration).



Forget About Traditional Boat Building: The methods used in traditional boat building are antiquated and by modern standards too slow and completely unnecessary. They're fine if you enjoy them. We, however, will be using an entirely different method.

Paradox uses my favorite concept of which materials should be used to build a boat, namely plywood, lumber, epoxy, bronze ring nails, fiberglass sheathing. Materially easier to work with than any others, costs less overall. When combined together these form a tough, light boat.

Traditional builders would take pause at the methods and tools we'll employ to build *Paradox*. Forget about boat building methods you've seen in books, you won't need finishing planes, spokeshaves, draw knives and the like.

What's the reason for leaving the time warp of traditional building methods? Basically, the advent of modern materials, tools and methods. Because of these new arrivals, new ways were created to build boats that wouldn't have been possible before they came along.

Historically, plywood became available along with fiberglass cloth around 1950. Boats using these materials have crossed oceans.

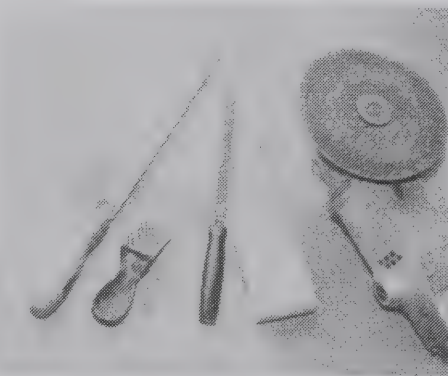
Two brothers soon after used resin and fiberglass as a substitute for wood chines. The Gougeon brothers in the 70's invented a completely new method of boatbuilding. You were born in the epoxy century. In boat building yards in California a lot of people were building plywood and epoxy multihulls (I was one of them). They developed totally new ways of building. Some were surfers with little or no boatbuilding experience, but knew a great deal about fiberglass and epoxy from past experience building surfboards. Many developed completely new ways to deal with these new materials. What changed?

The main thing of importance to boat builders was the gap filling ability of epoxy. No longer would gluing surfaces have to match perfectly. Epoxy's gap filling ability ended that. Also important is its capability to provide great strength, and to make seams watertight. Boat building had changed forever.

New tools with the power to cut and remove materials fast eliminated the need to use older tools.

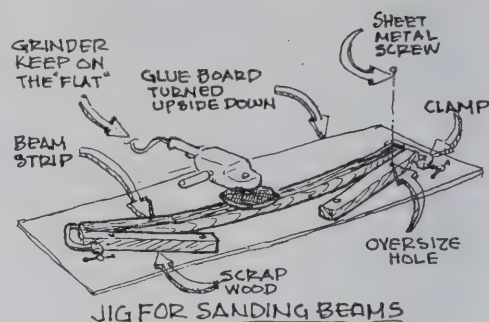
Paradox was designed to maximize those advantages. We will use these tools and methods to maximize our capabilities.

Epoxy Gobs on the Sides of Beams: Removing these will involve your first use of non-traditional building methods and tools. You don't want any wimpy tools when dealing with dried epoxy (or with large chunks of wood). It's unlikely you'll find the tools you need at the department stores, most of those are for light work, most are a joke. Go to a large lumber yard or find an old but well stocked hardware store. For some items you'll have to go to the auto parts store.



For each job we encounter building *Paradox* we'll introduce the tools you'll need. First we'll deal with the lumps of epoxy on the beam sides. With a Stanley Surform tool (Stanley No. 21-115, see photo) knock off the lumps (one of the standard scares is to avoid epoxy drips and gobs, but this little tool makes short work of them). Learn to use the curve and heel of this tool, the heel is more aggressive. After that (if you did a good job of wiping up while they were in the jig) run the beam strips thru the table saw to clean up their sides (use a close-spaced carbide blade, if your saw didn't have one, an inexpensive 7-1/2" or 8" is ok).

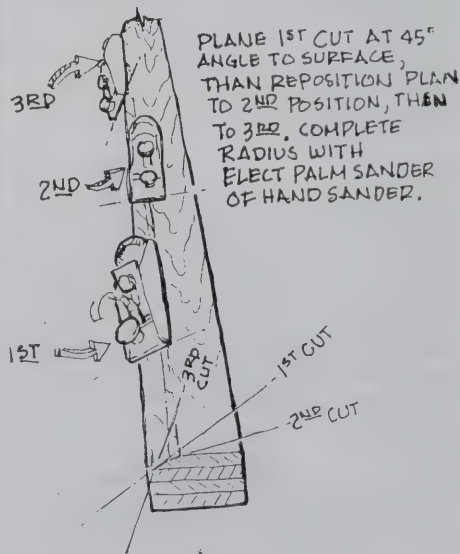
If you still have a lot of epoxy on the beam side get the grinder (see photo) with #16 to #36 grit disc on it (not those silly things that stick on with adhesive, you'll go broke replacing them). One #16 or #36 grit disc will last the whole boat. This is a mean tool, it turns long jobs into a few seconds. Be prepared, this tool removes materials fast (best to practice a little first to get used to it)!



Clamp the beam securely (see illustration). When using the grinder, keep it on the flat, and stay away from edges and corner's. With a swinging motion, lightly skim surface of the beam. In seconds the surface will be smooth. But, you say it's not that smooth. It doesn't need to be with epoxy, remember its gap filling characteristic. For wood that will be visible and requires a smoother finish, you have three options, the fastest is using an orbiting sander (these cut like a belt sander, but it's easier to change their hook and loop disc than a belt, use the coarsest you can get. Again keep all disc type tools on the flat). Next is a finish sander (get the palm type, you need to get into tight places) 80 grit or below (see section on sanding). Last is a hand palm sander.

Don't bother to radius the bottom edges of deck beams, as insulation will make that unnecessary. The deck beams you've finished are now ready to be installed on bulkhead.

For some cabins beams you'll need to radius the edges. There are a couple of ways to do this, with a low angle block plane, the small surform tool, or both of these used in combination with the electric palm sander and hand palm sander. Going with the grain use the block plane (or surform), rough out radius as shown in illustration. Then finish with either palm sanders.



What if in the process of making the beams you gouge, chip, or inadvertently grind a hole into the surface of the beam. Epoxy solves all boat building problems (see Screw-Ups section).

Screw-Up Section #1: This section deals with mistakes you've made. Later Screw-Up Section #2 will deal with all the goofs I made

in hopes you'll avoid the same.

If you've damaged something or didn't make it right, you have to decide whether it's bad enough to make a new part or fix what you've got. If you decide to fix it here's what you do. Get Reference #1, and choose what suits your situation. I'll deal here with general things and most common boo-boos.

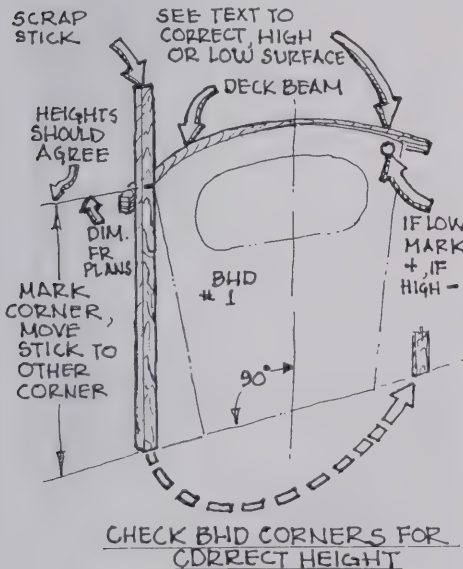
Note: Its generally a good idea to pre-coat bare wood or plywood with unthickened epoxy just prior to any gluing or puttying.

All repairs should be stronger than original. If it's a split or crack in a nonstructural piece just coat it with epoxy on both surfaces and stick it back together. No clamps are necessary. If there's a chunk missing, wait overnight, mix epoxy add Cab-O-Sil (so it won't run). Fill void.

If it's just cosmetic, mix epoxy, add West 507 or microspheres, stir well, then add Cab-O-Sil to keep it from running, fill, mound slightly. Next day surform it, then sand it flush. Do not wait to sand. Epoxy get's progressively harder, becoming difficult to sand (we will later take advantage of that characteristic).

If it's a cup type hole, that surface may be under pressure (a bearing not a bending force). Mix epoxy, add microfibers, then Cab-O-Sil in 50/50 portions. Mound. Next day scrape down with small surform, and sand smooth with electric or palm sander.

Bulkhead Assembly: Note: Double check bulkhead corners. Set bulkheads straight up and down on a level surface. Measure with a stick height of corners, they should agree with Matt's dimension. If not within 3mm, mark on bulkhead corner. If it checks 5mm low at stbd corner, mark at that corner + 5mm. When nailing beam to bulkhead raise it 5mm; later fill void at top of bulkhead with putty.



If bulkhead is correct, but deck beam's top surfaces mismatch bulkhead due to spring back or whatever, correct it by positioning higher, then trim when fairing deck. If it's low, say, at one corner, either fill with structural putty or epoxy in a wooden shim.

Start with bulkhead #1. Have handy a bucket large enough to get your hand into. Fill it with nails for deck beam and outboard cleat. Fill another with nails for bin cleats and lower floor support. You'll need a hammer which will most likely turn into a crusty horror. Be sure it's not your favorite. Sand glue areas on

bulkhead. If nailing boundaries haven't been defined, do so now. Attach bin cleat locators (see previous article).

Have a small electric hand drill available, it will suffer the same fate as the hammer. Drill and hammer will be used constantly to assemble *Paradox*. Resign yourself to their eventual condition. Install a drill bit 3/4ths of the size of the nail (some sources say 1/2, that's fine for small 1" nails, but anything above that use the 3/4 rule).

Precoat epoxy areas to be glued. Thicken epoxy with Cab-O-Sil. Apply glue to all cleats and floor member only (not bulkhead). Lay deck beam on floor, position bulkhead on top. Drive a few brass brads to locate beam (if you mess up, it's easier to get the part loose, than if using ring nails). Drill holes for ring nails making sure not to put nails in areas to be cut out later (wrecks saw blades). You should have pencil lines marked of nail boundaries. Repeat same for all parts, except bin cleat (see previ-

ous article for different method of attachment). On outboard and floor cleat make certain bevel is positioned correctly. If you've marked them they should be right.

Your gloves probably didn't survive. When nailing this can't be avoided. Scrape up the squeezed out epoxy, use it to putty this bulkhead and knots and splits elsewhere. Don't attempt to use squeeze out for filleting; it'll just make a mess. Fillet section is coming up next installment.

A Sharpie topic will start in the next installment, Building *Paradox* #4". That same issue will also continue construction details. Special sections will cover "No Sanding," "Awesome Tools," "Sensational Squeegee's," "Beautiful Fillets". In addition epoxy coating will be covered. Layout side panels; scarf these panels. Finish up with transom's other parts.

References: West #002-970, *Wooden Boat Restoration & Repair*, *The Epoxy Book*, System Three.

(To Be Continued)

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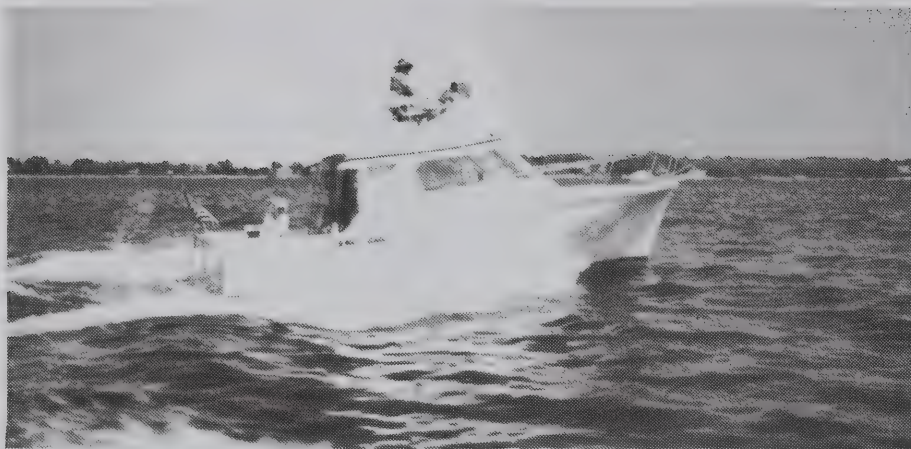
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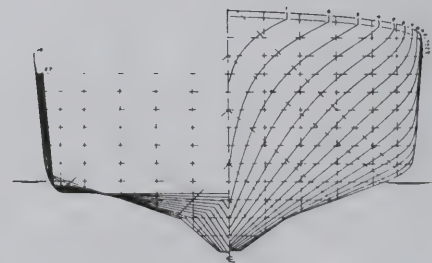
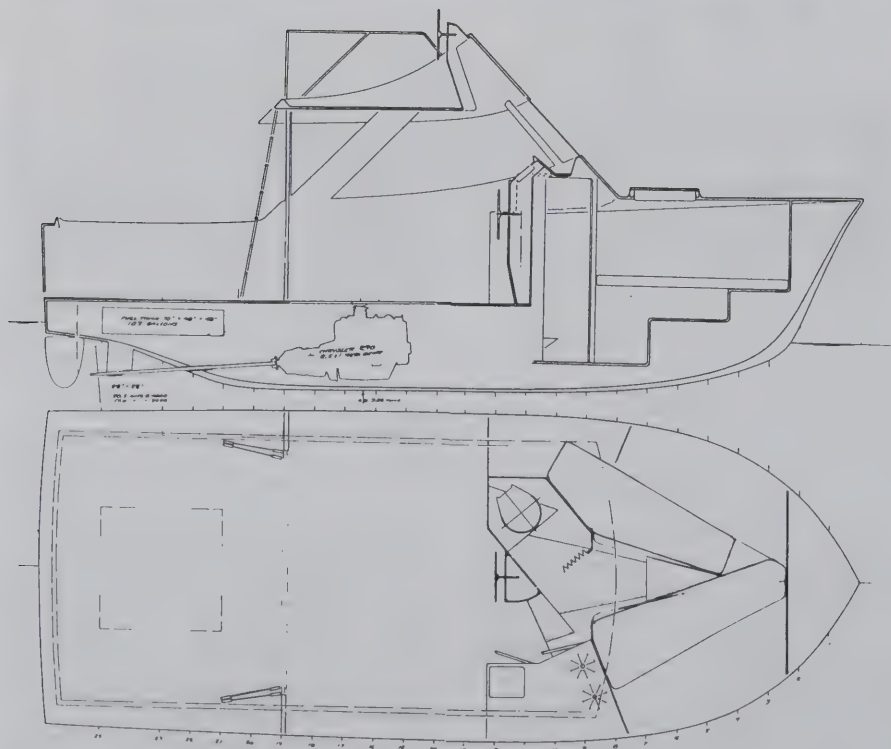
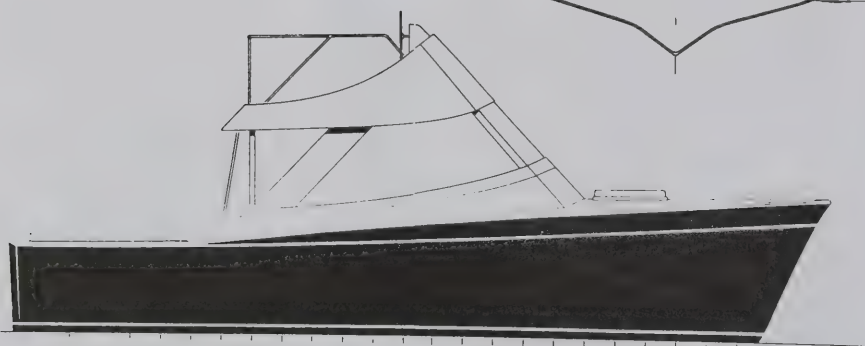
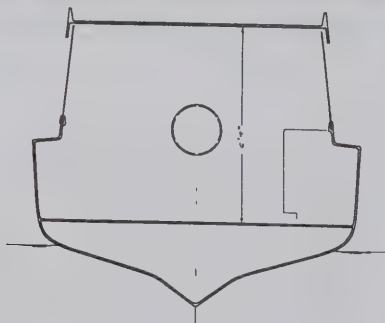
Bolger on Design

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27'0" x 10'9", 7600 pounds displacement

Ted Lang built about 80 of these 27-footers in Rockland, Maine, in the 1970's. There were also a few 31-footers and 37-footers, and a 64-foot test hull that was never completed. They were all very similar in shape, with almost flat sides rounded into a fine entrance on a very short radius, almost a chine. Sharp deadrise amidships was reduced to a flat transom, lobster boat fashion. They were ahead of their time in styles. I recall that I had a hard time trying to convince Ted and his associates that the full-breadth flying bridge was a good idea, ordinary as it looks now.

The 27-footer was supposed to be committed to single-screw gas power with a top cruising speed of about 15 knots. The one in the photo is making about 12 knots. This allowed the engine to be buried under a very roomy deckhouse without the overall height getting totally out of hand. Later, some of them were given twin engines in boxes, but they weren't efficient with higher power. I had a call from the owner of one, complaining that his boat was only making 32 knots with a power plant that drove a Donzi 45, and that she steered badly at that speed. I told him that I was very surprised that she would go as fast as that and that he should pull the big engines out of her and put them in a Donzi, but he said he didn't want to do that, he liked the way this boat handled rough water.... At the time I had no idea how to have it both ways, and even now I think at least part of the difference was that 32 knots is not nearly as punishing as 45 knots. However, with what we've learned since, we could design a 45-knot boat that would behave nearly, if not quite, as well as this one at 15 knots.





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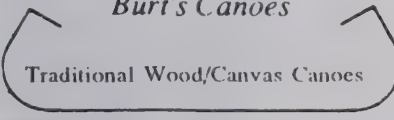
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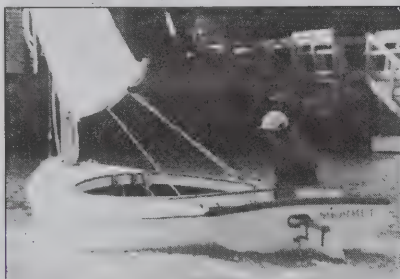
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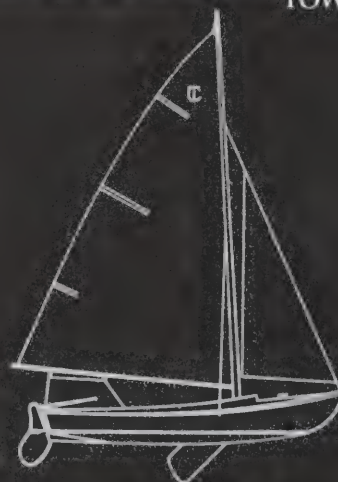
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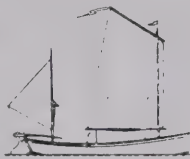
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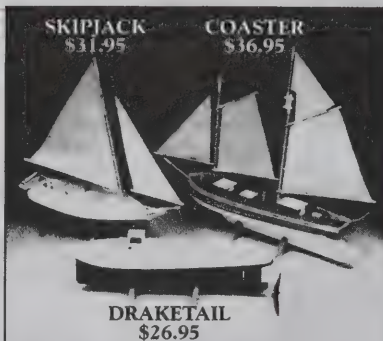
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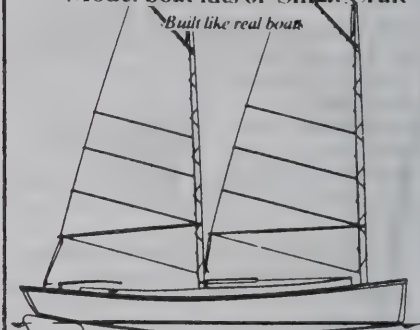
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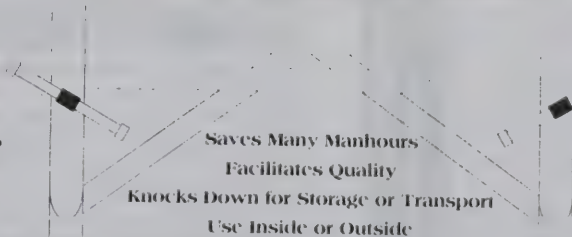
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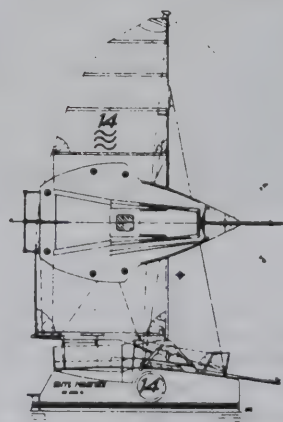
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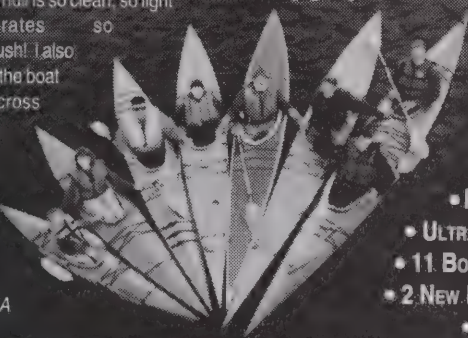
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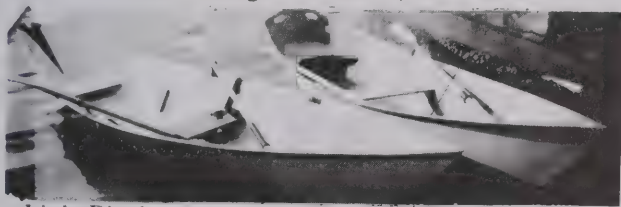
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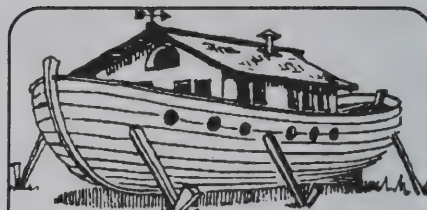
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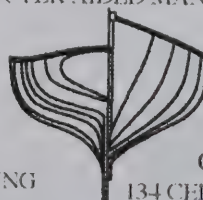
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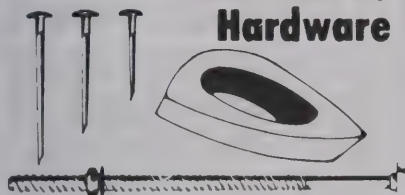
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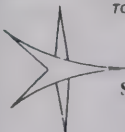


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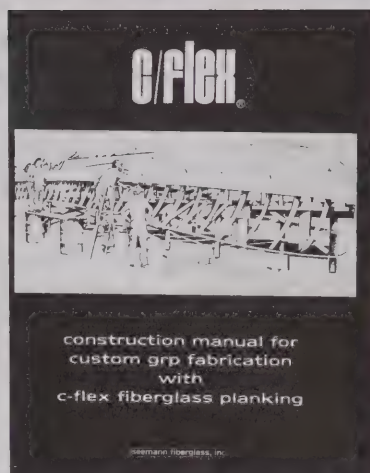
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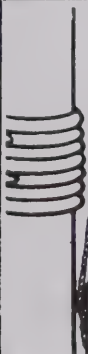
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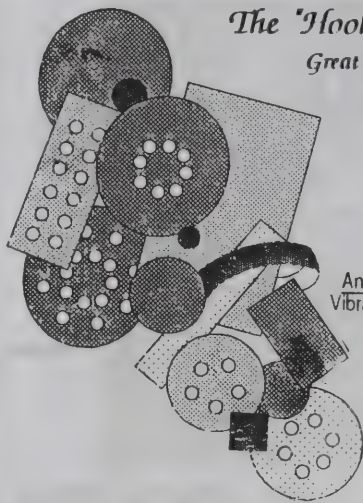
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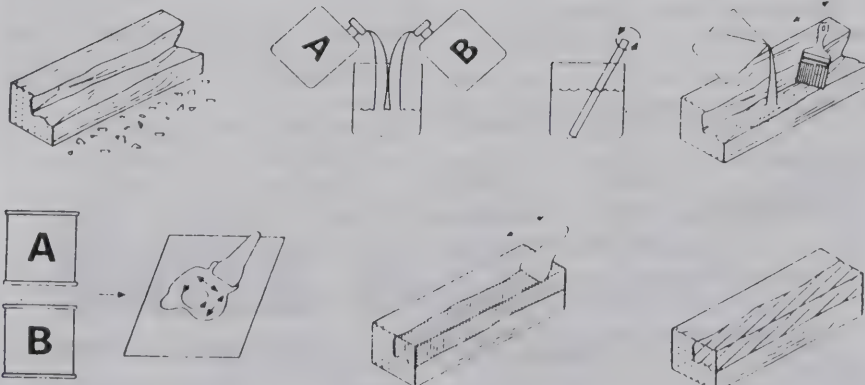
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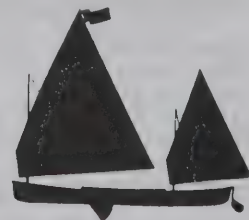
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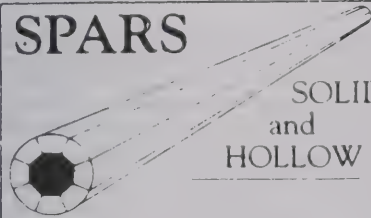
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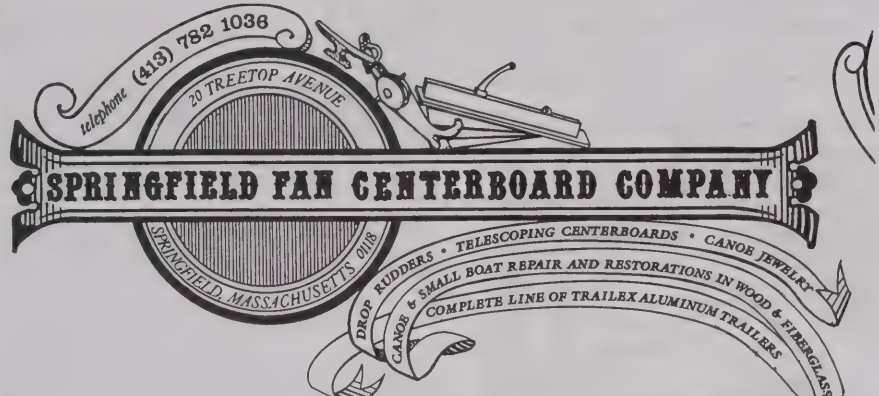
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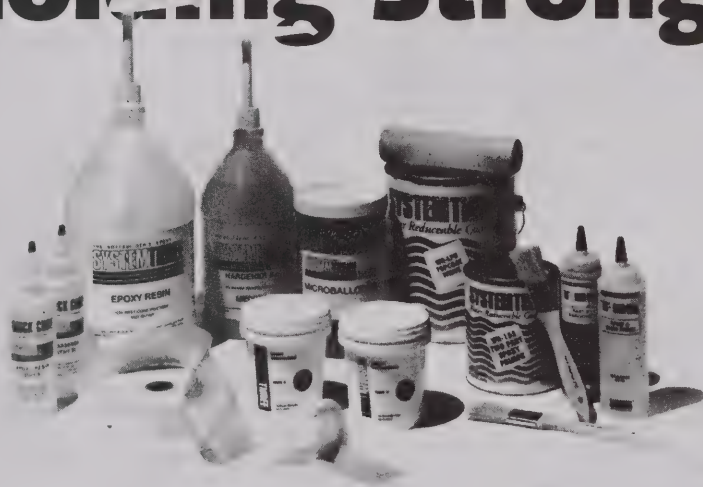
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Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

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.



Pearson 26 Ariel, a fine low cost vy seaworthy cruiser, well equipped & ready to sail. '65 full keel Carl Alberg design. 4 sails, Evinrude 9.9 electr start, head, galley, 4 bunks, safety gear, etc. Gd sound cond. Incl free permanent mooring on West River on Chesapeake. \$4,400. STEVE LUKACZER, Washington, DC, (202) 332-4303. (12)

17' Grumman Sailing Canoe, Balogh rig, Rommiller twin rudders, rowing attachment, Shaw & Tenney oars, motor mnt. All for \$750. HERB KRUGMAN, Stamford, CT, (203) 327-5226 wknts, (203) 792-2590 wknds. (12)

15'6" Gloucester Gull, exc cond, rows easily, tracks beautifully & carries well. Prof blt '95, dynel bottom. Offered w/customized Easy Loader trlr for \$2,350, w/o trlr \$1,750. **Cape Dory 14**, vy gd cond. LOA 14'4", beam 4'3", gunter rigged, ready to sail or row. Shoreline trlr incl. \$1,975. BERNARD POWER Mystic, CT, (860) 536-8637. (12)

16' Comet, '43 Hull # 2044 in gd but not original cond. W/trlr. \$1,200. CURT JODRIE, Cape Elizabeth, ME, (207) 767-2906. (12)

15' West Wight Potter, '95, FG mini-cruiser. Dark green hull, tanbark sails, SS pulpit & cockpit rails, main, genoa, jib, topping lift, boom vang, porta-potti, galv trlr w/12" wheels, other extras. Vy light use, beautiful craft. List price \$7,800, now \$5,000 OBO. Video & working handbook available to serious inquirers only. Will deliver within New England. **7' Pram**, mahogany plywood, w/oars, blt by Pert Lowell '93. Asking \$250. MARTIN C. LIAN, 24 Grover St., Beverly, MA 01915, (508) 927-4546. (12)

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.



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)

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)

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

Cape Cod Beverly Dinghy, sailing model, old but complete. \$800. DAVE MURRAY, 34 Dennison St., Gloucester, MA 01930, (508) 283-3853 early eves. (12)



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 wo/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'x 4' 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. Tlr available extra. Located Round Pond, ME.

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

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

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

24'7" Bristol Sloop, Yamah 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.

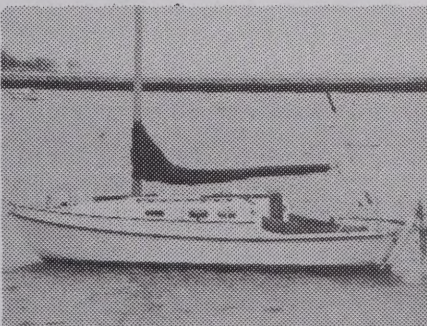
C.B. OLIVER, Newfields, NH, (603) 772-2010. (11)

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, Anes windvane. Extensively equipped, solid sailaway cond. Asking \$16,900.

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

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)

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)

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)

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

14' Microcruiser, early Matt Layden design. **8' Plywood Pram**, decked to shed rainwater. **15' FG Canoe/Kayak**. Windsurfer, orig model from late '70's. None extremely valuable so we're not too picky abt price.

STEVE LAYDEN, Boulder, CO, (303) 530-4505 for details. GAIL LAYDEN, (860) 633-4266 to see boats. (12)

Sailing Dinghy, 8' pram, FG, in exc cond, w/take-apart mast, mint dacron sail, hvy duty rudder, CB, oars & oarlocks. Blt-in flotation, gd for kids & old folks. Exc tender or for rowing, fishing, just messing about. Located in nr Boston suburb. \$350.

JOSEPH RESS, Waban, MA, (617) 332-1482. (12)

21' Florida Bay Hen, cat-ketch rig, nicely equipped, hvy duty tilt trlr, lights & fan in cabin, spacious cockpit, teak trim. Grt shoal draft camper-cruiser. Exc cond. \$4,500.

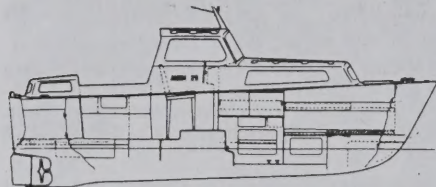
ARTHUR TILLEY, Vero Beach, FL, (561) 234-1218. (12)



'73 Bristol 26, Honda 10 OB w/remot controls, North genoa & full batten main, custom canvas, dodger, awning & sail covers, faired & epoxy sealed hull, rudder & CB, self tailing winches. Available all tide slip. Magothy River, MD. \$7,500.

MARK FISHER, Takoma Park, MD, (301) 589-7407, e-mail: mf0002@epfl2.epflbalto.org (12)

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)

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)

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)

'52 Chris Craft Sea Skiff, 22', no time for what should be an easy restoration. Boat was in water & used summer '94. \$1,500 OBRO. GENE GIFFORDS, E. Islip, NY, (516) 582-1808 work 8-5. (12)

Catalina Capri 14.2, 14' '95 sloop. CB, pickup rudder, teal on white, multi color main & jib sails, reef pts, roller furl jib, OB mtr bracket, custom cover, jib cover, trlr. All exc cond. \$3,750. DAVID JANZ, Box 21835, Milwaukee, WI 53221, (414) 425-2431 eves. (12)

18' Lowell's Sailing Surf Dory, exc cond. Blt w/ West System epoxy bottom & garbds. Package incl all hrdwre, rigging, sails (main & jib), mast (solid Sitka spruce), oars, custom galv trlr, 6hp Evinrude (runs fine). Worth \$10,000 new! \$3,000 firm. KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (12)

Double Ended Lapstrake Duckboat, \$4,750. New 18' solid wood reproduction of turn of the century market hunter's tool. Heavy duty, guaranteed by the builder.

ROBB WHITE & SONS, P.O. Box 561, Thomasville, GA 31799, (912) 226-2524. (12)

DN Iceboat, spruce sides w/ltwt framing. Gd looking, varnished, gd new hrdwre. \$2,000. JOHN CURRY, Mahopac, NY, (914) 621-1506, (914) 764-1138. (12)



18' Lyman Lapstrake, '57, gd runabout cond. 109 hp Grey Marine. Vy tight hull. Kept inside. Tlr w/ new tires. On Lake Superior. \$2,900. Also **15' Drascombe Scaffie**, open FG lapstrake, bilge keels for low tide. Lying Omaha w/trlr. \$2,000. GEORGE HAECKER, Omaha, NE, (402) 558-6479. (12)



10' 1938 Dyer Dink, lapstrake cedar on oak, orig sliding gunter rig, dacron sail. Restored '75, looks lk fine furniture. \$1,200 w/trlr. CHRIS BROWN, Wrentham, MA, (508) 384-3666. (12)

BOATS WANTED

22' Drascombe Longboat.

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

Ice Boat, old style w/stern steering.

ROY ROYAL, Columbus, MI, (810) 727-7320 home, (313) 390-6444 work. (12)

Folding Kayak, I have sold my Nautiraid double folding kayak & want it back. Can anybody help me? WTB double folding kayak, any cond, any make. Will consider single.

DENIS BEAUDOIN, Montreal, QU, (514) 641-1664, e-mail: d.beaudoin@telesat.ca (12)

GEAR FOR SALE

A STROKE OF GENIUS



Row Smart in our Genius T-Shirt. 100% grey, heavyweight cotton, 2 color graphics. Sizes: M, L, XL, XXL. T-shirt \$16, add \$2 for XXL. Grey sweatshirt \$34, add \$1 XXL. \$4 S&H when you mention *Messing About in Boats*. Toll Free 1.800.985.4421, Fax 207.985.7633. VISA, MC, American Express. Color catalog of rowing gear \$2. WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA.

2-1977 SABB Diesel, 16hp 2 cyl Model 2HSP w/ clutch, reversing mechanism. 2 blade fully feathering prop. \$2,295. GENE GIFFORDS, E. Islip, NY, (516) 582-1808 work 8-5. (12)

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

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 Tlr, 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)

13" Boat Tlr Wheels, w/B78-13 tires, galv rims, 5 lug, 4-1/2" bolt circle. New take offs. \$60 OBO. RICHARD DANIELS, Wenham, MA, (508) 468-7703. (12)

Hamilton-Ferris Water Powered Generator, generates 12v when towed under sail. \$200.

DAVE MURRAY, 34 Dennison St., Gloucester, MA 01930, (508) 283-3853 early eves. (12)

4hp Mercury OB, short shaft, gd cond, runs gd. Asking \$250.

PHIL RYAN, Grenada Hills, CA, (818) 832-9374. (12)

Connecticut Cherry, rough cut 4/4, air dried, mostly 8' lengths. \$2/bd ft.

VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, e-mail: vbeaudreau@itthartford.com (12)

There is nothing— absolutely nothing—

half so much worth doing



as simply messing 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)

Sudbury Aqua-Clear Cooling Water Crystals, used to treat raw water engine coolant. Want some of the old crystals or info abt the product.

ROBB WHITE & SONS, P.O. Box 561, Thomasville, GA 31799. (12)

GEAR WANTED

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

Anchor Swap, lovely McIntosh wherry *Anchovy* requires 15-25lb Luke, Herreshoff or CQR anchor in vy gd to exc cond. Will swap 45lb SS plow or choice of several different Danforth sizes from 20-30lbs.

JON BAHRT, P.O. Box 1505, Portsmouth, NH 03802-1505, (603) 964-7310, 5-9pm. (12)

Shipwright's Adze, or info as to where one may be obtained.

PETER JEPSON, 21 Marsh Ave., Newbury, MA 01951, (508) 462-1175. (12)

SALES & RIGGING FOR SALE

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)

Original Windsurfer (tm) Sail, dark blue dacron w/white sock luff. Luff 13'8", foot 8", leach 13'3". 3 short batten rig (no battens), 2 windows, racing numbers. **Lateen Sail**, dacron, light yellow & white stripes w/3 batten pockets (no battens). Luff 12', foot 11'8", leach 13'2". Brass grommets on luff & foot. Both in gd serviceable cond for sailing canoe or similar projects. \$50 ea. + shipping. Both for \$100. ALAN GLOS, Cazenovia, NY, (315) 655-8296 eves, e-mail: Aglos@Center.Colgate.Edu (12)

BOOKS & PLANS FOR SALE

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

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)



Sea Kayak Plans. "Seguin" is a sleek 11wt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harswell, ME 04079. (TFP)

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



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

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

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information. TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)



Kayak, Canoe & Skiff Plans, full line of Blandford plans. \$2 for list of 19 plans. JOE D. COX, RRI Box 360, Farmland, IN 47340. (TFP)



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

"Sleeper", 7'10" car toppable sailing cruiser. Spls 2 below deck. Plans \$37, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip blt or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H. D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE. DAVE CARNELL, 322 Pages Creek Dr, Wilmington, NC 28405. (TF)

Canoe, Kayak, Dinghy Plans. Plywood stitch & tape, & original DK's. Send \$2 in bills for leaflet. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, UK. (12TEOI)

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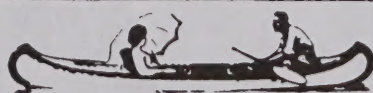
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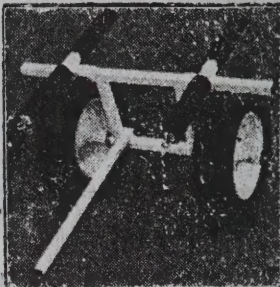
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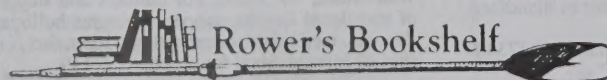
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