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"1st Trophy" - "Shoebox Part II"



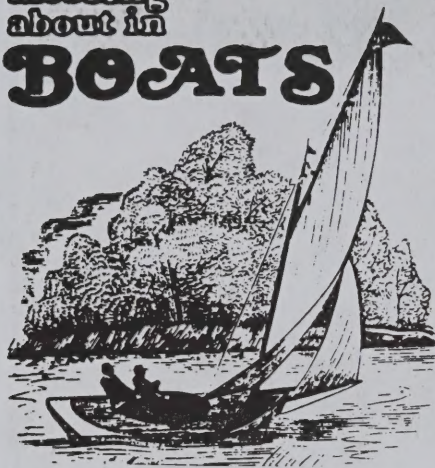
messing about in BOATS

Volume 14 - Number 13

November 15, 1996



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Volume 14 - Number 13
November 15, 1996

In Our Next Issue...

We should have Walter Fullam's report on "The Antique Raceboat Regatta" that didn't make it into this issue, along with Bob Simmons' "Lake Pend Oreille Rendezvous" and John Clough's "Skipjack Races".

Tim O'Brien continues his adventures in *Shoobox* in "To Ipswich, the Back Way", Ken Ong discusses "Rowing to Little Neck Bay", and we'll have two hurricane tales, Dave Carnell's "Tale of Two Hurricanes" and Smiljka Fitzgerald's "Hortense and Our \$1,000 Yacht".

Walter Fullam presents Blueberry Hill Racing Team's "Building Our *Miss America VII* Raceboat Replica", David Goodchild is back at last with another installment of "Building *Toad Hall*", Don Elliott continues "Building *Paradox* Part VI", and I will report on "The Steam Launch *Norman D.*"

Jim Michalak introduces "Two New Boats", Ted Scarpino presents his "Gypsy", Hugh Horton sends us some sketches from Steve Brown of his "Brown Seal 24 Tri" and Marc Pettingill elaborates on "The Maximum Volume Houseboat Concept". Our Bolger feature will be my report on our cruise with Phil and Susanna in "The Electric Picnic Launch *Lily*".

Rich SantaColoma reveals the secrets of "The Hatchet Planimeter", Mason Smith describes his "Lightweight Trailers for Lightweight Boats" and we look over the specs for "Sodium Borate Wood Preservative" from Five Points.

On the Cover...

Tim O'Brien's shantyboat *Shoobox* at ease on the Merrimac River. Tim tells us more about his leisurely adventures in this issue.

Commentary...

Last spring I attended a meeting of the Amateur Yacht Research Society in Newport, Rhode Island, and reported on the variety of leading edge design concepts that this world wide group of free thinkers come up with. The surface effect concepts presented at that meeting were the ones that grabbed me the most and I discussed one of them, a boat which actually flies over the surface rather than floats upon it, concluding that it just wasn't a boat if it wasn't in contact with the water while in operation.

This subject of leading edge boat design resurfaced this fall when the fall issue of the Hammacher Schlemmer catalog arrived, one of dozens of these trinket filled mail order promotions that seem to keep on coming. Hammacher Schlemmer is very high end, I dunno how we got on their list but we did. Their stuff is very costly, and appears to be quality merchandise if somewhat beyond our everyday needs.

On the cover was what appeared to be a porpoise or small whale leaping from the water, prominent were a long pointy snout with a clearly defined eye and a mouth slit, and two small fins. Above the eye was a peculiar sort of transparent hatch. It wasn't a fish at all, it was a boat. A rather unusual boat, one actually being offered for sale to anyone who fancied it.

Opening the catalog I found on page 2 the details about this radical looking concept. Here they are verbatim:

"From our cover: The Variable Attitude Submersible Hydrofoil (VASH). A Hammacher Schlemmer catalog exclusive. VASH combines the speed, grace and agility of dolphins, orca and penguins to fly over, under and through the water. Powered by a high-output 2-cycle gasoline engine, it can dive to depths of 150 feet at submerged speeds up to 35 mph or skim smoothly over the sea at over 85mph atop its shock absorbing hydrofoil "flippers".

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Includes pilot training and certification by VASH creator, Thomas "Doc" Rowe. Made in the U.S.A. by Planet Hydrospace, Ltd. 12'L x 5'H x 7-1/2'W (600 lbs.) 17479G.....\$139,000.00".

Well, I was taken aback by this rush of enthusiastic marketing hyperbole about what appears to be a very hi tech toy in a catalog devoted to costly stuff usually of a more sedentary nature. Can they be serious? I have to assume so.

Does anybody know who "Doc" Rowe is? Is he someone who was eased out of some military hi tech engineering position in a corporate downsizing, and set up on his own in the recreation field? His concept, which, as I said, I have to assume really exists, is a quantum leap ahead in personal watercraft. Jetskis are but Model T's when lined up alongside this versatile performer.

Ah, yes, performance. I commented in my AYRS discussion about the social problems of "flying" a surface effect boat at 100mph six feet over the water through areas where conventional boats trundle along. How about this one, though? 30 feet above, 150 feet below, 85mph on the surface. Where is it now? How fast is it approaching? Is it coming down? Coming up? Coming at? The jetski fades before the three dimensional capabilities of this VASH. Wouldn't it boggle the environmental police attempting to regulate its use!

Yes, the price is steep, but not beyond the means of some wannabe waterborn playboys today. Big muscle boats cost this kind of money. Sure they provide much more volume and luxury, but like the \$20,000 motorcycles one can buy today, the VASH just might appeal to someone with the financial resources to buy it as a "plaything".

So it is possible that the more prosperous waterfronts might indeed enjoy the VASH experience. One might appear, that is. How long it would be tolerated by other boat folks and the law enforcement types is open to speculation. I'd say not for long, unless the proud new owner "pilot" did his flying, diving and acrobatics far out on the water away from any and all other craft, as well as the shore. But, that's no fun. The fun is in "buzzing" the slowpokes or the shore-bound with this sort of toy. Like the lad with his new motorcycle racing up and down his street, showing off his newfound power and mobility. And making enemies rapidly.

The establishment in boating, which encompasses the vast majority of all of us, motor, sail or human powered, resists the new. The jetskis are disliked not only by sailors but also by conventional motorboaters, who have long imposed their own intrusiveness on the sailors' more sedate ways. Now the stinkpotters and ragbaggers are making common cause against the jetskis. Too fast, too noisy, too hard to catch and admonish.

And now, meet VASH. If it's for sale, someone will buy it. You can order yours from Hammacher Schlemmer, "Offering the Best, the Only and the Unexpected for over 148 Years." Just call toll free 1-800-543-3366.

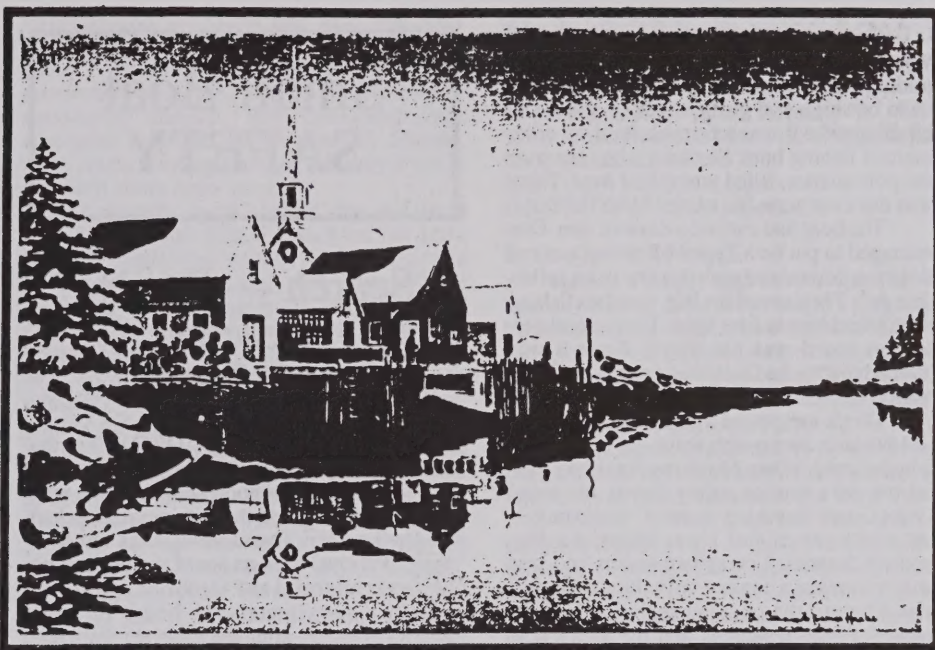
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29 BURLEY ST. WENHAM, MA 01984

On Monday evening a tornado watch was declared for the whole area. At about midnight the front came through, not a tornado but high and gusty winds, thunder and blinding rain. It was too much for a 40' commercial fishing boat. She took a big one over the port quarter, filled and rolled over. There was not even time for a brief MAYDAY.

The boat had carried a crew of two. One managed to put on a Type I offshore personal flotation device and grab the line of an inflatable raft. They saved his life. Another fishing boat found him at first light. The second person on board was not found. Later it was learned that he had last been seen at the helm station in the cabin without a life jacket.

This is a digest of a portion of the search as I became aware of it some six hours after it had started. When I took my Auxiliary vessel out on a routine safety patrol, the usual Coast Guard "working channel" was committed to the search and I was assigned a secondary channel. I carry two radios and was able to maintain contact with the station and also listen to the ongoing search, which involved all the resources that the area Coast Guard group could muster. There was a C-130 four-engined aircraft, a helicopter, an 81-foot Coast Guard cutter, a 41-foot patrol boat and a 22-foot rigid hull inflatable. In the prevailing six to seven foot seas, her crew must have had quite a ride.

When I began to monitor the radio traffic, the search was well underway. I listened for five hours more. When my patrol was over,

Small Boat SAFETY

Search — But No Rescue

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

it was still going on. FACT ONE is that the Coast Guard does not give up.

Early in the afternoon a conversation with the survivor revealed that his companion had been in the cabin. The survivor also knew how many PFDs had been on board and one by one they were all found and identified.

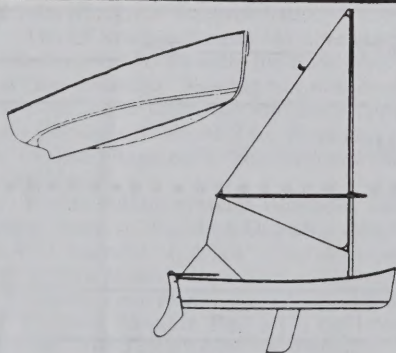
At approximately 11 hours into the search, 17 hours after the capsized, the overturned hull, still afloat, was spotted from the air. Surface units reached it in time to see it enter the surf and end up on a deserted section of beach on one of the barrier islands. It seemed unlikely in the extreme that anyone could still be alive in the cabin, but there was just one faint chance. The problem was how to get a man to the wrecked boat to make sure. Several schemes were suggested and several

Coasties volunteered. Since there was absolutely no sign of life on the wreck, the search and rescue coordinator was unwilling to risk any of his people, but the chopper was able to land on the barrier island and send a crewman to look through shattered cabin windows. The wreck was deemed unsafe to enter, but the land party was able to make certain there was no one aboard. FACT TWO is that the Coast Guard will let its people take risks when there is a chance of saving a life, but it is (very properly) unwilling to risk lives to recover a body.

By the time I stopped monitoring the radio it was 20 hours after the accident. The search had been going on for 14 hours and was continuing. After that long, the possibility that the crewman on the doomed boat was still alive was slim to none. FACT THREE is that even when chances of success are unlikely in the extreme, the Coast Guard so values human life that it keeps on searching. Several hours of daylight remained and all those air and surface resources, backed up by the land radio and plotting teams, would stay on duty to take advantage of the visibility. The search, this time for a body, will continue at first light.

As a boater I felt privileged to get this insight into what happens when one of us is reported missing, and grateful indeed to those men and women (mostly young men and women) who serve the boating public with such dedication, and I felt a touch of pride that as a member of the Auxiliary I am able to make my small contribution to the work of the United States Coast Guard.

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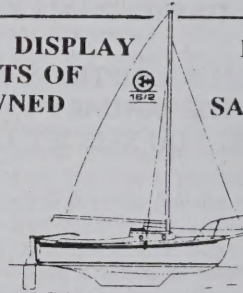
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Reviews

Tugboats and Towboats, a 1997 Calendar

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\$10.95 including postage. Washington residents add 88¢ sales tax. Canadian orders add 50¢ -U.S. funds. Foreign orders add \$2.00-U.S. funds. Harbor Images, P.O. Box 1176, Richland WA 99352

Review by Hugh Ware

Once again, Matt and Judy Lyon have put out a calendar featuring tugs and towboats. Once again, picture locations range from Canada to the East Coast of the States, to the Gulf and along the West Coast. Most of the photos were taken by Matt and Judy; two are by others, and these are especially striking. Tom Young provided a shot of a fireboat, a fireboat of another kind! It's a barge laden with four pieces of fire apparatus belonging to, according to a name painted on an extension ladder, the "Ville de Montreal." (The other side should say "City of Montreal.")

Fireboats are expensive to run and man, and they see little use. Some communities have built multipurpose vessels, combining the duties of police patrol, hospitality-tours, fire-fighting, etc. These craft are usually of light construction and fast but oldtimers say they cannot withstand the heat of a hot fire. Other cities just hope they won't have a fire and perhaps other resources (commercial tugs, the Coast Guard, ...?) can handle a fire if they do. Montreal believes that putting engines on a barge is the fastest way to get the mostest to a fire. In the photo, the tug *Sinmac* is incidental, tho' she looks capable of moving the barge at a good clip.

Matt and Judy like to select a sadistically cold shot for the winter months, and Michael Nicholls' shot of the *Shannon* for December is especially cold. The sky is that clear, see-forever blue of winter, the Detroit River is an unfriendly darker blue, and the ice floes in it are a chilling light blue and white. The *Shannon* provides no warmth. Black hull, white house, each accented by a band of a medium green. There are traces of ice or snow on the fenders. The red of a stack largely hidden behind the pilothouse doesn't warm anything. The tug has a short line to the stem of a Lakes freighter behind it. No crew can be seen on either vessel. Wonder why!

The Lyon's add an insert to some photos to provide a second view. One example is a crisp shot of Seaboats' raised-forecastle tug *Carl Ray* heading out under the bridge at Fall River, Massachusetts. The insert shows the tug and its tow of a gasoline barge. Out of both pictures to the right is the memorial battleship, USS *Massachusetts*. I was there with Matt that day; his photos came out better than mine did, but that's why he puts out a calendar and I just write about it.

Which segues me to a fresh subject. I have started writing a book featuring tugs at work. It gives me a wonderful excuse to (1)

travel around the States like Matt and Judy and (2) take up the time of working people. (Also I get some pretty wonderful food. I remember with pleasure some *etouf  *, or smothered shrimp, that deckhand Eric Anderson prepared on the *Scott T. Slatten*, and Chuck Westvang on the *Lindsey Foss* is a superb short-order cook).

I recently spent a great day watching John Kinzell and Ken Kovatch on the little *Foss tug Omer Foss* as they worked log rafts in Tacoma harbor, and that day will be recreated in one chapter of the book. The *Omer* was no beauty, just a no-longer-young, hard-working, well-used, tired-paint (but, surprisingly, some polished brass and copper!) tool created to do a not-very-glamorous job. She did it well, reminding me of a cow pony cutting out a desired steer (or raft) and working it (cow or raft) down a trail (waterway). There she is for September, towing a raft up or down what appears to be the Blair Waterway in Tacoma. Good to see you again, old friend.

While in New Orleans last spring, I rode on the *Scott T. Slatten*, a Bisso Towboat Company tug, acquiring material for another chapter. (A vigorous partner on one job was the *Capt. Billy Slatten*, built in 1885 and thus 110 years younger than the *Scott*!). The original Bisso Towboat split into three companies in 1963, each run by a descendant of the founder. The three docking yards abut each other. There's the present Bisso Towboat, E. N. Bisso and Son, and Bisso Marine. The first two run docking tugs and are rivals. Bisso Marine specializes in heavy lift, and April has the boom of its derrick barge *Cappy Bisso* slashing dark-green across the page. Two Bisso Marine tugs are pushing the big rig through the green-brown waters of a swift-flowing Mississippi River.

One last tug. August has the *Dottie Do*, an impudent little workhorse for a marine contractor. It's a beautiful day at the mouth of Tampa Bay. Only 42' long, this tug has a second pilothouse on short legs on the wheelhouse roof so the master can see over a loaded barge. Everything leans back a bit. A hawser is piled nearly waist-high at the stern, and the pushing knee at the other end is kicking up a cheerful fuss in the water. It's one of those shots you get right then, for a second later will be too late. Judy got it. The result will make you smile, and perhaps you may even start a giggle if no one else is around.

The remainder of the calendar is satisfying. Towboats on rivers (just stately piles of boxes to me). A big Crowley Red Stack tug sliding purposefully across Astoria harbor. A crisp red-white-black tug, deceptively simple in styling, pushing against a ship in Coos Bay. A pugnacious Z-drive tractor, all high bow and bow fenders because that is the working end on a tractor tug. And two nice shots of West Coast tugs, one Canadian, one American. Study how they differ. Different owners, different federal requirements. Good stuff, all.

Hydrofoil Voyager

By David Keiper
158 pages, 8.5x11"
60 photos, 16 drawings, 2 maps.
\$29.95 from Hinsdale Press, 123 S. Pacific St.
Cape Girardeau, MO 63703.
ISBN 0-931375-326-6 hardcover.
ISBN 0-931-375-29-0 paperback.

Review by Dick Newick

Here is a simply told story of one man's intense personal involvement with a seagoing hydrofoil sailing craft named *Williwaw*. David Keiper's boat happened to be a trimaran, somewhat influenced by his ownership of Arthur Piver's 30' *Nimble* in which he voyaged from San Francisco to the South Pacific in the early '60's. That scene recalls to this reviewer the similarities of my own experience pioneering multihulls in the Caribbean at the same time.

What if...? What if we had been able to sail each other's boats in those years? I had a trimaran about the same length which still sails today in the day charter business with a higher average speed than *Williwaw's*, but too heavy to "fly" on foils. However, she might have been improved by the addition of foils in the amas to augment stability as on my second trimaran. I suspect that David Keiper would have disdained this approach as not ambitious enough. However, boats that fly on foils have yet to win a major ocean race. It is relatively easy to design a boat for a narrow range of conditions, but the ocean's infinite range greatly complicates the designer's, and the skipper's, lives.

Keiper just went to sea simply, proved and improved his concepts, usually with a shipmate, occasionally alone. The shipmates seldom got enough "first class" travel time to stay aboard very long. "First class" is the author's term for flying above the wave tops on hydrofoils at smooth speeds in the 20 knot range. Conversely, "fourth class" was a frustrating wallow, unable to realize the foils' potential.

Much of the book is logbook style detail, more likely to interest seamen than the casual reader. There are 60 black & white photos, a couple of charts and, best of all for this reviewer, a dozen pages of computer generated drawings of three new designs, 31', 24' and 20', which should make life easier for the next generation of hydrofoil travellers.

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Your Opinions...

Rigging to Sail and "Best Boats"

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A friend of mine, after a long career in boating, has concluded that the "best boats" are those which can be picked up and carried to water. His current fleet includes a windsurfer, Laser and 11'6" double paddle canoe.

With this in mind, an observant New Hampshire reader with \$675 could end up with a "best boat" for his fleet from the classifieds recently. Under "Boats for Sale" was a Grumman canoe in Nashua for \$300, and under "Sails & Rigging for Sale" was a Grumman sailing rig for \$375 in Dover. I don't know how far it is between Nashua and Dover (maybe 30 miles, Ed.) but to me these are almost worth the drive from St. Louis. I hope someone puts these together and then writes in about a good camping/cruising trip.

Marc Pauls, Riverview, MO.

Metric Is Inevitable, Get With It

I find myself worried about a letter from a reader about "having metrics forced down their throat". I advertise the use of metric in my software since I have found that most of the world's countries use it. Even China, where I would expect them to be deep in tradition, has adopted it. Therefore, I modified my software so that you can use feet, decimal inches, feet inch eighths or metric. Simply by the touch of a button. If this is "forcing metrics down your throat", I give up.

If you are desirous of selling boat plans to the rest of the world, be smart enough to include, and advertise, dimensions in metric as well as inches. They all use metric plywood and purchase wood to metric dimensions. Their scales and tapes read directly in metric, their machines, saws, drills, etc., are also equipped with metric dials or tools.

The magazines go world wide, about 80% of the countries use metric. I advertise to everyone, not just the US. I have found that by including metric, my sales have doubled, i.e. half are from foreign trade. They all have credit cards and the exchange is through there. It is a big world out there. They even read English well enough (God, they have had English "forced" down their collective throats) that they do not complain about my "in-English" manual. I am embarrassed to do this to them. I hope to correct the manual situation as soon as possible.

If you have a headache, you find it easy to convince yourself to take an aspirin or Excedrin. The metric system is the

aspirin of the linear measurement system. 36 inch yards, 12 inch feet, eighths, sixteenths, thirty-seconds, sixty-fourths are all a big headache. Metric is divide by ten, just like our dollars and cents, a real aspirin. Try it you'll like it. More importantly, use it, you'll sell more internationally.

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It's a Wooden Boat Show

I read with interest the letter from Jim Lacey regarding his disappointment at not finding an Arey's Pond Cat (fiberglass hulled) at the WoodenBoat Show. One part of me is tempted to wonder if he would also be disappointed not to find one of the Herreshoff Doughdish daysailers at a motorboat show, or a fast ruanbout at a sailboat show. While it seems he is mixing apples and oranges, some confusion does arise from the unfortunate linking of two other words, "classic" and "wooden".

It is of course perfectly logical that a show devoted to wooden boats will not be exhibiting fiberglass boats. As Marshal McLuhan used to say, "The medium is the message." Wood is featured at wooden boat shows, not solely because it is in the form of a classic boat type (some extremely modern and non-classic boats are built in wood), but because it is the building medium of choice for those who are involved there. To have a wooden boat show exhibiting fiberglass boats would seem about as sensible as asking Saddam Hussein to be head of Kuwait security. Those of us who have gone to winter or early spring boat shows and have had to walk past rows of fiberglass boats to try to find something in wood will likely not feel too sympathetic. If it was clearly advertised as a wooden boat show, then that is what one should expect to find.

But Mr. Lacey raises an interesting question nevertheless. In these days of new composite constructions being tried and used, when is a wooden boat a wooden boat with fiberglass "additional help" and when is it a fiberglass boat with some wooden accents? I personally have seen some very attractive boats that fit into the latter category. Most vividly remembered is an example of Crocker's Stone Horse as built by Edey & Duff. But they are still not wooden boats. Without a degree in physics or chemistry, or any training in yacht design or construction, I suggest the following as providing a starting point to determine a line of demarcation:

If wood is used as the basic building material which could, if needed, stand on its own, the boat is a wooden boat. If the wood is only for trim or for core material (as with the balsa cored examples Mr. Lacey mentions) in a hull that is basically and mostly built of fiberglass, then it is not a wooden boat.

The boat we are now building is constructed of plywood with epoxy and fiberglass coating, but the basic structure is the plywood which could, if needed, be used

without the petrochemical coating (though one would have to be extremely careful in painting and otherwise maintaining her). Nobody I know has questioned her status as a wooden boat. But we are taking advantage of the useful properties of more modern materials as appropriate.

Mr. Lacey cites the British approach, which is aimed at "design" rather than "construction". Both magazines he cites focus on traditional "types" rather than on traditional construction (though *The Boatman** is quite involved with a British version of the WoodenBoat Show). There is nothing wrong with this approach, I enjoy it myself. But again he is mixing apples and oranges. If the event he attended were advertised strictly as a "Classic Boat Festival", then he could well have expected to find the little catboat there proudly displayed. But it was a "WoodenBoat Show", so I feel his disappointment is unwarranted.

David Keith, Apohaqui, NB.

**The Boatman* just ceased publication in late September. ED.

Rediscovering Things That Have Always Been

As they say, there really isn't anything new in this world, it's only we are discovering things that have always been.

Some fifty years ago when I got out of the Marines I picked up a couple of fiber gas pods from a surplus store and tied them on my canoe as outriggers with a couple of 2x4's. I was able to rig a sizeable mast and sail and had a real sporting craft that stayed upright and moved along at a good clip.

Of course this was nothing really new for quite often as youngsters we had tied two canoes together with paddles and made a makeshift mast and sail to go downwind. It worked pretty well, was sociable and made going downwind on a big lake a lot of fun. Of course this wasn't anything new, for I am sure we got these ideas from reading National Geographic and seeing photos of Polynesians sailing with their dugout canoes and outriggers.

I am now more of a purist or traditionalist. I paddle my wood/canvas canoe with a solid straight beavertail paddle, and I sail my 17' cedar/oak lapstrake skiff with canvas sails on a sprit rig. I enjoy the feel that a wood/canvas canoe has, and I particularly enjoy the sound and feel a wooden lapstrake sailboat has. In a good breeze, or when a puff of wind comes I really get a thrill from heeling way over and seeing the water foaming up along the gunwales. I may not be going all that fast, but it feels like it and I find it exciting and a challenge. I am sure I would miss this aspect of sailing were I to shift to a craft with outriggers. Besides, if I want speed I can always get into my friend's fiberglass outboard and wind up his 90 horsepower engine. That's real speed but not much else in the way of satisfaction.

But everyone to his or her own likes, and it's great that people are discovering (or rediscovering) all these different ways to move about on the water. So far it seems there is enough water to handle all types, both fast and slow. Hopefully it won't become like the ski slopes where speed seems to be everything and if you start swooping back and forth across the slopes like we did in the 50's you get run over or at least yelled at.

Duncan A. Campbell, Bennington, VT

Your Experiences...

Suwannee Solo

My next project is a solo trip the full length of the Suwannee River in a Wee Lassie. While some concern has been voiced about this being too dangerous to do alone, I figure it's a lot more dangerous driving to Maine each year to teach at the WoodenBoat School. If I don't do this Suwannee trip soon I'll never do it. This is the only problem I have with old age, I start to realize my time may be limited in which to do all the things I still would like to do.

Mac McCarthy, Sarasota, FL.

"Geezers Go North"

Greetings from Sutton's Bay, Michigan. Our "Geezers Go North" cruise has now (Mid-August) been in two marinas, day sailed and sailed port to port. My friend Larry's son is crewing for him, thus reducing the average age of the geezer group by a decade or more.

Larry's Compac is sailing very well. My Potter is rather cramped to crawl into but is sailing well. Much effort goes into stomping on waves though. The water is clear, we can see the bottom when in the marina when the sun is out.

Tom Grimes

Confiscated Bargain

We have become the proud owners of a 37' ketch which has been at anchor in our harbor since March. It was confiscated by the government when 22 Cubans arrived on it illegally. Last month it was auctioned. Only three bidders showed up and we got it for \$1,000.

It has no engine but does have five sets of sails. This will be a change from the Pelican I have written about.

Smiljka Fitzgerald, Rincon, PR.

The Final Word on Sam's Tug... Maybe

Messing About in Boats has documented in several stories the little wooden tug that Sam Crocker and the folks at Crocker's Boat Yard in Manchester, Massachusetts have been building. The completed vessel was named *Masconomo II*. When we left her last, the tug had been trucked from the yard to Portland for the Maine Boat Show, where she was judged Queen of the Show. The crew brought her back and finished up the last details. Late in May, it was time for a maiden voyage. It turned out to be quite a festive affair.

When the town celebrated its 350th Anniversary last year, the *HMS Manchester* was invited to visit her namesake town. The Bosnian thing kept her away but she was on the east coast this spring for joint exercises and the Royal Navy gave permission for a stop on her way home. Sam decided a visit after work to the British destroyer was a suitable occasion for the maiden trip.

So the wheelchair of Sturge Crocker, father of Sam and son of designer S.S. Crocker, was strapped down back aft (he had a broken leg). Guests settled themselves here and there as Sam grinned, grasped the beautiful wheel Sturge had

made, and shoved the throttle forward. *Masconomo II*, gleaming in green and white enamel, varnished mahogany, and polished brass, backed out of her slip for the first time. Down Manchester's lovely harbor she moved. Close behind followed the original Crocker tug, *Akbar*, freshly painted in green and white with fourth generation Skip Crocker at the helm. An unusual sight, two matching wooden tugs in close company.

The evening sky was clear, see forever blue, the water even bluer, and the warship ahead a crisp gray. *Akbar* hung close, curling white foam at bow and quarters. Sam and Skip traded comments and insults over the radio, both grinning with pride and satisfaction. Both boats tried a brief spurt at full throttle and *Masconomo II* stayed with *Akbar*, not bad for an engine with zero hours on it. We rounded the destroyer and idled alongside, eyeing her as those on her eyed us with mutual admiration. Finally, we headed for home, pleased as Punch. A good maiden voyage.

Sam has decided to keep *Masconomo II* after all and so *Akbar* has been sold to the Pease Bros, who run a boatyard in N. Harwich, Massachusetts that's very much like Crocker's. *Akbar* could well have gone far away, Pease Bros. had to outbid a couple from California who also wanted *Akbar*.

Hugh Ware, Manchester, MA.



This Magazine...

Classified Responses

I had four calls about a 14' cape Dory that I advertised in a May issue, and finally sold it to someone right here in Marblehead. I had seven calls about a 3hp Lightwin Evinrude, all were interesting and most wanted to talk about the boats they wanted it for. It finally sold on the 7th call. The calls came from Michigan, Illinois, Pennsylvania, Florida, New Jersey and Massachusetts.

Tom Sleeper, Marblehead, MA

Thanks for Your Helpfulness

Searching for a wooden rowing dory of the Swampscott type, we placed an ad in your publication. You went out of your way to send me a copy of the *Want Advertiser* and a page from your Classified Marketplace with some possibilities for dories highlighted for my attention. We did pursue these leads and came north in August to check a couple of them out. I believe we may end up having a dory built by Dave Montgomery of Gloucester, Massachusetts.

We also did receive several responses to our ad in your publication which didn't pan out but which we appreciated.

Bernie Knox, Baltimore, MD.

Had a Lot of Fun

I have had a lot of fun helping readers with information they were seeking, as well as buying equipment for sale in the ads. I really look forward to receiving my issues.

Rick Ramsey, Ft. Wayne, IN.

Just Bought a Boat

I just bought a boat advertised in a recent issue from, it turned out propitiously, the doctor who practices in Maine near our island and visits the island weekly. I rowed it over from her island to ours between September storms.

Paul Hodge, Middleburg, VA.

Appreciation for the Ecology

I wish you would do articles promoting increased appreciation for the ecology of our waterways. It is predicted that here in Florida that Florida Bay and John Pennekamp National Park will be dead within ten years. Too much human unappreciation and utilization. There must be biologists willing to write such articles.

Don Bryant, Apopka, FL.

Your Needs...

Looking for a Hiliner

I would like to purchase a Hiliner boat, either 14' or 16' in good condition. Can any reader direct me to these?

Herb Thomas, 40 Ferncroft Cir., N. Andover, MA 01845, (508) 685-8225.

Who Knows About Hi Liner Boats?

One of several boat projects I have going is the restoration of a Hi Liner built in Ipswich, Massachusetts. The boat is a 13' plywood outboard, probably built mid to late 1950's and has on the dash a badge that reads "Golden Jubilee" I would like to hear from anyone who knows about Hi Liner.

Nate Carey, PO Box 27, Grantham, NH 03753, (603) 863-2915

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Over 3,000 visitors attended the first annual International Yacht Restoration School Family Day event in Newport, Rhode Island. People streamed in for the four hour free open house from as far away as Japan and as close as next door. More than 900 people chose to join the free harbor tours on board the classic motor and sailing yachts *Rum Runner*, *Pearl Necklace*, *Pam*, *Renaissance* and *Shamrock V*.

Throngs of adults and children enjoyed the IYRS yacht restoration demonstrations, children's build-a-boat program, bumper boat rides, story telling, knot tying, sea creatures aquarium, art exhibit, moon walk and the music of chanteys and the Atlantic Clarion Steel Band. The Newport Rotary Club provided food and beverages while several other not-for-profit groups including the Visiting Nurse Association, Roger Williams Zoo, Newport Aquarium,



First IYRS Family Day a Huge Success!

Rose Island Lighthouse Foundation exhibited in the free community tent.

For many visitors, a major highlight of Family Day was touring *Coronet*, the 1885, 130' LOD American schooner

yacht that is the premier restoration project at IYRS. Mayor David Gordon cited *Coronet* as well as IYRS's other work in preservation during his proclamation that, "Sunday, August 25, 1996 has been set aside in the City of Newport to pay tribute to the International Yacht Restoration School." To cap off the day, the first class of IYRS graduates received certificates of completion for the IYRS Summer Session.

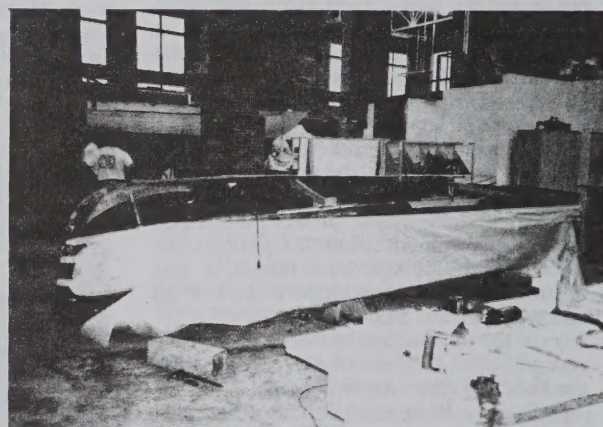
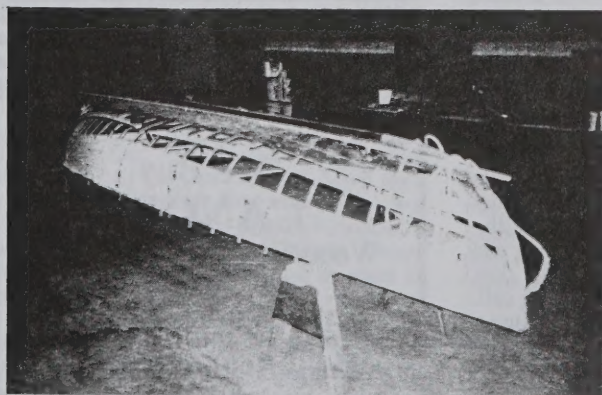
The International Yacht Restoration School (IYRS, pronounced "iris") was founded in 1993 to teach the skills and preservation techniques involved in preserving our maritime heritage. The 12-week fall semester began September 24 and will include the restoration of a Chris Craft Runabout, a Herreshoff S Boat, a Herreshoff Fishers Island 31, a 77' Commuter and a Beetle Cat.

If you would like to learn more about IYRS call (401) 849-3060.

Restorations in Progress

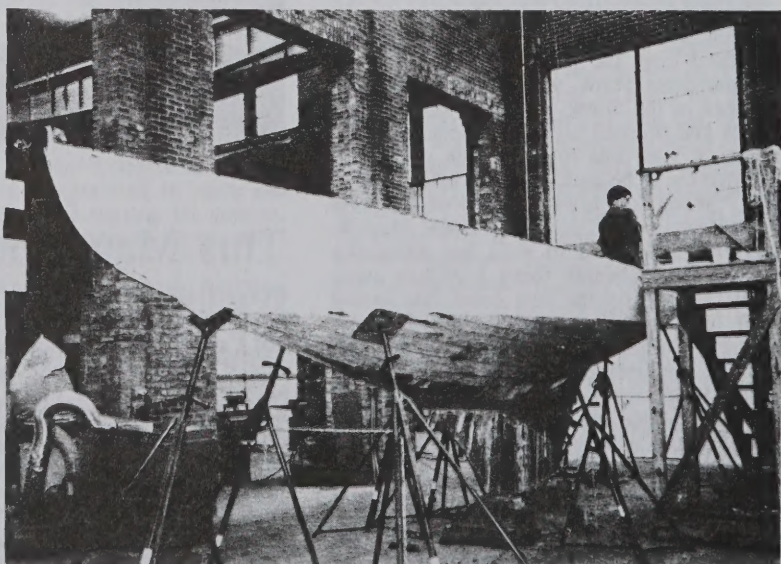


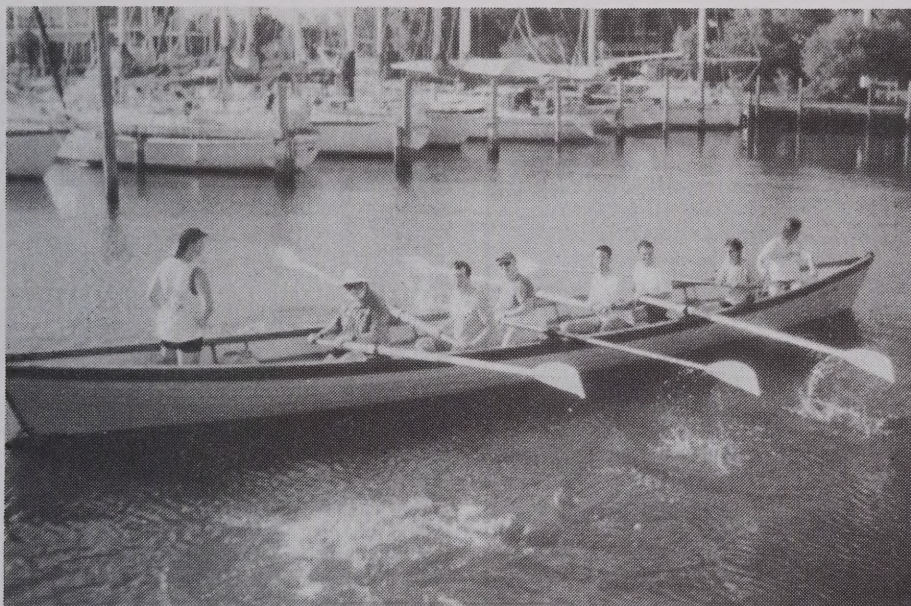
Students and Master Shipwright David Short install new hull frames into the first Peapod originally built by Jim Steele of Maine. This design's fine lines are apparent in the photo of the boat in our workshop below.



Oh Baby! a 1948 Chris Craft Runabout is shown above awaiting new bottom planks.

The restoration of *Sturdy Beggar*, a 1922 Herreshoff S-Boat will continue during fall classes.





Gig Rowing One of Life's Most Romantic Experiences

By Noelle Kreiner

There we were. Shivering on the wet dock huddled in the early dawn like so many street corner insomniacs. A blue heron, startled by the splash of the first gig, *Mary Moody*, as she broke the quiet of the lake, lifted slowly into flight, sweeping low across the boathouse.

Conversation focused on other oarsmen, those in Atlanta, those sturdy competitors from distant lands who held half the planet spell-bound in their rakish shells moving like arrows across the vast expanse of Lake Lanier.

But much of the talk was of gigs, other gig-lovers and that lighthouse row to Boston Light chronicled in the January issue of *Messing About In Boats* by contributing writer Michael McEvoy.

The Houston Rowing Club is the oldest and largest privately owned row training facility in the southwestern United States. With

its fleet of 30 rowing craft, including three 34', all-wooden six-oared pilot gigs, arguably the most active club, especially for Texas' great army of yesteryear oarsmen who would today rather watch rowing competitions than be training for the gold.

The third boat is now afloat. One by one they pull away from the shore. Eighteen oars arc skyward, then let fall on the still morning sea. Aboard are five nurses, three retired government workers, an astronaut, two attorneys, a Lifeflight doctor, three school teachers, an architect, an airline pilot and an engineer.

Destination: breakfast and fellowship at a lakeside cafe known as Duke's Place. The trip happens every Saturday and Sunday morning, with the small fleet of wooden gigs easing off into Jarboe Bayou with clocklike precision. The point of all this is fun and fitness.

For an hour the crews respond to oar commands, usually with good-spirited epithets hurled at their coxwains. In the distance, the Johnson Space Center looms out of the morning mist. Several small sloops chug, sails furled, down the wide channel leading to Galveston Bay.

The founder of the Houston Rowing Club is white-haired, 65-year-old Gene Horton, NASA's first space flight information officer. Now retired, Horton teaches rowing and sculling lessons on weekends and recruits new oarsmen. He also serves as one of the gig coxwains for the breakfast rows.

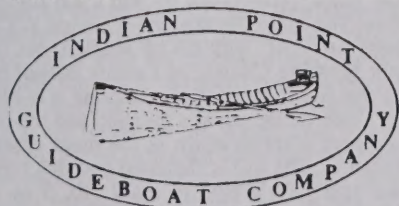
Two of the club gigs (*Mary Moody* and *Jolly Janet*) were acquired by Horton from the Texas A&M University Wooden Boat School on Galveston Island. A third (*Lady Lottie*) was built in 1995 by wooden boat builder Jon Ethridge of Austin, Texas.

The boats' popularity has exceeded all expectations. They are used for team building with corporations, professional networking, birding expeditions and especially romance. A local club known as AHOY, MATE! performs the service of matching companionable oarsmen and women and placing them together at sea. Several marriages resulted from last summer's sunset gig rows!

Horton and his wife Janet met through rowing and subsequently started the Houston Rowing Club at Watergate Marina on Clear Lake. Today the club has over 200 members.

"Rowing is for us the perfect medium for meeting and really getting to know and enjoy others," says Janet Horton, who doubles as the club's bookkeeper and matchmaker. Workouts are light and allow for a variety of guests rowers, including the physically challenged.

Want to see the best of Texas in a one hour boat ride? Make it a promise to yourself to call the Hortons when you are traveling the Upper Texas Gulf Coast. They can guide you to a good bed and breakfast, and ensure you a magical and memorable trip across their 1000-acre lake. The club can be reached by calling (713) 339-3101 or reached by home page at: <http://www.neosoft.com/%7Elarevalo/hrc/default.html>.



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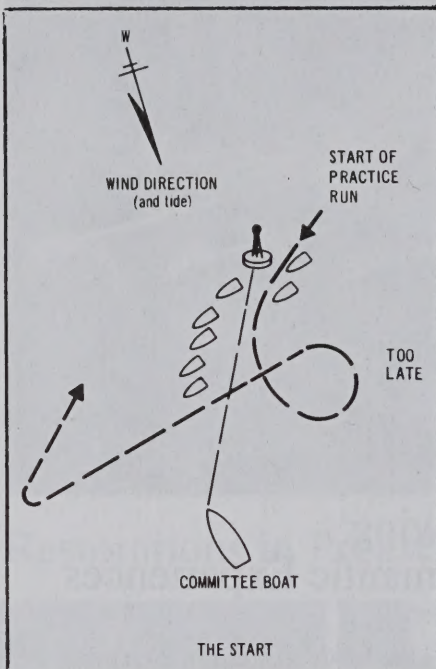
Race day! As I sailed from the yacht club guest dock to the starting line, I was tense and excited. While it was always this way those few minutes before a race, this day I was a bit more so because today there were four boats sailing cat-rigged, single-handed within our Pelican sloop regatta, match competition! The sandwich I was hastily choking down was like a wad of cotton in my dry mouth.

I jammed the sandwich into my jacket pocket as I entered the milling melee of sailboats maneuvering up and down the starting line. Let's see, the light wind was coming across the line almost parallel to it. I should be on the starboard tack. If I could just get closer to the weather end of the line I could cross and then swing over on the port tack for the windward beat to the first mark. After a timing run at the line, I find I cannot sail back to my position in time because I have failed to allow for the incoming tide! One minute to go! Thirty seconds! There is no more time. I come about on the starboard tack and scoot across, yes, ahead of the fleet but below it and unable to get onto the right tack to raise the first mark.

Now I am trapped and there is nothing I can do but wait until they change to the port tack. They did, I do and here I am in last place again, another poor start. At least I am consistent!

First Trophy

By Thomas Moore

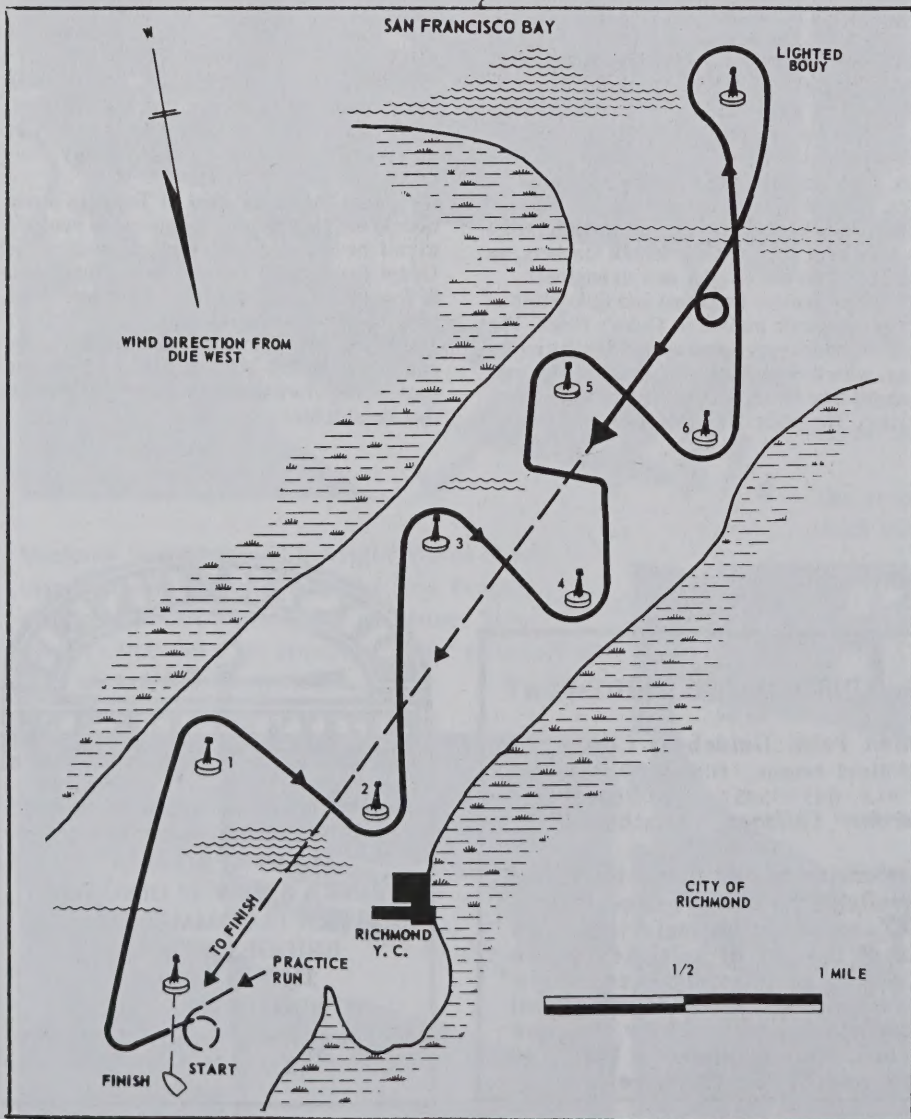


Forget the spilled milk, I've just got to beat somebody! Dead ahead lies the first mark. If I can just hold this windward course without a tack, pinching occasionally, maybe I can catch those boats who seem to be pointing a little low. With the adrenaline flowing, my body tense and keyed for action, it is almost impossible to sit still and patiently watch the distance close ever so slowly. The wind is dying! On San Francisco Bay? Oh no! Lord, don't let it. My sail is already smaller than class standard. I've got to keep the boat moving in this light air sailing. Didn't someone say "heel the boat to leeward?" I move to the lee side of the boat and slightly forward to lift the stern clear and reduce drag. It works, the boat immediately picks up speed. Exhilaration wells up within me as I inch by the next to last boat. If I pinch a little more, I can make it to the mark and have room to round it without a tack! Patience, man, patience, while I'm moving slower, I am saving distance traveled on the rest of the boats.

At the first mark I've caught the tail end of the pack. With that incoming tide in mind, I give the channel marker a wide berth and leave it to starboard, still on the port tack and running. The centerboard is lifted quickly and I pass two sloop-rigged boats whose crewmen forgot to lift theirs. The boat positions remain unchanged as we all ghost toward the second mark. Setting a course a little above the mark, I count on the incoming tide to carry me just below it. It would be most difficult to make up lost distance in this light air. Now, No. 2 mark is rounded, so close I could reach out and touch it. I jam the centerboard full down once again, and, still on the port tack, lay my course to the point just above mark No. 3. Oh, come on wind, more lee-side sailing! With just a little wind, I know I can catch more of those sloop-rigged stragglers because I am pointing a little higher than they are. Perched on the centerboard trunk, leaning to starboard with the boat still on the port tack, I can feel the strain in my crouching legs and fully extended tiller arm.

A ripple on the water! A breeze! I hold her steady as she goes and slowly ease my body back over to the windward side of the boat. Ah, relief at last, but I can feel cramps starting in my legs. The breeze is freshening very quickly as I approach mark No. 3. I must sail well past it to keep from being carried upon the sloping anchor chain by wind and tide. Wow! I'm ahead of several boats, but I do not know where I am in the field of 23. 'Round the mark, centerboard up and I am running free. The boat nearest to me is having a "Chinese fire drill" with his jib tangled, but he's not speaking Chinese as I easily outsail him to that fourth mark. Again skirting it as close as I dare to, the mark is rounded and the centerboard is thrust down as the main sheet is taken in. The sail is flattened and this time I am really on a beat to mark No. 5 as the "breeze" has now become a full-blown wind. Hang on baby, this is going to be a wet one! Whitecaps are beginning to form and suddenly I am beating into an 18-mile-an-hour wind.

I have all I can do to hold the careening boat down and, while not sailing quite as fast, pinching gives me more control, besides the strengthening wind is intimidating me. The boat is halfway to the mark on a course that will bring me below it. There must be a tack. Shall I do it now where I can handle the wind, or shall I wait until I am below the mark for



the shorter distance, but where that wind off the bay can overpower me? No hero am I, tack now! Ready about. The boat spins on its centerboard and is already heeling down to port as I scramble up to starboard and the weather side. Water pours in over the lee coaming before I can head the boat up into the wind. I am sailing 90 degrees from the mark and cannot stay on this course very long, but how far? How long? Considering this wind and tide, I have a tiger by the tail and better sail well above and beyond the mark.

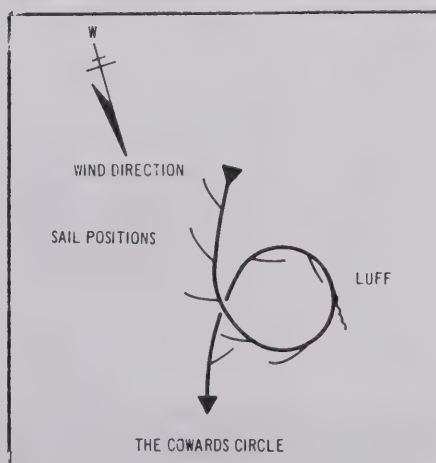
Ready about and I come about on the port tack more slowly! A few more minutes and the mark is well behind and below me. I see one of the sloop-rigged boats has been carried onto that thrashing mark as I turn the corner taking the wind full across my port beam. The boat heels dangerously and I spill wind from the sail to right it. Spray is coming aboard continuously and in one minute I am soaked through. Br-r-r that's cold! After this, I will sail with foul weather gear no matter how warm the day is.

The sixth mark is approached at break-neck speed and, as I round it with my weight well out to weather, the boat tips suddenly as the wind is momentarily cut off by the buoy. I throw myself to the duckboards to keep the boat upright. Just as suddenly the boat tips down to starboard, water buries the entire lee coaming as the wind hits the sail, let the sheet free and helm alee! Staggered, the boat fights to right herself. Almost a knockdown! My heart is pounding and my body is trembling at the suddenness of it, but I am still in the race as I correct my course, still on the port tack, toward the last mark No. 7, a bay channel entrance marker. Wow! I almost lost the tiger.

Since the beginning of the strengthening wind I had not been attentive to my position in the race. I had passed some boats and I knew one had passed me. Now I see the leaders returning, running free, heading for the finish line back where the race began a century ago. One, two, three, oh, many, but all are sloop-rigged! Am I the catboat leader? Oh boy! Don't blow it now. It is a delicious thought only to be indulged in for a fleeting moment.

Out on the bay approaching the last mark the wind is screaming. Indeed, every wave is whitecapped now and I am taking many of them over the port bow. One short tack brings me above the mark so I can sail clear around it without a jibe. This would be no place to take a barn door jibe! The boat eases gingerly around the mark and I am running free, but with my sail on the windward side of the boat! Better be careful here, watch those tell-tales and sail a little off course to keep the wind behind the sail. I "scrunch" down in the stern as far back as I can get to hold it down and keep the rudder in the water. This is a real sleigh ride as I top each wave and slide down the lee side of it. I am actually surfing! Downwind sailing is not my cup of tea. The free-wheeling effect destroys my feeling of boat control.

The wind driving me from over the starboard quarter is dangerous with my sail out over the starboard beam. The boat is trying to oscillate. Time for an adjustment! No boats are near me to win or lose, so I take the safest course. Making an easy 360 degree turn to port, back through the eye of the wind, my sail comes out over the port beam. Simple!



The simplicity of it makes me laugh. There was little time lost and I am sailing safely, running for the finish line full and bye. Now, I can attend to the other adjustments of downwind racing.

Centerboard up, stern down, bow up, trim sail for maximum drive, I light a cigarette. The leg cramps are still with me as I try desperately to relax my muscles. The boats are well

strung out with none immediately near me ahead or behind. I am somewhere just behind the middle of the fleet, but ahead of all the catboats and that is what counts.

Closing fast on the finish line, I am greeted by the enthusiastic sounding of an air horn on the committee boat and waved across. The shout, "first cat-rig to finish" makes it official and I have won my first trophy! How sweet it is.

There are things one learns about his boat and himself from the discipline of racing, and I can think of nowhere else where the payoff is so direct and proportional. As a result of this race, I will be at the line early, wearing weather gear, physically conditioned and studiously prepared by several authoritative writers on racing, and I promise never to put sandwiches in my pocket again.

It was the 12th day of a camping and sail canoe trip from Florida to Maine and Nova Scotia, with many stops along the way. We were camping at Lake St. George Campground near Liberty Maine, 16 miles west of Belfast. Bob Wood and I had both brought along our sailing canoes and, except for our excursions with Rodger's Rangers reenactors at Lake George in New York, we'd had few opportunities to use the canoes up to this point. Our campsite was right on the lake and we were anxious to explore the crystal clear but cold waters of this inland lake surrounded by high hills.

The day before we'd both experienced the thrill, or terror, of lake sailing in a canoe when microbursts of cold wind descended from the surrounding hills to the lake surface and shot out in all directions at extremely high speeds. To say this was challenging sailing in a 17' canoe would be severely understating the obvious. We took small forays out into the lake that day, but stayed close to our campground. Looking down the lake we could see a pass between an island and the mainland that beckoned us to explore the larger part of the lake. We waited for a fair wind impatiently all that day.

Today we awoke to a beautiful dry day with a light wind out of the southwest. We were

A Day to Measure Others By

By Ron Hoddinott

anxious to get out on the lake, as we had nothing else planned but to explore the distant shores of Lake St. George. After breakfast we quickly changed into shorts, water shoes and foul weather jackets (the weather being very unpredictable). The lake beckoned and we responded. The trip down the cove to the cut between Hayes Island and the mainland was a breeze. We leaned back in the canoes and enjoyed the lazy type of canoe sailing we were accustomed to in Florida.

Slipping through the cut, Bob encountered a rock with his leeboard but it only rotated it on its pivot pin and he slid over without damage. On the other side of the cut we encountered the larger part of the lake and an occasional gust which sent us sliding southward between Millstone Island and Green Island. The rocky shore lined with dark green pine and spruce trees was intriguing, but offered few places to land safely. On the far south shore near Martha Jane Island (apologies to Philip Bolger), we spotted a few sails and what

appeared to be a beach.

We sailed up to their shore and landed. We were greeted by a young college student who was setting up camp for a few weeks in a small cottage with his girlfriend and another couple. The bottom was sandy and we felt right at home, stepping out of our canoes. "Only beach on the lake," the college student said proudly. We chatted for a while, watching a young college aged girl try to sail her new sailboard in the shallow waters around the cabin.

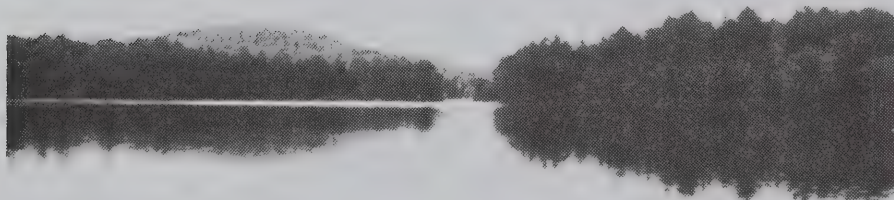
I noticed that the wind was slowly increasing as we chatted and, as we shoved off to head northward, we were hit with a blast of wind that shook our canoes like a dog shaking water off his back right after a dip in a cold lake. From the dark, frothy look of the water I knew instantly that this wasn't just another short gust of wind that we could ride out by feathering our sails and hanging on. We had been looking for a place to land and eat lunch, and suddenly we were looking for the sheltered lee of an island to get out of the howling wind.

The canoes were trying to plane but, of course, they couldn't. Water from the bow wave was higher than the gunnel on both canoes. I glanced over at Bob and all I could see was white water around his canoe with his head and shoulders holding on to his steering paddle. Whenever I tried to trim the sail on my canoe I could feel the steering paddle start to bend in my hands. What's it like to do white water canoeing on a Maine lake? You'll have to ask us, or try it yourself.

Being slightly to leeward of Bob's canoe, I sailed into the lee of Green Island and quickly looked for a suitable landing. Closing quickly with the shoreline, I spotted a rock ledge that jutted out into the water just around the corner from the howling wind and whitewater. I headed up for it and nimbly stepped out on the ledge. The canoe lay on its painter quietly, its sail luffing, perfectly sheltered from the shrieking wind. Bob saw where I had made landfall and slipped in alongside my canoe. We both got out and rested, broke out sandwiches and cold drinks and kept an eye on the tree tops to determine the wind speed on the windward side of the island.

After what seemed like an hour's wait, the screaming wind began to subside. We felt that if we kept to the northern shore and made our way between the islets and rocky outcrops that were scattered in that part of the lake, we would be safe, even if the wind picked up again. We stepped into our canoes and made our way out from behind the lee of Green Island. The gusts continued, but were interspersed with very nice sailing winds of 10 to 15 knots, and we tacked back and forth threading our way between the rocks and small islets.

Finally we were in the lee of Hayes Island and only a few more tacks until we could see the finger of the lake where our camp was located. When we finally made our last tack to our shoreline camp, we were grateful that the wind gods had given us a thrill but allowed us to sail another day. We were totally exhausted, having been on the lake most of the day, and we had a rum and coke and retired to rest in our campers for a few hours. Later that evening, as we cooked chicken thighs on the grill, we reflected on the day's events. It had been a great day on the water. Dangerous, but exciting. It was a day to measure others by.



In the spring of 1943, Jim Underwood and I were 13 years old and we lived in an Eastern suburb of Knoxville, Tennessee called Burlington. Jim was one of my very best friends. We had gone through school together since the first grade. Jim lived about two blocks from my house.

World War Two was raging at this time and there didn't seem to be too much to do for entertainment for two young boys. Almost every Saturday, if the weather was fitting, we would go fishing on the banks of the Holston River, which was about five miles east of where we lived.

Even though times were kind of tough financially for us, Jim became interested in learning to fly and at age 16 he joined the Civil Air Patrol. By the age of 17 he had his private pilot's license and had passed his cross country solo flight. Jim had quite a scare on his solo flight. He was to have flown from Knoxville to Chattanooga and back. During the first phase of his flight, the engine on his Piper Cub stopped while flying over the mountains. The problem was due to an icing up of the carburetor. He had enough altitude to glide down into a valley and was able to put the Piper down in a freshly plowed corn field. The field was so small and the soil so soft that his plane wasn't able to take off again from there. The wings had to be removed and the plane trucked out to a much larger field to take off again. The plane and Jim were unhurt. One can tell that Jim lived a very adventuresome life.

One beautiful Saturday morning we rode our bikes up Highway US 25, known as the Asheville Highway, to where it crossed the Holston River. We went down to the riverbank for a morning of fishing. In the summertime we would swim in this area and some of the older guys would even jump off the bridge, which was about 70 feet above the water. We also had a big heavy rope that was attached to a limb of one of the tall trees at the river's edge and we would swing way out over the water and drop about 20 feet into the swift cold current. While we fished that morning, Jim noticed a chain that was locked with an old rusty lock to a giant sycamore tree at the water's edge. The chain was drawn tight as a banjo string and went out of sight down into the muddy water. We guessed that it might be connected to a boat of some type. We stripped down to our undershorts and I waded into the cold water. I could feel that the chain was connected to the bow of a wooden, flat-bottom river boat. Finally we both got in the water and tried to lift the boat but it was so full of mud and silt that it wouldn't budge. This old boat had most likely been submerged in the river mud all winter. We both agreed that it had been abandoned, so we reasoned that it was all right for us to resurrect and take ownership of it from its wet grave. We took turns digging the mud and silt out until we had it on the surface, floating. We found an old metal bucket which we used to flush the final bits of mud and sand from the boat. The boat was about 14 feet long and had three seats. It had never had the first drop of paint on it. The bottom was constructed with planks that were nailed crosswise of the boat. Each side was made from a single wide plank about 12 or 14 inches tall. The bow and stern were both flat-ended. This was an old wooden version of what we would today call a John Boat, and being in this waterlogged state it must have weighed 600 pounds. Our undershorts were

A Sunday Morning Boat Ride

By Jack A. McMillan

so filthy muddy and wet that we just discarded them and went home without them. That felt weird.

Right then and there we decided to come back the next morning (Sunday) with a hacksaw, two paddles and a couple of sandwiches and go for a boat ride on the Holston. Early Sunday morning, armed with our supplies, we walked over to Joe Parker's service station on the Asheville Highway and hitched a ride to the Holston. The boat, after floating all night, was nice and dry inside and had no visible leaks. Great! We first tried to cut the lock but found its metal too hard to cut, so we went after the chain which was stretched tightly against the tree. After a few minutes with the dull hacksaw blade we were ready to go. We hid the hack saw in the bushes to be picked up later. Since I had more boating experience than Jim, we decided that I should sit in the stern so that I could have better steering control of our newfound boat. The only rapids that we had to concern ourselves with were just about a half mile down stream from our starting point. The rapids began at a point where Loves Creek flowed into the Holston. We could hear the swift flowing water as it surged over the boulders long before we could see them. This roaring noise concerned us so that neither of us said a word. I think both of us were to scared to say anything. I knew that we would both have to paddle fairly hard so our boat would be traveling faster than the current. We had to have lots of speed or we wouldn't be able to control the direction of the skiff. So as we were about to hit the rapids, I told Jim, "All right, let's get it man, paddle hard and lets get this thing moving!"

When we hit the rapids, it seemed like we were really flying. Now that we were in the rapids, the noise of the water going over the rocks and old dead trees was much louder than we had expected. Just before we hit the worst of the turbulent current, I said, "Get down in the floor so we'll lower the center of gravity and make it a lot harder to turn the boat over." We both did this and away we went. We only had to deal with the rapids for about a half mile, but seemed like it took forever to get through then. I knew that I had to guide the boat correctly so that we would not get broadside in the swift current. I had to keep the bow headed downstream and try to keep the boat out of the foamy white water. I think we only scraped two or three rocks in the rapids, but it was the dead trees that concerned me the most. I could just visualize us being stuck up against one of those trees and having to spend the day there waiting for someone to come get us or worse. Then we'd have to explain where we had obtained our boat, but we made it through OK and it was exhilarating.

I can still feel the rush today as I think about it and it was 53 years ago that Jim and I took this trip on the river.

US 25 crosses the Holston River about two-and-a-half miles upstream from the confluence of the Holston and the French Broad Rivers. The Holston River flows out of the state of Virginia and the French Broad

out of North Carolina. These two large rivers form the mighty Tennessee. So you know we are talking about a major stream with a large volume of water.

About ten miles down stream on the Tennessee is an island called Island Home Airport. It's inside the city limits of Knoxville and is still used as an airport today. Even though the war was in full swing, this old county airport was very active. The Civil Air Patrol flew out of this airport as well as some private planes.

The current in the Tennessee River flows at a pretty good clip, about three or four miles an hour, I'd guess, and with us paddling, too, this put us at the upstream end of the Island Home Airport at about 2:00 PM Sunday afternoon. We made the decision to go around the south side of the island because the river on that side was very narrow. Also, that was the side where a bridge provided access to the island. We tied our yacht up near the small wooden bridge and walked over to an airplane hanger where we bought a Coke and a candy bar. We watched a few planes take off and land then walked back across the bridge where we caught a local transit bus back to Burlington.

Looking back, I guess we looked sort of funny and out of place; two, dirty, young boys on the bus, each with a boat paddle.

We guessed that the owner of our stolen boat never even looked for his boat because it was in such bad condition from being on the river bottom all winter. From the way our boat looked and the shape it was in, no one would have taken the time to bother with it again. As far as I know, it's still tied up at the Island Home Airport.

This was a day in my life that I shall never forget. Every time I have crossed this river since that day, I think about the fun we had on our float trip. We had a great time just being on our own and facing an unknown challenge on the mighty Tennessee River.

Jim and I never told anyone about our Sunday cruise in the stolen skiff. It was something we weren't very proud of. After all if our parents had known that we had stolen someone's property, our rear ends would still be smarting from it. We both knew better. Not to mention the danger we had put ourselves in. Looking back it was one of the more stupid things I have done in my life (next to playing in caves) because first, we had no life jackets or flotation and this waterlogged boat would have sunk in a heartbeat. Second, and most importantly the boat was not ours to have taken. We stole it. We actually stole the boat.

I saw Jim Underwood at a funeral a couple of years ago and we were talking over old times. It had been at least 40 years since we had seen each other and Jim said, "Do you remember our Sunday morning boat ride?" We both had a good laugh about it.

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The Merrimack River east of Mitchell's Falls in Haverhill, Massachusetts, is a tidal estuary and is quite different in character from the more pastoral section to the west. *Shoebox* and her intrepid skipper would have to learn new ways if they wanted to remain in harmony with the river and enjoy the last half of this cruise.

The river was no longer a slow-paced, meandering stream which posed few hazards to those drifting along its shores. Instead, it had widened, become more rock bound and, most significantly, its current was frequently four or five times as fast. Some planning and certainly more energy would be required. But then I'm getting ahead of myself.

On Friday, the 13th of October, 1995, *Shoebox*, a 17-1/2-foot wooden houseboat, completed a ten day cruise drifting down the Merrimack River from Nashua to Lowell. It had been an enjoyable slow journey with plenty of time to learn the capabilities of the new boat and the limitations of its skipper.

By mid-morning, all preparations had been made to haul *Shoebox* out of the river and up on the platform of a large flatbed wrecker. With a canoe perched on top, this awkward looking cargo began a 22-mile trip along Route 113 from Lowell to East Haverhill. It all went smoothly and by early afternoon we were ready to launch *Shoebox* just east of the Groveland Bridge. From a gradual concrete ramp in Captain "Red" Slavits' Marina, we slid *Shoebox* into her element. I'd thought of continuing downriver right after launching, but I was completely "pooped" by 3 PM and the tide was flooding with a vengeance. It was an easy decision to remain at a slip in the marina, get a good night's sleep and head down river with the morning's ebb tide.

Saturday morning a bit after six, *Shoebox* was freed from her moorings and we slipped quietly out of the marina with the first flow of the outgoing tide, no wind, flat calm, a misty sunrise and all quiet ashore. As we proceeded the tidal current increased, moving us along at about one knot. I was told at the marina that all the channel buoys were already pulled out for the winter. Not knowing this river, I thought it prudent to let out the first six feet of anchor chain. If *Shoebox* entered water less than six feet deep, the anchor would feel the bottom and the chain would rattle where it passed through a large fairlead shackle.

A short time later, while I was below, I heard the anchor chain rattle and climbed out on deck. A cross river breeze had come up and we were close to shore. I bent to the oars for awhile to pull us clear from the downwind shore. Going aground on a falling tide is not a recommended or seamanlike procedure, not unless you want to stay until freed by the next high tide.

Later, while below writing in the log I saw an osprey, but at a distance and flying away upstream. There's a built-in problem I've yet to resolve: If you write you miss seeing things, but if you don't write you forget the memorable details of what you did see. A dilemma for sure.

I saw another osprey perched in a dead tree. I was fooling around on deck and would not have noticed him except that he gave the characteristic alarm notes, kip kip ki-yuek, ki-yuek. He did not fly but watched with cocked head as we drifted away.

As we rounded a bend about 9:30, I

Shoebox, Part II

By Tim O'Brien

sighted the Rocks Village Bridge. While approaching the eastern bank upstream of the bridge, a man came out on his pier and told me that where I was then would be almost dry at low tide, which was still two hours away. I pulled hard on the oars to get into deeper water before the strong current could take me under the bridge. Then I anchored quickly about 200 yards south of the bridge. This same man also told me there were many large rocks just beyond the bridge on this side of the river. I thanked him for his timely advice.

Canoeing to the south shore, I walked into West Newbury. I bought groceries and a newspaper then returned to *Shoebox*. It was raining lightly when I got back. In the late afternoon a couple sailing a Sunfish came aboard for a cup of tea. We had a good chat for an hour or so. I cooked some spaghetti and went to bed.

It started blowing before midnight. By 1am it was blowing 30 knots with much higher velocity in gusts. This wind was directly downstream from the northwest. A sizable sea made up in short order with the waves punching solid water on deck. I let out all the anchor line, readied the backup anchor and then retied the tarp over the hatch and cabin doors. As the storm worsened, the bridge began to look awfully close. Not much sleep was had until the wind died down about first light. It was not one of my more comfortable nights aboard a small boat at anchor.

Dawn broke cold and windy. A warm fire and hot breakfast helped but it did not look to be much of a day for drifting. To test that theory, I tried to row *Shoebox* upwind to see if I could recover the anchor. No way, not unless I got much younger and much stronger could I reach the anchor, much less put it on deck. Even if that were possible, the combined force of wind and current would not allow me to position *Shoebox* for a clear passage under the bridge.

After doing some clean-up chores, I took the canoe to shore in a stiff wind. I walked across the Rocks Village Bridge. I wanted to look downstream. My advisor from the day before was quite right. The village was well named. The big rocks along the southern shore were formidable. Low tide allowed me to visualize the deeper channel on toward Amesbury. A sign in a small park just north of the bridge said that Rocks Village dated from 1640, was once a busy ferry terminal and was noted for the manufacture of shoes and horn combs. I enjoyed my walk and returned to the canoe. Now the wind was really blowing. It would be a hairy paddle back to *Shoebox*. I put a short heavy log in the bow to help keep the bow upwind. A wet ride it was.

It's a funny old world. Time was when I got my kicks taking a submarine across the Atlantic and beyond the Norwegian Sea to watch the opposition exercise its naval forces in their own home waters. It was exciting. Today it was all the excitement I could handle to take a canoe across a couple hundred yards of choppy river water in a stiff wind. I was quite pleased to get back aboard *Shoebox* on the first try, certain I could not do it a second time. Ah, the wonders of the passage of time.

The next morning dawned cold and clear

with little or no wind. I had breakfast while waiting for high water slack. Then I was able to row up to the anchor and, with considerable effort on the small deck winch, recovered the anchor. I rowed across the river to gain a good up current position for "shooting" the bridge passage. This opening looks smaller and smaller as you approach. This bridge is an old timer, a horizontal rotary swing bridge.

The swing span rides on a circular track set on huge blocks of granite. This foundation is clad in heavy timbers over which thick steel plates are bolted. Aimed upstream, it's a fearful sight as you approach in a small boat. It looks like a ship plowing up river on a collision course. Despite my qualms, we cleared the bridge nicely and moved rapidly down stream. My visitors from the Sunfish advised me to favor the north shore and head for a stone jetty to avoid the rocks and shallows on the right.

I sounded frequently with both a lead line and a 14-foot spruce pole. The depths were generally eight to ten feet. I could feel a hard gravel bottom with the pole. All mud and sand were scoured away by the swift current.

By 9:30 I was making good time down river, but a troublesome crosswind was developing. I would have to row to keep *Shoebox* along the north shore. In the space of 40 minutes the wind increased from 10 to 25 knots with higher gusts. I rowed hard for another 45 minutes and barely managed to reach MacKenzie's Landing Marina. We anchored just east of the marina close under a high rocky bank which shielded us from the strong north wind.

In the afternoon the wind died. I got some mineral spirits and dark green paint from the marina store and repainted the cabin doors which I had planed down earlier. Shortly after sunset I ate and turned in for the night. It had been a long day.

At 2 AM something bumped the boat and woke me. I stepped out on deck to look around. While up I saw a lovely sight. A clear cool night, and there in the eastern sky stood the mighty hunter Orion trailed by his faithful dog Sirius. Both seemed busily engaged in pulling a tired orange quarter moon up over the horizon. All this was silently witnessed by Cassiopeia, the lady in the chair, the seven sisters of the Pleiades overhead, and, of course, this sleepy sailor below.

In this cluttered life we all search for rare moments of beauty and tranquillity, this was certainly one to store away in the library of fond memory.

The next morning I was up before dawn to check the tide. It was almost high water. The tide turned about 7:00 and I hoisted the anchor. We were heading for our final destination, Larry's Marina in Amesbury.

Amesbury is on the north shore, to my left going downstream. The river road is lined with 18th century colonial homes. The other shore stood in stark contrast, Maudsley State Park, a high granite shoreline heavily forested with pine and hemlock. But it was to be a fast trip with little time for sightseeing as I maneuvered *Shoebox* in the strong ebb. I anchored off the town boat ramp just upstream from Larry's Marina. There was no way I could safely approach the marina piers until slack water.

Later in the day, having talked with the yard foreman, *Shoebox* was taken in tow to a quiet slip in the mouth of the Powow River.

We would stay here waiting our turn to be hauled out for winter storage.

The last day of this cruise *Shoebox* spent moored to a float between two larger boats. It was a contrast in many ways. I met the owner of the larger yacht while I was doing some last-minute painting on a warm Indian summer day. He was a dapper little man about 70. At one point he said, "Yes, it's pretty enough to take my boat out on a short cruise."

I asked, "Why don't you?"

He paused a moment, shook his head and then replied, "Too busy, no time." He left shortly with a briefcase in one hand and what looked to be a small laptop computer in the other. He seemed preoccupied.

I finished painting, cleaned the brush and sat down to watch a cormorant diving for his dinner nearby. I thought to myself, "My God, aren't you lucky, O'Brien, not to be so busy and miss all this."

Early next morning, in a steady rain, the yard launch towed *Shoebox* to the boat ramp. In short order *Shoebox* was hauled out on a large trailer and placed on blocks for the winter.

The maiden voyage of the shantyboat *Shoebox* was over. It had been a wonderful trip, in some cases an extraordinary adventure of mind and body and one I'll be thinking and talking about for many years.

Next year we'll fit an engine and cruise Plum Island Sound... Yes, I've already bought the charts.





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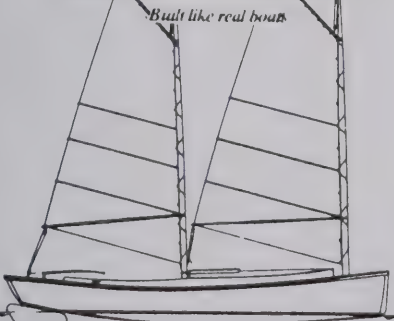
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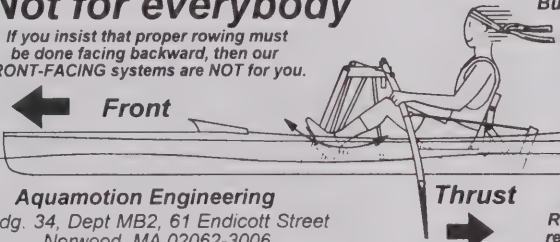
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In a recent issue of *Cruising World Magazine*, someone noted that sailboats have become more and more complicated. Most of this complication has come by way of the electronics that are felt to be essential. The author felt that some of these devices were not really related to sailing a boat. For example, he mentioned Ground Positioning System (GPS). Now we have had some recent experience with GPS and, for you small boaters out there who feel you can't afford or justify this technology on your small boat, we have some gratifying news.

You can now have the same pinpoint accuracy enjoyed by the rest of the well-endowed boating world. You see, we have been doing our homework for you and have discovered the way this GPS technology works. In the course of our research we spoke with approximately 729 people who were familiar, to some extent, with GPS and we discovered that (this is a bombshell, hold on to your hats) there are no navigation satellites. That's right! Not one of the 729 people interviewed had EVER seen a navigation satellite or knew of anyone who had. That was good enough for us, considering the overwhelming number of non-witn-esses.

But the clincher was another fact not generally known. We were able to read the factory instruction manual for 42 different models made by 17 different manufacturers and we discovered that the complicated instructions essentially distilled down to this: whether the unit is on or off, just punch in any sequence of 27 keystrokes, go over to the chart and say, "We are right here." Of course, you can readily see the logic and beauty of this method of calculating a fix, you don't have to depend on a chain of expensive high tech satellites, there is no chance of making the wrong sequence of keystrokes, battery power is not a factor, you can drop or dunk your receiver as many times as it happens and the answer will always be accurate because you are always "right here."

So you might well ask, "If I know the secret of GPS, then why pay the big bucks for a receiver?" Here's why. It is important to look like you know what you are doing so that you keep your passengers and crew calm (as well as fooling yourself occasionally), you know that the person with the most toys wins and, of course, the most important reason is that the unit has those immortal words, "YOU ARE RIGHT HERE," engraved on the back so that in a panic situation you don't have to depend on your memory. Since you are always "right here," this system is infallible. You probably still have questions about GPS, but space constraints preclude more answers here (see website info later).

Safety is always on a sailor's mind, so let's talk about some of the ways to make sure that your boat is safe. Recently flotation seems to be a big safety issue, and we're sure that some obvious ways have been overlooked that would insure that your boat would float and be safe. For instance, every sailboat should be equipped with huge (really big) fuel tanks. The benefits are obvious but let's explore the technical aspects anyway.

There is a saying among aircraft pilots that you can never have too much fuel onboard except when you're on fire and then you have too much. So just apply that to boats. If you are afraid of fire, just keep your large tanks almost empty and enjoy the benefits of all that

Boating Made Practical

By The Pintle Sisters, Maude and Jane,
Founders of the Even Further West System™
of Boat Construction
Chief Chemist: H. Greeley

free flotation. One of the large fuel tanks could even double as a life raft if you have the foresight to have it originally built as a detachable accessory. If you motor often and need the extra fuel, then go ahead and fill up the tanks because gasoline weighs about twelve pounds less per cubic foot than does water, so you still have a net gain in buoyancy. Just install tanks based on that figure and you will have instant flotation, even with full tanks.

Just be sure to make them BIG. Trimarans should have both of the amas converted so that they are fuel tanks and then you don't waste all that space that you have to pay dearly for anyway. (In the professional boat building industry it is well known and documented that catamarans are not true boats since they do not have a center line, and since they cannot be made symmetrical about the centerline like a true boat, they should be outlawed.)

Since we are on the subject of boat-building, we wonder why ferro cement has gotten a bad reputation in the last few years. It is probably due to unimaginative boat builders and dull thinking sailors. It's time to change your perception of ferro cement and realize that it alone can redefine safety for boats and supposedly unsafe conditions at sea. Did you know that in a bad storm next to a lee shore, a ferro cement boat can prevent expensive damages during severe weather.

Imagine this scenario: A bad storm and a sailboat trapped near a lee shore. Sounds very hazardous, only because you have always been told that it is, but NOT in a ferro-cement boat. Just pull the emergency plug and scuttle her in 50 to 100 feet of water. As any sub commander can tell you, it is much calmer under water than above. As we all know, it's the wind that causes all the waves and attendant problems, and since there is no wind under water (most places at least, but that's another story), there is no problem.

If the boat is already damaged, it would be much safer under water where no further damage could occur. Being a natural anchor, the ferro cement boat will sink like a rock and it will sit firmly on the bottom awaiting refloating (we have heard recently that some forward thinking bass boating centers in Kansas and Oklahoma have been selling a new ferro cement Danforth anchor and that a ferro cement anchor chain is in the latter stages of development). It should be very easy to build refloating systems for small boats (given our previous comments on fuel tanks) as well as systems to sustain the crew while the boat is under water. As you can see, the technology already exists.

Another very important source of flotation (editor's note: This word originally read "flirtation" but I have edited the sisters' comments to confine them to boating matters, at least for now) is almost always overlooked. Most sailboat skippers like to think that a real sailboat doesn't need an engine, or at the most, just a small minimal engine. Well, you're dead

wrong if you feel that way. As you know, the larger the engine the larger the displacement, and we all know that displacement is what makes your boat float so the bigger the engine, the less chance that your engine will contribute to your sinking. This fact should be intuitively obvious to the most casual observer.

Here at the boat design school we almost always recommend diesel engines because they come in really big sizes and then you can put in really big fuel tanks. You will have the safest boat in your area. As the engine displacements get really big, these very large engines will actually float. We are continually surprised that this remains a fact not generally known among much of the boating clan.

We would like to put you on alert regarding an upcoming concern to most all boaters. Here in southern California we are seeing the spectacular infestation of killer bees and they are getting most of the publicity regarding bugs, but an equally serious problem for boaters here is the very recent but purely accidental importation from Taiwan of the fiberglass termite. Fiberglass termites are quite small because they have to be in order to eat the very fine filaments of the glass. They are mostly transparent, probably due to eating glass, so they are very hard to see and their damage is often overlooked by marine surveyors.

According to some so-called "experts," the first major symptom is the catastrophic implosion of the lower hull due to the water pressure on the outside. We think that there actually is a prior indication which has been overlooked by most experts in the industry. We are referring to osmotic blisters. Our in house research at the Even Further West System™ of Boat Construction shows that these so-called blisters are actually egg chambers which are completely filled with clear eggs, nymphs and pupae of the fiberglass termite.

Since most boats do minimal floating with the bottom of the hull scattered on the bottom of the estuary, the installation of large cast iron fuel tanks (impervious to the efforts and effects of fiberglass termites) would be quite wise and preventative. Unfortunately, your large displacement motor wouldn't help with flotation in this case since it would most likely be bolted to the missing bottom. Fortunately, the termites do such a good job of destroying the hull that the motor usually breaks free from the fiberglass motor stringers and bobs to the surface, where in more sheltered waters it can be readily retrieved by a crane barge or, if the catastrophe occurs at sea, the motor can be used as a personal flotation device (PFD) which of course suggests that the prudent boater should attach survival gear to the motor well in advance of any disaster. (Maude thinks this may actually be a Coast Guard requirement now.)

Now a few words about advanced sailing techniques. We have observed a most useful skill that is not taught at the lower levels of sailing. We have a friend, Lee James, who went to the U.S. Naval Academy at Annapolis and he has a well-developed skill that we would like to acquire. He knows how to get his anchor to drag and then stop wherever he wants it to. (He told us about this skill after he put on a spectacular demonstration right through the designated anchorage at Catalina Island.) He says this skill is quite useful and saves considerable time and effort, especially if he wants to move a fairly short distance without weighing his anchor and raising his

sails or cranking up his motor. He says it also keeps him from having to disturb the crew at night. He also says that he uses this skill when he has friends on nearby boats that he wants to visit. He just drifts down on them and saves a dinghy ride in rough or choppy water. Perchance, if he has to visit another boat and he doesn't want to stay long (because the people are not much fun or otherwise), he arranges his ground tackle to allow his boat to begin moving after an appropriate interval and then he can leave with a very plausible excuse.

This skill really seems handy and you would think that the sailing schools would teach such a handy technique, but neither one of us have ever seen anything mentioned in their advertisements. It could be that this is a secret technique closely guarded by the Navy. We certainly hope that we haven't given away any classified information to our enemies on and under the high seas.

Just a note to anyone who has built a mast out of epoxy and carbon fiber. One boater friend here in Long Beach thought the natural color looked really nice and so he didn't paint the mast. The ultraviolet radiation did something to the epoxy carbon mixture and during a short sail (about ten months after constructing the mast) the entire mast, down to deck level, suddenly turned into something resembling a combination of talcum powder and mashed pencil lead and then the wind blew the powder everywhere. Adding to the difficulty, at the time he was scattering a friend's ashes at sea and so no one could tell if they were praying over the ashes or the mast. The owner of the boat was doubly distraught having scattered the ashes of his friend and his mast all in one day. A word to the wise should be sufficient, that is, paint anything made from epoxy.

Let's talk about getting rid of all ballast. As you know, Phil Bolger has designed some unusual sailboats and one that we're familiar with is his expandable, blue water, high volume monohull called *Farm Pond II*. The name is very descriptive since, in the longer lengths, the boat actually can become a pond. This is a remarkable boat because it can be built in lengths from five feet to twenty-seven feet simply by varying the distance between the station molds.

The high stability is achieved with a nominal beam of twenty-two feet, eight and an eighth inches so no lead ballast is needed, thereby saving considerable money. This nominal beam width begins about eighteen inches aft of the cutwater and extends to within three inches of the vertical tombstone transom. As you might imagine, this is a fairly stable sailboat. We heard that he designed this boat and started selling plans about 1923 but as of yet this design hasn't spread out here to the West Coast, although we understand it is popular on two of the Great Lakes. You might think that this boat is one of Phil Bolger's more unusual creations but actually it fits right in there perfectly with his other clever originals.

This section is mandatory reading for any of you who ever anchor. Many sailors do a poor job of anchoring simply because they don't know any of the principles pertaining to how anchors work and what makes them dig in. You hear all kinds of weird stories like there are weeds on the bottom, or the bottom is sandy, or the bottom is mud. Yea, right. Most of you readers have not been able to see the bottom when you were anchoring and nei-

ther have we. We wonder how anyone could have the gall to say that they know there is mud at 50 feet when they can't see it. How do they know they have weeds holding their anchor? They may have snagged a 600-pound grouper. Some people will try to get you to believe anything.

Well here is the accurate information. You can trust us, we were trained at the famous Bakersfield School of Boating Science (good ole' BSBS) located in the California Mojave Desert. To properly anchor, you need to know the following: the ocean pressure varies not with depth but with the location. You can't tell us that over this huge earth the water pressure is the same everywhere at the same depth (that really stretches credibility). They try to tell us that the water pressure in the Marianas Trench is thousands of tons per square foot. Come on, give us a break, we've seen pictures of the bottom and it's soft mud. If there was that much pressure we would see some kinds of marks or prints made by the pressure just like it does when you put pressure on it with your boots.

Without a doubt there are many high pressure areas in the oceans, but they are near rocky bottoms where there is a chance of the pressure bracing itself against something solid so it can develop its full pressure. You can just look at the water and tell that the pressure is different in various places, mostly due to the color of the water. If you are fishing, one real clue to the pressure is the presence of certain types of flat fish and also the presence of sandy bottoms. Flounders, halibut and some types of eels indicate the presence of high pressure. Of course, sandy bottoms have the highest pressure because it takes quite a bit of pressure to mash rock that fine. Slightly lower high pressure makes fish flat and/or elongated, especially ones that lie in the sand.

Oftentimes anchors that are very large and flat hold best in sandy bottoms because the water pressure holds the anchor very firmly against the bottom. You can tell that areas around Hawaii have very low water pressure, even down deep, because really big mountains are able to force themselves right up out of the water. Scientists (no matter how smart) have been known to be wrong many times throughout history and they are terribly wrong about the causes and origins of water pressure. The great differences between water pressure in the Chesapeake Bay and the deep areas of the Atlantic are not due to depth but are due to the great distances between the locations. This should be obvious, but as you know, in the last few decades America has been lagging behind in producing top quality scientists. But still, that's no excuse, because understanding these basic scientific principles doesn't take a rocket surgeon.

Since we are on our soapbox, excuse us for indulging in one of our pet peeves, but we'll be brief. Here's the Queen of all oxymorons for you, "racing sailboat." There are only two things slower than a sailboat and they are, in order, scoring in a World Cup soccer game and secondly, Continental drift (according to Dave Barry). That brings up a very legitimate boating question; why is soccer so popular? Is it because a disproportionate number of soccer fans are sailors? What if soccer rules were applied to sailboat races? Can you imagine a sailboat race where no one could use their hands or arms unless they sailed out of bounds or unless a competitor tried to sail over the

finish line and then you could all push him back with your hands?

Well, we know that sail boats are inherently slow, that's the "not so apparent beauty" of a sailboat compared to a power boat. Who can relax and enjoy all the wonderful things like the water, the sounds of silence, the fauna and flora and the scenery when you are part of the crew in a power boat that is going 70 mph (40 of them vertically). Besides, attempted racing of a sailboat turns some people into Captain Bligh at best, or even Hitler (just ask Maude about her former boyfriend). Then there's the, "I'll spend any amount or do anything for more speed" syndrome. So the owner spends \$10,156.76 for a net increase of .0002 knots. Now that works out to about ten thousand dollars for each foot of distance he gains PER HOUR!

And how accurate can a knot meter really be? If you have ever taken a dinghy out in a swell, you know that the boat speeds up and slows down as it descends and then ascends the wave. You can tell by listening to the engine speed, so does a knotmeter average the speed? Are they using GPS (which we know more about now). So how can the crew on a "racing sailboat" actually know if they are really going faster since they are still going slower than a four-year-old girl riding her first bicycle.

Have you ever heard of a trio of bank robbers commandeering a sailboat and saying to the skipper, "Just drive, we'll tell you where, and step on it." Uh-huh. Here's the conversation in the police sailboat that gives chase. "Come up into the wind, prepare to hoist the t'sl'mn'top'sprit'ga'lant'bo'm'jib, come four point three points to starboard, man the capstan and pull that forgotten anchor in, gather a boarding party but no hurry on the boarding party, just wait 'til we cover them and steal their wind."

Of course none of the laid back sailor type law enforcement officers would get upset if the bad guys would get away, except in San Diego, where the police would get together with Dennis Conner and they would have the Committee meet and the cops would get to chase the crooks again and again (but the "bad guys" would finally escape anyway). We suppose some sailboat racers still think that the Coast Guard has pursuit sailboats, but that's another story for another day and this is all we have for today.

We (Maude and Jane, the Pintle Sisters) and naval "architects" extraordinaire hope we have helped you to better understand your sailing experience through this article and we hope you contact us at our website address, WWII/ /@. @. @. dotsewingschooldotcomdon.



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Flyaway

By Bernie Wolfard

This shape is far superior to any other I've seen. Because she can be easily built of plywood, no lofting, molds, forms or frames are necessary. I feel that she's the best design for anyone who doesn't want to shape a hull into compound curves.

Sailboat designers go to great lengths to produce shape for their hulls that create the least resistance when moving through the water. If you take a stiff material (plywood) and force it into a boat hull shape, my gut feeling is that it will automatically form a streamlined shape. Because it is a stiff material, plywood cannot be bent into sharp angles or abrupt shapes, the anathema of streamlining. The problem is that plywood cannot be forced into three dimensional curves, at least very far, without overloading it. This leaves only two possible shapes from which to design a plywood boat, a cylinder or a cone. Neither of these shapes are optimally streamlined and, to form a boat hull from them, several of these shapes need to be combined or they need to be mixed with flat panels.

The genius of Flyaway is that it uses the stiffness of plywood to form a streamlined shape by folding the plywood into a hull shape. To best combine cylinder and cone forms, it puts the chine in a different place than any other boat. In Flyaway the chine runs from in front of the base of the sternpost to the top of the sheer line. Study the three pieces that make up Flyaway's hull and you will quickly see how these simple shapes combine to form a complex, and highly streamlined hull.

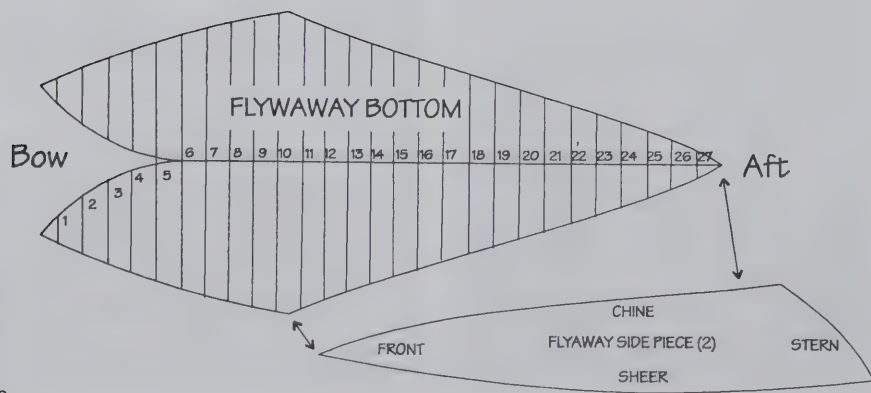
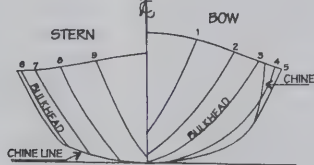
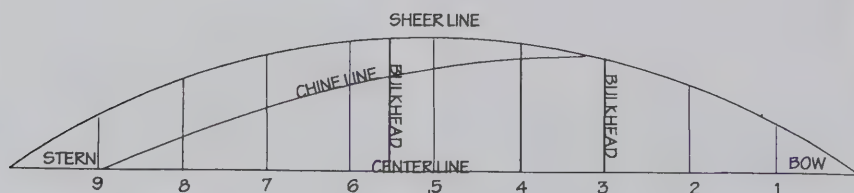
Another great advantage of a folded plywood boat is that the technique makes a true monocoque structure. This means that all of the loads placed on the hull are carried by the skin, making for a very simple and easy to maintain hull. In fact, the only reason for bulkheads in Flyaway is to provide hard points to support high load items, like the mast, and to make it possible to enclose the cabin.

The lack of structure also makes Flyaway extremely easy to build. You simply transfer the shape to plywood panels then stitch and glue them together. You then apply epoxy glop and non woven-biaxial tape on the inside and two layers of 9 oz. cloth on the outside, and hull is just about done. Bulkheads, deck and cabin are epoxied in place after the hull is complete. The front section of the hull is formed first, then the aft panels are epoxied on and pulled into shape.

Another nice feature about Flyaway is that the shape lends itself well to different sizes. By simply changing the scale on the plans, the boat can be built from 10' to 40' in 10-foot increments. The 10' size would make a great rowing/sailing tender, the 20-30-40' sizes will make great coastal cruisers to fit different life styles and pocket books.

Flyaway has a wide range of stability and is very strong, making her a very safe boat. If you let the back of her forward hull panel extend about 6" past the chines in the stern, Flyaway can easily be made to plane.

The plans for Flyaway consist of panel expansions for the hull pieces, a deck expansion, sail plan and mast tabernacle detail. As yet I don't have a building key or centerboard detail. For further information write to me at Common Sense Designs, 11765 SW Ebberts Ct., Beaverton, OR 97008.



The Hot Yot 2-Meter Class

By Gail Ferris

Well, I was delighted to see Dan Read at the Mystic Small Craft Weekend last June with his 2-Meter Class "Hot Yots" (see July 15th issue, page 10). Hardly anybody has ever heard of the 2-Meter Class. It is quite special and the club meeting place is unique because the Hot Yot Club doesn't have a clubhouse with a bar, rather the club meets in the Hot Club Bar in Providence, Rhode Island. Dan pointed out to me that this is significant, well that it could be considered significant. The meetings are rather impromptu dependent when the members happen to be "in town".

Later I had a great time visiting with Dan at his home in Warwick, Rhode Island, just a short walk from the edge of Pautuxet Cove. He explained to me the rules for the 2-Meter Hot Yacht Class.

These are the design rules:

1. Length is limited to 2 meters of buoyancy plus or minus 1", not including bowsprits, boomkins and rudders provided that none of these are faired into the hull.

2. The hull can be like a sandbagger there is no limit on beam, weight or construction method.

3. There is no restriction on sail type or area.

4. The cruising class must be rectangular in monohull plan.

5. The racing class does not have to be rectangular in hull or hulls plans.

6. The motorboat class has a restriction of 31cc engine displacement.



7. The proof is in the pudding there is no limit for power.

8. Positive flotation is required, a beer cooler is suggested.

These are the racing rules:

1. If you see somebody using their oars you can use yours.

2. No passing or even gliding by while under oar or paddle.

3. Passing is permitted only when under sail.

4. All races are "Round Robin" which means that all boats trade captains in each race, or three boats must race three times,

each time with a new captain.

5. 1st place 10 points, 2nd place 6 points, 3rd place 4 points, 4th place 3 points, 5th place 2 points, and 6th place 1 point.

6. At the end of the race anybody can buy any of the racing boat hulls for \$1,000 (not officially in the rules at this time).

To pursue further any interest in Hot Yots that this article may arouse, you can contact Dan Read at 168 Narragansett Pkwy, Warwick, RI 02888, (401) 467-2520.

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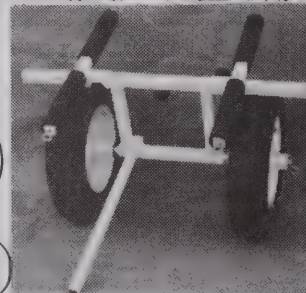
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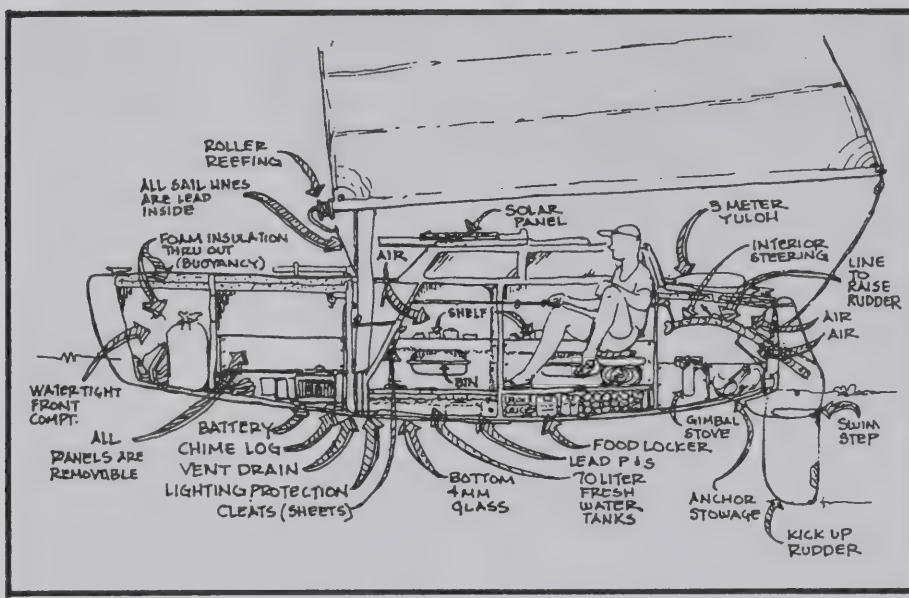
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How was "Building Paradox" written? Reading a story in *Messing About in Boats I* often imagine the author at anchor in a beautiful bay, writing his words slowly, thoughtfully.

Writing "Building Paradox" wasn't done that way. It was more on the order of obscure notes jotted down on a piece of wood scrap from *Paradox*, composed while looking at the second hand of the clock, stirring epoxy. Recording ideas in the morning with blurry eyes over a cup of coffee before starting work on the boat, in the evening with half closed red eyes made that way from too much epoxy dust. At times just staring at it. Because of the lapses between writing and building it takes awhile before it starts coming back to me and what had been written finally stops looking foreign to me.

It was typed by five different people, a visiting nephew, a vacationing niece, my son when he's home, my wife when she has the time. No wonder there're mixed forms of punctuation, bad spelling, omissions. The rest of the things are my fault.

This is an invitation for your letters. Its also an apology for having to back-track with notes because I over-looked something. If you have questions or criticisms, send a letter to me, Don Elliott, Rt. 1 Box 159, Kendall, WI 54638. I'll be glad to answer them. Now I'll continue the building where I left off.

Note: You can't use the scarp at attachment for the electric handsaws, *Paradox's* panels are too thick.

Note: The illustration showing saw cut guide lines shows four panels. I made the scarp four at a time. You could do only two if you like. Not appearing are the clamps holding panel together.

Scarphing the Side Panels: At the back of one of H. Payson's excellent books is his description of how to make a scarp. It is the best I've seen, you'd be wise to follow it.

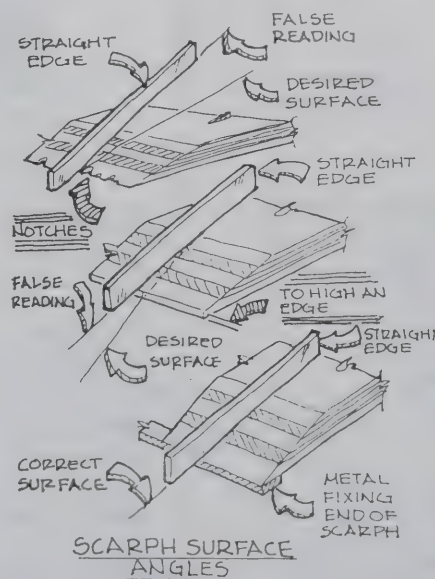
I will clarify the key thing Mr. Payson discovered in making scarps. Mr. Payson points out that it's necessary to have a piece of metal at the edge of the scarp (I used a metal strip about 1/8" thick). Under that use your 3/4 ply sheet to stiffen that

Building Paradox Part 5

By Don Elliott

edge (see illustration). The metal changes the whole aspect of scarp making. The reason it's needed goes like this. If while making the scarp you cut into the lowest edge (which is very hard not to do) it destroys your control over the scarp. This edge is vital, it is from here you check the slope. If you try to stop above it, trying not to cut the edge, you throw the slope off. When you check the slope with a straight edge, if it's ragged your straight edge drops into the gap, if it stops high you get an incorrect slope (see illustrated examples, they have been exaggerated to clarify the problem).

Am I scared to make scarps? Not at all. Why not? Because I have total control while making them. I'll tell you how things can get out of control and the process to control the scarp's surface.



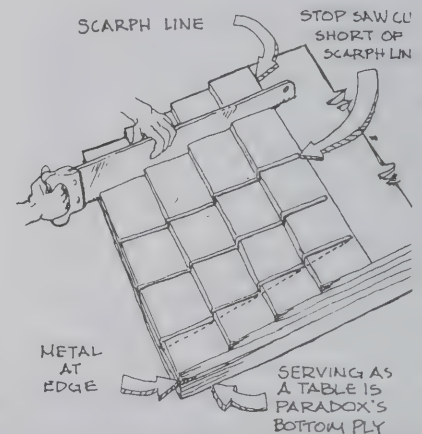
One thing that can get out of control is a power planer. Never use this anywhere

on *Paradox's* hull, sheers, chines, anything. These things can make nasty gouges if not in control. But you can use them for scarphing plywood panels. The trick is two things: (1) Don't go down too far into the scarp, stop about 2mm above the final surface. (2) The other thing to watch is not to plane near the edge at the ends of the long sides.

This is the time to make a series of cuts along the scarp surface. The purpose for the cuts is to provide an indication of depth to cut. Much like the wear bands on a tire (see illustration). If you feel confident that you can finish without this aid, then continue as follows:

With the belt sander (fitted with the coarsest resin base belt you can find) work the surface over, paying attention to the bands of plywood (see photo, they should be even) until you are close to the final surface.

From here, it's block plane (sharp), long sanding board and a touch here and there with the belt sander. It should be close to perfect.



CUTTING GUIDE LINES IN PANELS (4) AS INDICATORS

The final steps are to check the surface with a method described below, then, sand the high spots, always using the long sanding board.

The technique I'm presenting now will be used again and again. Staple onto a 2x4 a long piece of coarse sandpaper. Then with a piece of chalk (powdery type, not the greasy type) rub chalk along the opposite side of the 2x4, and slide the chalk surface over the face of the scarp. Where the chalk shows on the scarp, they are all high spots. Rotate the 2x4 to it's sanding surface and sand the high spots. Make sure you rest on the lowest edge and just at the pencil line at the top (make certain that the 2x4 is straight on all surfaces).

If there are knot holes or lows in the finished surface, fill them with epoxy putty. Do the puttying now, don't wait until you've mixed the epoxy together and are ready to assemble the panels to discover then it needs puttying. You can't glue over wet putty. If you try to, when you turn the panel up side down the putty will fall out.

Set the scarphed panels aside in a secure area. The general building order is to first make all the small parts. Once you have large pieces or the hull together, it could restrict your movements.

Useful Tools: I am a tool person. Everyone has a group of favorites that do a certain job faster and better than any other. A new tool gets a fair trial, if it fails it is quickly forgotten.

Even the good tools are not kept under glass, nor are they put up for display. All get equal treatment, ones used a lot are always handy. Epoxy never gets by those.

It's best to break them into groups according to the type of task they perform. They go in crates that are easily moved from area to area; large clamps in one, small clamps in another. A crate for planes, files; another for electrical tools and so on.

Some tools will strike you as odd or out of place as standard boat building tools. If it works, use it in spite of how anyone else feels about it. Useful tools that rank high for their efficiency are listed here. Every item listed has proven itself as a valuable boat building tool. Their main advantages are described, the others you'll discover yourself.

Mini-Quick Grips: They hold things for you, its like an extra set of hands. Sears has a two pack for under \$20. The large are too bulky.

Tape Measure: Get the widest blade you can get. An inch blade will suspend itself in air at least 5', without bending as thinner blades will. Reading the scales is easier on larger blades.

Tool Pouch: You'll be forever building if you're running back and forth getting tools. Pockets in front, a place for hammer at the side, carrying nails and hammer only, while nailing large areas. Generally, just a tape, pencil, a piece of sandpaper, orange cutters, and whatever you need for the task at hand.

Portable Lamp: Electric plug in-clip on light goes everywhere you go. Seeing what you're doing is important (see section "Sight, Feel & Sound Building", in a upcoming installment).

Pencil Sharpener: Zoom, Sharpened!

Dremel Tool: Too much to list! Grinds epoxy where no other tool can reach. Sands anywhere, cuts stainless threads that are sticking out too far. Removes those gobs of epoxy that no other tool can get to.

Crayola's "Cool Rule": You definitely won't look *WoodenBoat* with this in your hand. Cost \$1.25. Can anything that inexpensive do anything? It's a bevel gauge with accurate degree marks, draws circles up to 12" in diameter for the ports faster than any thing else, has a metric scale, if trimmed to the zero mark becomes a quick and handy measuring scale.

"Flapper": Great tool for inside holes and curves. Try it on edges of holes, sands them smooth.

Hot Glue Gun: See section on "Hot Glue Gun" in a later installment.

Small Electric Drill: Find the shortest in length, variable speed, reversible, drill you can get. Measure them, they have to get into tight spots, a 1/2" might matter. You'll be installing, removing, and installing again hundred's of screws.

Cutter (orange) with Break-off Blades: Another useful tool. Better and

less expensive than similar types of cutters. So many are the uses, there'll be a section later "Orange Cutter".

Staple Gun: Bang, it's attached. That's what you want. Don't buy staples that are beveled on the ends, they have trouble going in straight. If your purpose is to drive the staple down, bear weight on the gun with the palm of your hand.

6-1/2" Electric Handsaw: If they made an inexpensive smaller saw, I'd get it. The 6-1/2" is lighter than its bigger brother, tiring you the least.

Palm Sander: A small, high rpm (12,000 minimum) palm sander with resin based sandpaper installed is what you need. Great for edges, really the best tool you can safely use there.

Spring Clamps: Goes without saying.

Stanley Surform File: Stanley's narrowest Surform file (#21-125), you may only find this in an older hardware store. This file is used more than any other. It'll cut a 1/2" slot in 2" material in a few seconds. I treasure mine!

Rubber Bands: Keep handy various sizes, make them from car inner tubes, bicycle tubes. They hold things together, parts that are waiting to be glued, glued parts waiting to cure. String works also for the same purpose.

"Goop": I can't imagine building an epoxy glued boat without this item. (See "Brush Cleaning" section, in an earlier installment). Clean your hands with it, (not in the same tub you use for brushes) and in the evening put a hand lotion on. Caution: Keep "Goop" away from the boat, it's parts, even away from tools. Epoxy doesn't like it.

Metal Putty Knife: Covered in an earlier section, "Epoxy Coating". Have all sizes. Keep 'em clean using "Goop", and sandpaper.

Block Plane: A beaut! It's the only plane I use. The blade angle is perfect for cutting what I feel is the right amount of wood. It's all you'll ever need in hand planes. Keep it sharp!

Big Grinder: This is best dealt with as we build. It removes material fast, in situations that other tools struggle with this tool makes quick work of it.

Orbiting Sander: Black & Decker 5", likes to sand wood, cured resin, cured paint. An aggressive sander, keep away from fir plywood, creates valleys in its soft areas. Major advantage: Hook and loop sanding disc, zoom! changed.

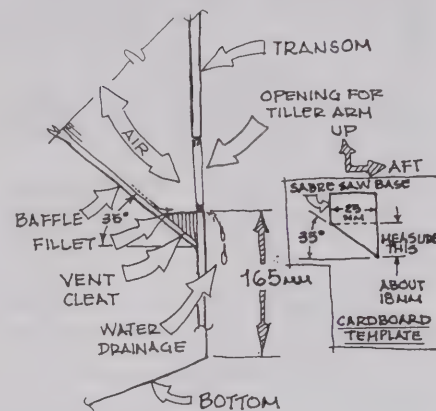
Panel Saw: It won't be used for that, as a matter of fact, not as a saw at all. It's a flexible file. In the building sequence its action will be described.

Sanding Disc for Table Saw: Replaces the blade in your table saw. Provides quick smooth finishes.

3m Paint & Sanding Stripper: It's not at all what its given name describes. For our purpose it's a sander. It's used in so many ways it gets a special section called "A Stripper That Isn't". I have to take credit for being the first to discover its use as a boat building tool, and it surpasses most tools when it comes to sanding. You can stop buying all that sand paper when you start using this nifty item.

Vinegar: It's a tool. It'll be covered

in a later section called "Magic Liquids".

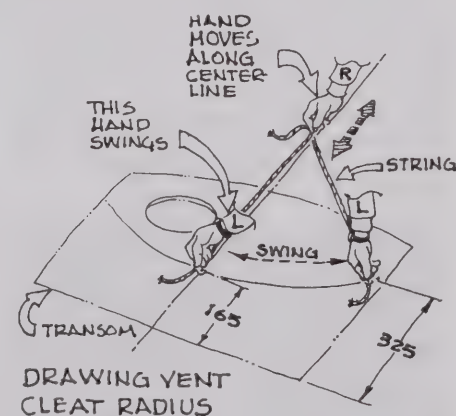


VENT CLEAT DETAIL
SEE DWG #8

Transom Parts: At this point the transom should have the deck beam, side cleat, and base cleats installed. Only two parts remain to be built, the vent baffle cleat and the baffle.

It's best to analyze what function the baffle performs (see illustration). The top of the vent cleat provides a drain surface, it is the base of the opening for the tiller arm. That opening is also for air to enter and for water to exit. The baffle probably has something to do with self-righting. Matt could tell us much more about its functions.

As you can see from the preceding paragraph the height of the opening is critical. The 165mm dimension controls the opening's lowest point.



DRAWING VENT CLEAT RADIUS
You should have the vent cleat radius drawn on the transom. If not, here's a quick way to draw it (see illustration). Make a mark with a fine laundry pen on a piece of string. With your left hand hold that mark down on the 165mm mark with your thumbnail at the centerline. With the thumbnail of your right hand pin it down at spot on the transom centerline at what your guess is the correct radius point. Holding that, swing your left hand hoping to intersect point at 325mm.

If it comes up short of the 325mm point you need to move the pivot point farther out along centerline; if it goes over or pass the 325mm, the pivot needs to move in closer on the centerline. Keep adjusting then swing again, suddenly it will be right over the mark.

Measure the established radius, that distance is the radius you'll use to make the vent cleat. Before we begin to make that, from the outside of the transom, measure up along center line 165mm, with a 1/16 drill bit drill thru transom. With a pencil tied to a string now draw the correct arch on both outside and inside. (In truth this is all faster done than said.)

Now, draw on a piece of 25mm ply the inside radius of the vent cleat. Make a cardboard template per illustration to determine the amount necessary to increase the lower radius

Set your saber saw using the cardboard template to position the blade at the correct angle. Controlling parts with angles is best done by making a cardboard template, using it to set saw angles, eliminates common errors made when dealing with angles. Cut the angle first, this gives the saber saw a solid foundation. Save the cut-off, position it close to curve, it provides support for the saber saw while cutting the perpendicular cut.

Trim ends to fit vent cleat inside outboard cleats. Glue to inside of transom, fasten with 1" ring nails.

Hope you saved the curved piece cut off while making the vent cleat. It'll be used as a template to provide the lower curve for the ply baffle. Bend a thin sheet of cardboard into an arch. Staple it to the angled surface of the cut-off piece. With a pencil draw the curve onto the cardboard. With scissors cut that curve. Transfer that curve onto plywood, making sure the grain of the ply runs up and down as shown on Dwg.#6.

Using a spanish windlass, curve ply, set against transom, mark on the ply on both sides where it has to fit inside outb'd cleats (see photo). Keep trimming ply until it drops into place. From the bottom of the curve to the top edge should be 300mm. Set this piece aside, if installed now it would make transom awkward to handle at trial hull assembly. However you should epoxy coat the baffle now, it'll be harder to do when it in place



"The Best Open Beachcruiser": This is a design request to Matt Layden, judging by the completeness of *Paradox's* features I am positive he'd be the best choice for the task.

In addition to *Paradox* I have need for another boat. I hope that boat to be "The Best Open Beachcruiser". It would be light and handy. It must be quickly built, eliminating all and any complexities. Low freeboard for ease of stepping in and out while carrying gear, ample dry stowage, with room for two people to sleep. It must be stunning to look at.

It's an onshore boat, sailing mostly within a mile of shore, with a few fair weather distant crossings. It needn't be either a dry or comfortable boat, but it must be a safe one.

— If Matt were to take a look at John Gardner's wonderful book *Building Classic Small Craft*, there's a chapter called "A Sharpie". In profile it seems ideal. However to be the "Best", the classic would require extensive changes. The following details are not in any way restrictive but merely some thoughts (it may help to have Mr. Gardner's book on hand. It's not possible to even slightly to include it here).

The classic sharpie shape and proportions would be retained. It would remain a cat ketch. From here on it would require a lot of rethinking. From this point Matt hopefully would complete the design.

Here is a list of desirable features and some thoughts on those features.

Easily Built: Within a week, a month on the outside. Built the classic way, that is two side panels wrapped around and joined at the ends. Not to be built of the materials Mr. Gardner had chosen, but my favorites, plywood, epoxy, ring nails and fiberglass cloth. Narrow enough in beam that a standard four foot wide sheet of plywood would do the job. Side panels approximately 18" high mid-ship. Not at all fancy, a workboat appearance

Light: 300lbs all up, or less. The weight would control the length, 18' might be to large to be handy.

Backpack Type Boat: Ample water resistant compartments to accommodate the required gear. Mostly used for weekend beachcruises, sometimes a week.

Sleeping Area: 36" wide or two 18" areas.

Maximum Simplicity: Few manufactured parts. A few examples: Mainsheet tied to the sprit boom without the need of any fasteners. A hole drilled thru the deck with a backing block to secure a rope end, a stopper knot would take the load on that line. A post to bend a line on is sufficient. These things are not new but somehow have been forgotten.

Stability: Provided by the captain, by his skill and judgement: and a fraction by his weight. All the boat's heavy, necessary equipment would be stored along the sides. Lead bricks with hand ropes on them might be handy, if easily moved side to side, dropping into strongly built deep pockets.

From here on the decisions become harder. A great deal of thought must be given to the following items: The rig, the rudder and the device for lateral resistance. John Gardner in his book struggled with these items. Here are some ideas:

The Rig: A hard eye fell on Mr. Gardner's booms. If a sprit boom was

used instead you could slope the foot up so you could see under the sail. Earlier it was said that sail tracks are expensive, prone to jamming at the wrong time. Lacing spoils the luff. The only thing left is a sleeved luff (or a partial sleeved luff). It's easily made onto a sail and suits the simplicity of the boat. Whatever is lost in choosing these items doesn't matter. An 18' spar is around the largest size I like to deal with. The spars should have a device to unship them even if the boat is lying on its side.

As far as light air is concerned, it seems to me there's no sense in enlarging the sail plan. Dealing with heavy gear aloft, reef points (because now you generally have too much sail up), not to mention added expense, adds problems. My attitude towards light winds is to strike the sails and either wait for the wind to come up again or scull ashore.

The Rudder: Nothing but a transom hung rudder would seem to work here, possible with a sturdy skeg. It's best to avoid complexity of other designs, a simple rudder that you would be able to unship at shore is all that's needed. Some of the 1870's smaller sharpies had nicely shaped rudders.

Lateral Resistance: The choices are limited for this type of boat. The best method to resolve this is to eliminate the ones that are complicated, too heavy, or a nuisance. The choices are centerboard, leeboards, chine runners and daggerboard.

Centerboard: Complex to build, can jam, is heavy, weakens the hull with a long slot, and prone to leaks.

Leeboards: Two to build, noisy, cumbersome, a nuisance to operate. Not as effective as others due to the fact that they are surface piercing foils.

Chine Runners: Disadvantage is that they add some fixed weight to this lightweight boat (although it's in the right places). Time consuming to build.

Daggerboard: It seems the only choice is a weighted daggerboard. This makes sense for this type of boat. The weight would be mainly to neutralize the buoyancy of the board. It would be strong enough to stand on to pull upright if inadvertently knocked down. However, the main point is it could be unshipped, just like the rudder, reducing weight, so the boat might be more easily dragged ashore.

Mr. Gardner admitted there's no fool-proof given rule where to locate the lateral resistance. He admitted trial and error works best. He also suggests to change the balance by making the centerboard longer than necessary and cutting the bottom off until you achieve the desired results.

It seems that a better solution is to fix everything underneath at a good guess. Then work out the balance above the water, namely the position of the sails.

What I'm about to say is nothing new, its been used on working sail boats for a long time.

The boat would have a series of mast steps, at the bow there's one (fixed), the mizzen mast has more, or a method to move it fore or aft. The thwart will not be as Mr. Gardner shows it is but in reality at deck level. It's movable fore and aft, sliding along the deck to it's desired position,

then pinned or tied at the coamings.

On the centerline, as we do not have a case to stiffen the bottom, we put a big keel (we want it on the inside) that will have a series of holes to reposition mizzen mast when it is moved.

One other step for a mast will be provided. That step is like the classic sharpie in our earlier installment. If it's known the wind will be fresh the mizzen is left ashore or stowed. The main is then repositioned midship. All this action, plus a little sail trimming should tame the helm.

The dagger board case will have a large bolt at each corner. Inside the case at the corners will be multiple layers of woven roving. The idea being if you hit mud or sand, the boat will stop if the board is built extra strong, or shear the board without damaging boat structure. The case (or cases) would be located outboard for two reasons: We need the sleeping room, and we can switch from port to starboard without tripping over it and going overboard. I favor the off-center position for the daggerboard. If you hit something the boat would pivot. If sailed with it on the windward side, the boat should luff up and stop. In reality the board would likely stay wherever it was, and only be changed if the mood suited it to be.

It's my bet that I'm not alone in waiting for plans for "The Best Open Beachcruiser".

The next installment will include some of the things I fell behind on which were "Rudder Blade" and "Sight, Feel, and Sound Building". Also included will be, "Rudder" and "About Lead". I hope as well to include "Paradox-thoughts".

(To Be Continued)

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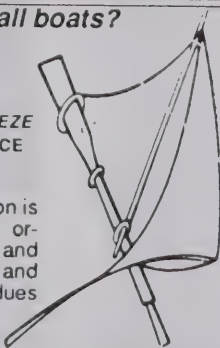
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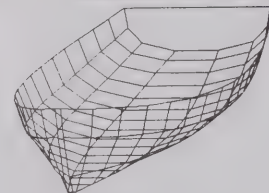
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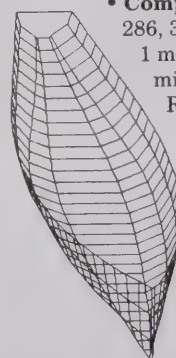
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Center of lateral area
- **Prints out:**
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All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs
- **Printer support:**
Laser or ink jet
Epson or IBM
Proprietary dot matrix
- **Sail rig design:**
Sail graphic
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20 sail types
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Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)
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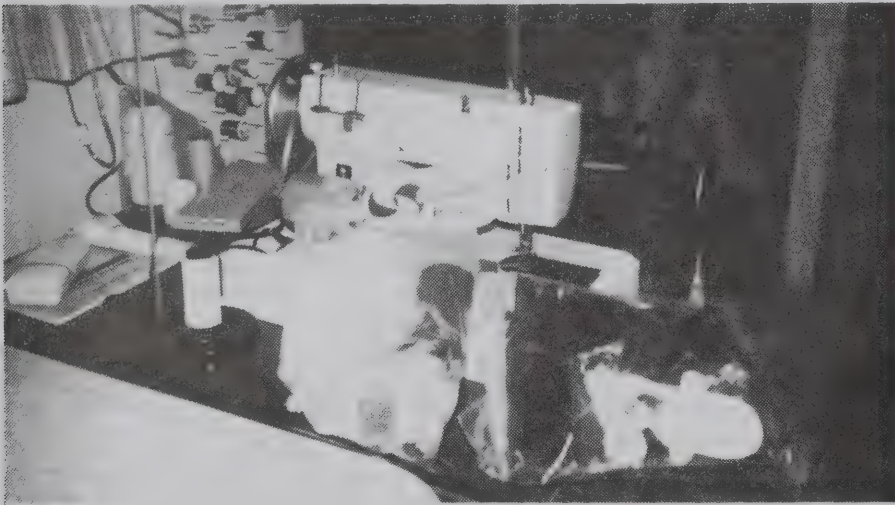
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My loft is located in our laundry room, humble. The room is 19' long, which comes in handy. All the sailcloth is in the long box.



Here are all the tools and pieces needed to make a club foot self tending jib sail with jackline, about 100 square feet. Yes, I own one of those antiseptic sloops.



Here is the sailcloth, at this point in three sections. Originally there were 11 or 12 panels. Each panel was laser cut and the seam lines were imprinted by computer. When the seam lines were joined with double sided tape and sewn, the airfoil shape was created. I joined two panels to form each corner, head, tack and clew, but did not yet join the entire sail. This allowed me to sew the corner patches onto relatively small sections of sailcloth. When I sewed on the patches, I used various stitching directions, doing this on a small section of the sail is much easier than sewing onto the entire 100 square foot sail.

Anyone Can Make a Sail

By Jim Pope

Through this article I am hoping to show that anyone can make a sail just as functional as any bought from the pros. Professional sailmakers do excellent work, and so can you.

I used sail kits and tools purchased from Sailrite Kits (800-348-2769), Columbia City, IN. I had never used a sewing machine before so I tried doing a few things on my wife's machine. However I felt this might damage her machine so I purchased a bottom of the line used machine from Sailrite.

For me, less is more. This machine does straight or zig-zag stitching, no fancy doodas to boggle the cobwebs. But it will sew through an awesome number of layers of sailcloth. On the simplest sails there are six layers of cloth to sew through. I've even sewn nylon strapping. If I goof, it just breaks the needle. So, I fish out the thread, install a new needle, and keep on sewing.

I did break a needle sewing the nylon strap. I should have used straight stitches but I just had to have zig-zag, more strength, more resistance to tearing you see.

I hope this article will give you enough confidence to tear into the rags yourself. If you follow the Sailrite instructions you will be able to handle any problems or procedures that arise.

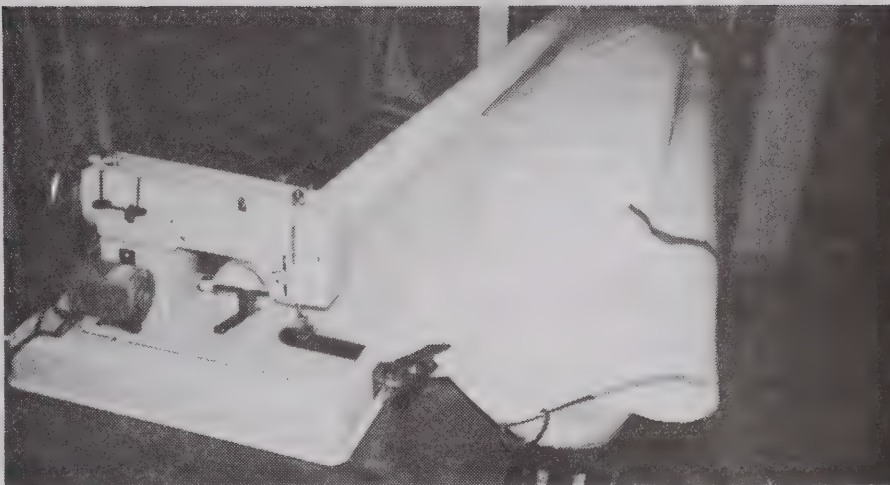


I hope this photo shows at the top the large patch for the clew. When you do it yourself you can make really big patches. This sail is for use in high winds to claw my way off a lee shore so I made a big patch with stitch lines every two inches. When done the patch had 15 stitch lines plus three 3/4" nylon straps and a stitched on leather chafe guard. This sail will not come apart.

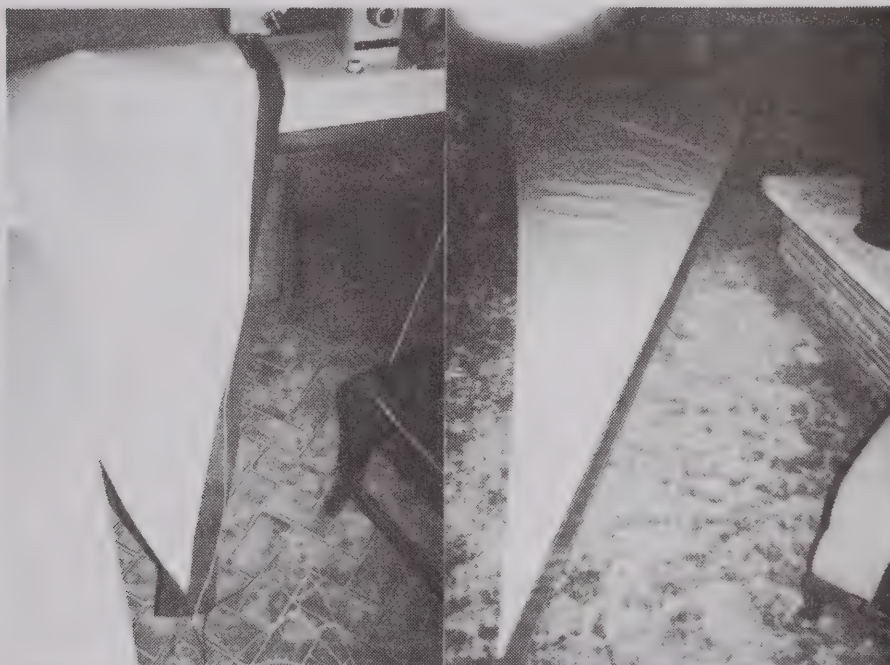
This photo shows the sewing together of the two halves. At this seam the entire sail has to pass across the sewing machine so I had to adopt various methods of shrinking it to manageable size.

The part that had to slide under the sewing machine arm was rolled up tightly and held by a spring clamp. Halfway aft the roll laid on my chair and I could hold it when sewing.

The far side lay on an indispensable tool, an ironing board. The sail material slides nicely on this and I've become rather attached to having it around. The material seems to flow better if it is loosely folded on the board, held by a spring clamp and masking tape. I had to make two passes minimum on this long stitching line.



Sewing on the luff tape reinforcement. A 1/8" string was placed inside the tape during the final sewing. It was used to pull through a 1/4" bolt rope into the luff. The extra wide tape is blue.



The completed sail laid out on the living room floor. I hope the curve in the leach opposite the luff tape can be seen. That curve helps to eliminate leach flutter. All I had to do was match up the seam lines and sew. It's amazing how well things come out when I follow directions.



Sailrite sends along enough material for a sailbag so I sewed one together in a short evening. Not too bad for a guy with no "home ec" training!

Tools & Techniques...Your Ideas

An EZ Construction Hint

By Tom Weaver

It is difficult for a first time boat builder, especially a young one, to get round, fair chines with stitch and glue construction. Stitch and glue is also messy. We converted to plane-less hard chine construction on our F-18 simply by adding an extra 3/4"x 3/4" stringer on each side of the chine line. The two chine stringers are taped together at intervals to insure fairness and the resulting "V" is filled with epoxy. Bingo, using window screened sawdust, (as the cheapest epoxy filler) the boys have created a solid wood, hard chine.

After planking, we round the chine with an extra coarse (24g, 36g) 2-1/2"x 16" planer belt in a Skill "Sand Cat" belt sander. Holding the sander parallel to the chine line, the Alumina-Zirconia belt, Klingspor's (800-872-0000, \$2.50ea) cuts epoxy like butter and rounds the hard, strong chine close to near perfection. The dark brown epoxy (in the "V" of the stringers) stands out against the planking as a fairing guide.

Final perfection is obtained with Marine Bondo and a half sheet sander with 80 grit paper, also held parallel to the chine line. Marine Bondo is superior to epoxy for final touchups. It dries, ready for sanding, in a few minutes and is very easy to sand. Always lock in Marine Bondo, when used below the water line, with fiberglass tape and epoxy.

For a beautiful final finish (good looking at one, not twenty feet) we recommend undercoating with a two part high build primer such as Interlux's 404/414 roll on/spray epoxy Barrier Coat. When we work inside, particularly with youth, we use System Three's (800-333-5514) WR-155 water reduceable two part epoxy primer.

Removing Broken Fasteners

I have had very good success removing fasteners broken off below the surface of the wood with a shop made hole saw. Using a piece of stainless tubing or remnant of a hollow body turnbuckle we ground small teeth on the end of the tube and then carefully hole sawed around the buried fastener. If the ID of the hole saw is close enough to the diameter of the fastener there is enough friction to withdraw a plug of wood with the broken fastener inside.

Stephen Page, Williston, VT.

Helpful Tips for Skiff Construction

By Bruce Given

I would like to pass along a couple of items which I have found to be helpful in skiff construction. The spreading of large amounts of epoxy over considerable surface area is greatly facilitated (for me) by the use of an inexpensive bath and shower squeegee. It has a flexible plastic blade, a comfortable handle, costs about \$2.50, and can be used over and over since the epoxy will not stick to the blade which is more flexible than the plastic spreaders sold for use with fiberglass resin.

26

In the past I have had considerable trouble in the precise placement of a skiff's mast step in relation to the hole in the forward thwart (used to hold the mast in place) so as to get the proper degree of rake as well as an exact athwartships plumb. Since I have neither the shop height nor the strength to experiment with the actual mast, I used an interesting expedient on my last construction by turning on a lathe an exact model of the first couple of feet of the mast. After passing this "stub" through the mast hole in the secured forward thwart and placing the mast stub's foot in the loose step, it can then be used to measure the degree of rake and plumb; the position of the step can be changed until the proper set is achieved. Upon completion of the skiff, I routed a concave arc in the top end of the stub to fit the mast diameter and use it as the forward end of a mast cradle (with the sculling notch acting as the aft support). The mast stowed in such a fashion acts as a good ridge pole for a tarp boat cover.

Boat Launch and Recovery Aids

By Sam Overman

I never leave my boats in the water. I launch and recover small boats at a narrow concrete ramp in my back yard (see April 1, 1995 issue, page 25) and the ramp forms a chute between rocks that protect the shoreline from tidal erosion. The concrete can be tough on boat bottoms and it can be difficult to return in my fiberglass shell on a windy day. I've developed some aids that might also be useful if you face launching on a rough shoreline.

Jon boat: My flat-bottomed metal jon boat can be trundled to and from the ramp using a set of wheels attached by arms to the transom. Once the boat is on the ramp, the arms can be pivoted up and locked so the wheels are held out of the water (Wheela-Weigh by Bodge Engineering, 309 Sutton Place, Santa Rosa, CA 95407). However, I still have to slide the boat down the ramp into the water and back up it when I return. I slide the boat on an assembly made from two parallel twelve-foot lengths of two-inch diameter PVC plastic water pipe joined together ladder-fashion by four twenty-inch "rungs" of one-half inch PVC pipe. Pipe caps and drilled-out unions are glued onto the small pipes to hold the assembly together. The boat slides along the two larger pipes as if on greased runners. My ramp has such a gradual slope that I usually use two of these assemblies joined together end-to-end. The ends of one set of pipes is cut off at an acute angle so they can be jammed into the ends of the other assembly. This aid can be slid onto and off of the ramp as needed using a homemade boat hook. Several shorter versions of this same device could be built in order to make them easy to transport to remote launch sites, where they could be joined end-to-end.

Shell: It is much easier to load, board and get out of the shell if it is partly grounded, but I do not want to grind its bottom on the concrete ramp. Each time I use the shell I first cover the ramp with a 25-foot length of

two-foot wide ribbed rubber mat. This material is sold in large hardware stores as a protector for walkway areas on wood floors. The lighter-weight translucent plastic material also sold for this purpose is probably not suitable because it may float. I store the mat on a one-foot diameter roller made from plastic-coated fence wire. The mat is unrolled onto the ramp with part of it extending into the water, the amount depending on where I expect the tide line to be when I return. The roll is pushed into the water with a pusher made of PVC pipe and the empty wire roller is retrieved using a leash permanently attached to it. After each use, the mat is rolled onto the roller again beginning at its dry end and sliding the remainder of the mat out of the water once the waterline is reached. I allow the mat to drain and protect it from the sun by hanging the mat, on its roller, across a wooden rod supported by short ropes tied to adjacent trees.

Auxiliary propulsion: Returning the shell to the narrow ramp by rowing backwards provides many opportunities to damage the shell and the oars on rocks, especially on a windy day. Instead, I ship the oars by crossing their handles over the stern of the boat and return stern-first so I face the direction I am moving. I propel and steer the boat using hand paddles consisting of two ordinary plastic dust pans. These are sold in stores everywhere, and I prefer those made of a semi-flexible, rather than rigid, plastic, because they are less likely to crack and they provide a more comfortable hand grip.

Sam Overman, Box 52, Dahlgren, VA 22448-0052

Storing Your Kayak

By Peter Berman

As recently as last century, kayaks were constructed entirely of organic materials: skins, bone and bits of wood. The skins were mainly sealskin, the bones from larger sea creatures like shark and whale, the wood from driftwood. In fact, the Eskimos believed that driftwood came from vast aquatic forests at the bottom of the sea.

As if life wasn't harsh enough, the Arctic people had to deal with the storage of their kayaks. This problem is not immediately apparent until one considers the construction materials of their boats, mainly skin and bones. A nice crunchy meal, light enough for take out or an on-the-spot snack for any hungry carnivore happening by, or even the family dog!

We "moderns," in contrast, have slightly different concerns involving the storage of our sea kayaks: "My automatic garage door device makes it so difficult to store my kayak." "They'll steal anything in my neighborhood." "My kayak won't fit the elevator of my unit." "My spouse will not permit my boat to live in the family room." Here's a short primer describing the basics of kayak storage. If you have a novel storage technique, let us know and we'll pass it along.

Outdoor Storage Techniques

It is acceptable to store your kayak outdoors, upside down, in the weather. The kayak can be leaned up on its side on the ground

against a wall, fence or tree and locked to an immobile object with a "Yakbar" (kayak locking device) or a simple bike chain. The cockpit should be covered with a rim cover to prevent beasts from homesteading your vessel. If you're laying the boat directly on the ground, keep it off the grass and mud with some wood or 6" diameter PVC pieces. If possible, place the kayak in a mostly shaded location to prevent gel-coat fading. Your fiberglass sea kayak is perfectly at home outdoors, just like any other fiberglass boat. Plastic boats can also be stored outdoors, however, excessive sun on the plastic will dramatically shorten their lives.

Hung on a Wall

Indoors or out, you can easily hang your

kayak up on any wall. All you need is a wall long enough to accommodate the full length of your boat, two webbed straps or rope and two heavy duty eye hooks. Screw the eye hooks into the wall about one foot above the boat's desired resting spot and at least four feet apart, from left to right, from each other. Loop a rope or strap through each eye hook and thread the kayak through the two loops. Straps with "cam lock" buckles make this a one person task. The kayak will rest gently against the wall, out of the way.

Attached to a Ceiling

This is a very popular way of storage as carport ceilings are usually unused space. Simply screw four heavy duty eye hooks (avail-

able at most hardware stores) into the ceiling in a rectangular pattern, approximately two or three feet by four or five feet. Thread one set of straps through each pair of hooks and lay the kayak in the "cradle." With a little bit of imagination, a pulley system can be designed enabling you to pull a line and elevate the kayak to the ceiling on your own.

In Your Living Room

Clear away a wall of unwanted furniture, books, shelves, appliances or doors. Be sure your spouse is not home. Shine your sea kayak thoroughly with lemon Pledge furniture polish. Lay the kayak gently on a brand new, very bushy carpet and admire from across the room. Do not remove for any reason.

I would like to share with my fellow *Messing About* readers an idea that has given a new venue and a great deal of pleasure to the use of a Catspaw Dinghy, which I completed in 1991.

My wife and I have enjoyed sailing and rowing *Sonrisa* immensely since her completion. In *Wooden Boat*, N. 112, pp. 70-71, I came across an article by Virginia Linden, "A Motorized Rudder for *Maia*," which described essentially how George Odell of Lowell's Boat Shop adapted the power unit of an electric trolling motor to a duplicate of the rudder of a Salisbury Point rowing/sailing skiff. The idea was very appealing to me because, as the article brings out, there are times when sailing or rowing offer much pleasure, but there are also times when we would like to glide along, effortlessly, quietly and totally relaxed, enjoying the surroundings. The idea of maintaining the traditional appearance of the boat was also very appealing.

It is another story altogether, but while *Sonrisa* was being repaired after being rear-ended on her trailer while waiting at a ferry landing, I set about using George Odell's ideas to build a motorized rudder.

The article will give you the details, but I was able to make some modifications that have worked out very well. The trolling mo-

A Motorized Rudder For a Traditional Boat

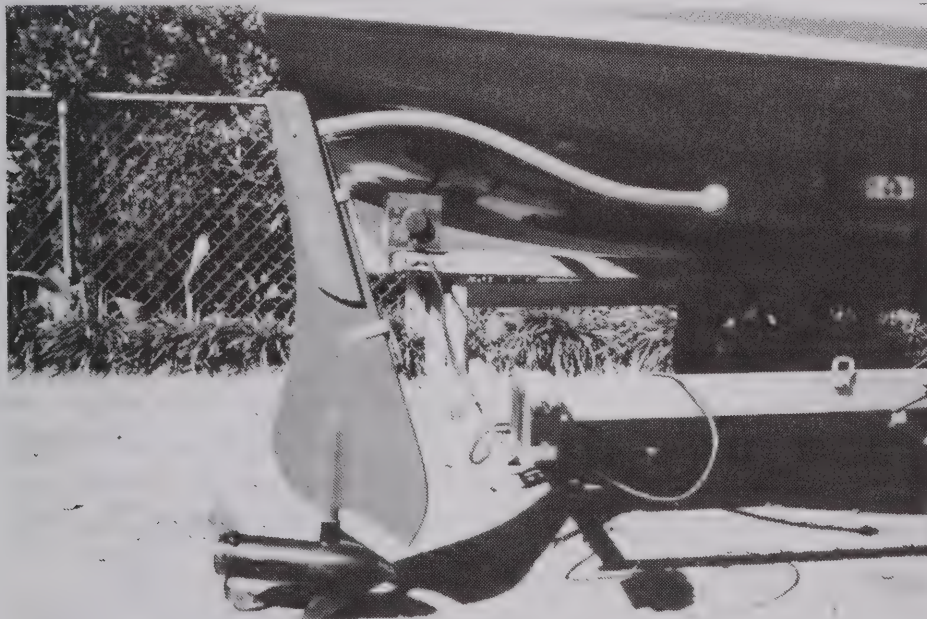
By Steve Magers

tor that I chose to use had a composite shaft. The one that George used had a metal shaft that required a stainless steel bracket to be fabricated and welded to the shaft in order to mount the motor to the rudder. With the composite shaft I was able to bond the shaft to the rudder with the liberal use of epoxy and fiberglass. Mounting the shaft in this way creates a more streamlined appearance, and after more than two years of hard use it has shown no signs of failure. Being a rather frugal person when it comes to projects such as this, I went to my wood pile and was able to make the entire rudder from leftover scraps. The mahogany for the cheeks and control box came from an old discarded dagger board that was rescued from a trash bin at a marina. The tiller was made from laminated strips of 1/8" luan plywood.

We usually carry two batteries. The primary battery is a deep cycle marine battery and my "get-home" battery is an automobile battery that I replaced by mistake while it still had a lot of life remaining. The two batteries

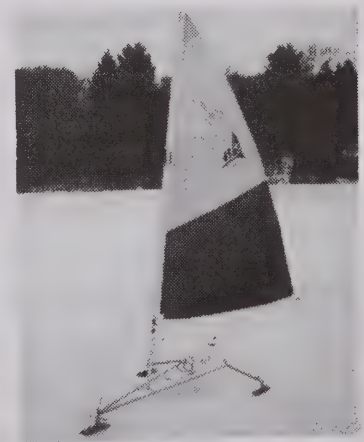
together give us three to five hours of quiet propulsion, depending upon how judiciously we use them. I have no idea what speed we make, but who cares when you are gliding quietly down one of our beautiful bayous here in southeast Texas or southern Louisiana. A common remark from powerboaters as they pass us by is, "What makes it go?" I usually answer, "Magic," with a smile. "Smile" is "sonrisa" in Spanish.

I thank George and Virginia for the idea that has led to an immense amount of pleasure with our boat and hope that others interested in small boating might be able to add to their pleasure as well



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Karen Seo had a pleasant vision of an elegant boat for the solitary enjoyment of ponds and small lakes, marshes and creeks, in the Thoreau spirit. A significant part of the vision was to build it herself, taking unhurried pains in hopes of creating something beautiful as well as useful.

The only restrictions she placed on the concept were that it must not be more than 7' long and not weigh more than 25lbs. She wanted a spirited sailer with efficient auxiliary power by way of a double paddle. Ability to cope with moderately choppy water would widen the field of view. And the craft should be fit to be used by friends weighing up to 200lbs, as well as by the 125lb owner.

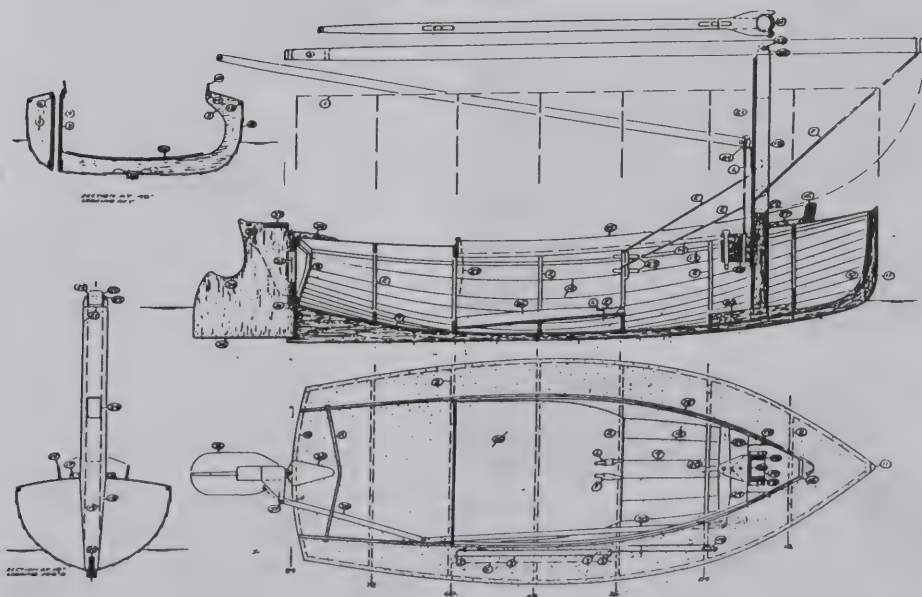
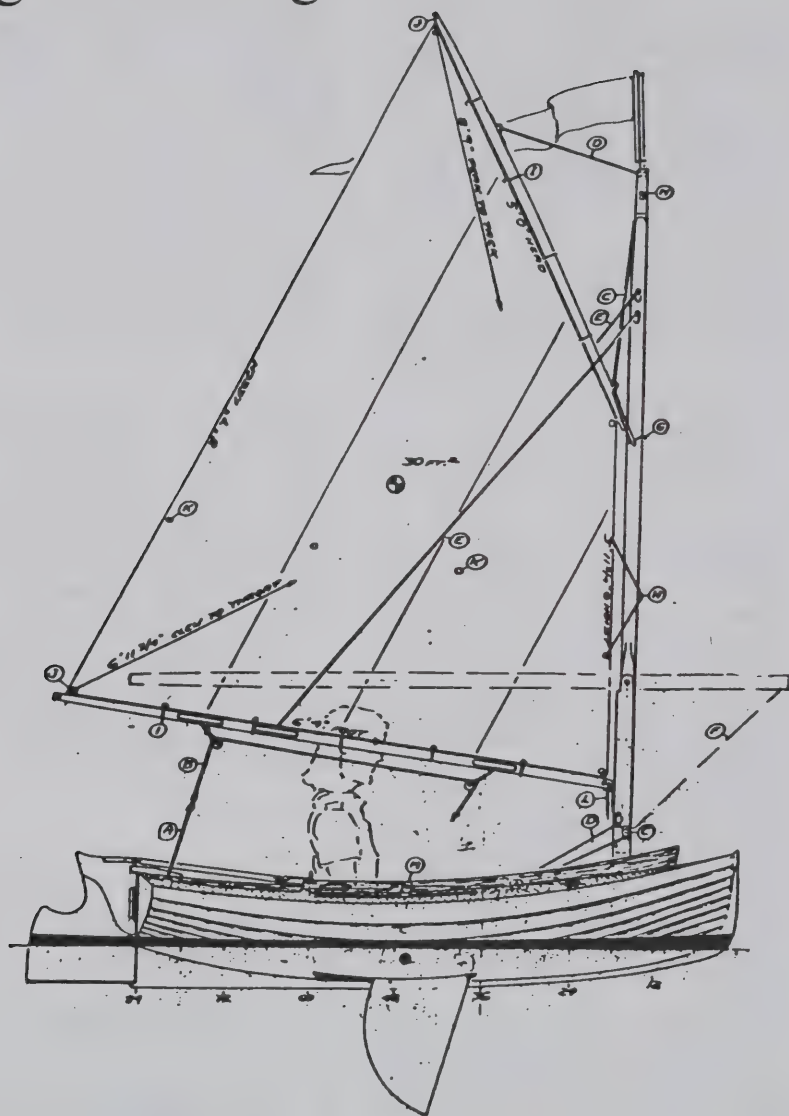
The double paddle propulsion thus controls the breadth and freeboard, which in turn requires all the work of the boat to be performed from the paddler's seat, including raising and lowering the mast as well as the sail. Hazards from too much wind can be reduced by quick lowering of the mast, incidentally offering a ridgepole for a tarp should a downpour threaten the explorer's positive experience. Sail and spars can be disposed of out of the way of the paddle by attaching them to the lowered mast by short ties.

Good performance under sail was sought with a model of hull that combines good looks and fine underwater lines with breadth and buoyancy spread well into the ends for power to carry sail. Shifting ballast is provided by leaning the crew's upper body. The gaff cat rig was selected as allowing short, easily stored spars, a low center of sail area, and relatively good balance with a reef in. Jiffy-reefing would be possible to arrange but would involve more complication than may be desirable.

For lateral plane, ergonomics precluded a centerboard. Leeboards were rejected on aesthetic grounds plus the problem of keeping them clear of the paddle. A long and straight keel was very seriously considered; it was attractive for simplicity, for its protection of the bottom of the boat, and for its neat appearance. It was finally turned down because of its rather poor characteristics for windward sailing, and because its large surface area would have made for hard paddling. We settled on the single bilgeboard which will call for some careful fitting in construction but combines highly effective lateral plane with minimum drag under paddle.

The end-plate rudder, clear above her 5-1/2" draft, gives good control in a boat with well balanced ends, which will heel without lifting her stern. Steering is by footpedals with drag link connection to the rudder to eliminate slop and allow for quick clevis pin disconnect of the rudder for cartopping and storage. Thus both hands are free to handle lines, or in light airs, to give the boat a boost with the paddle.

Construction, to meet the 25lb stripped hull weight limit, is 4mm epoxy plywood lapstrake laid over 1/2" plywood frames on 12" spacing. The short length of the boat allows a bright finish without unsightly butts in hull or deck.





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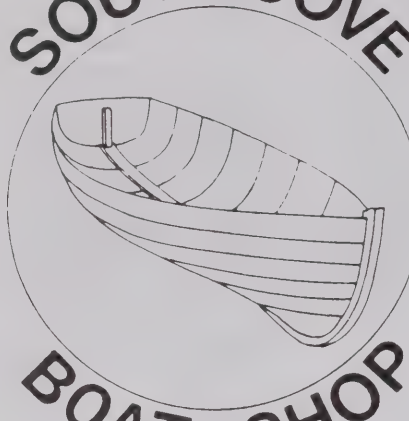
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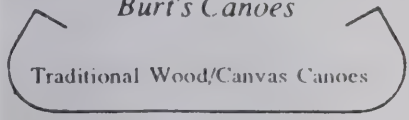
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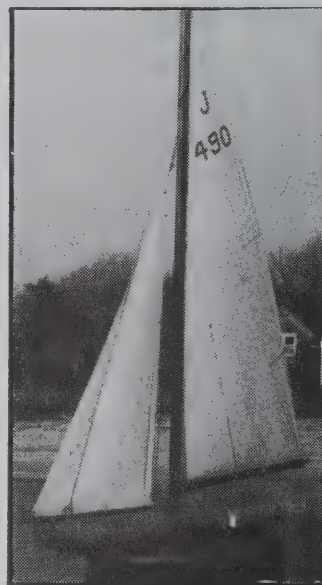
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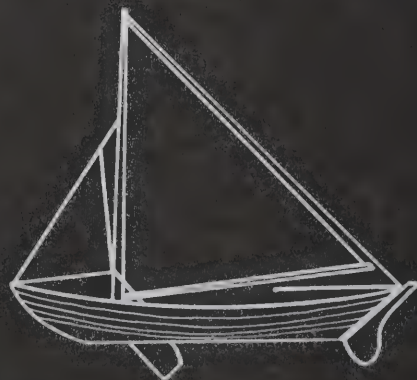
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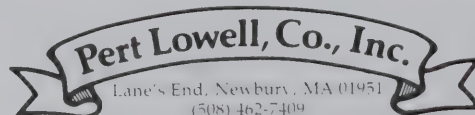
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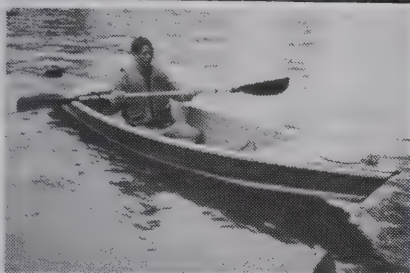


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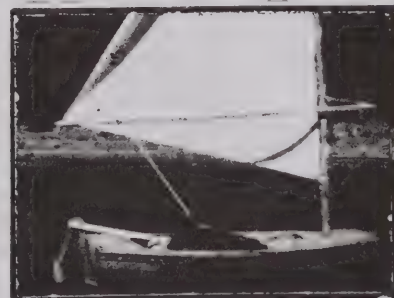
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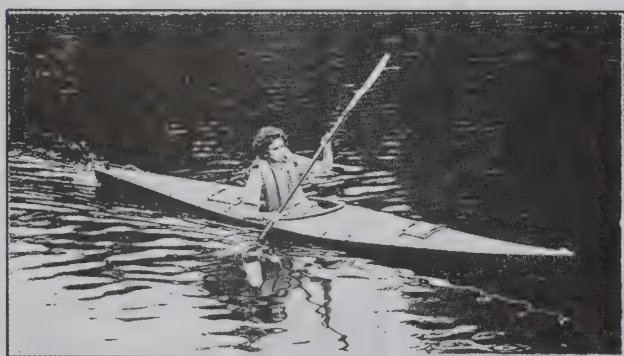
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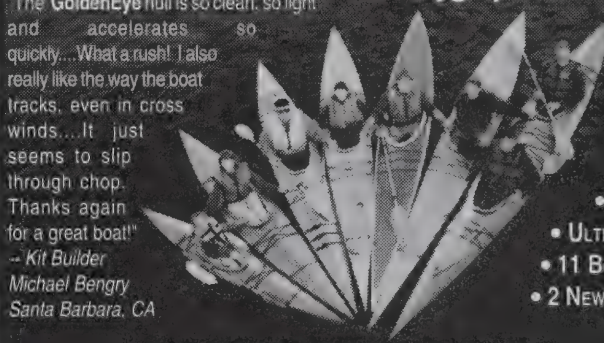
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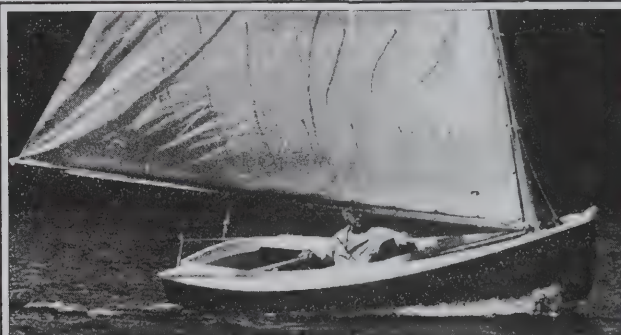
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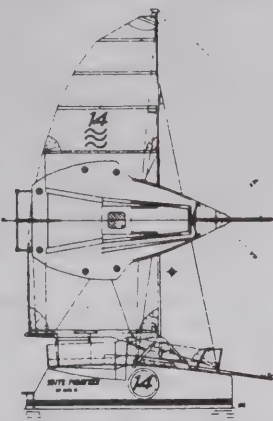
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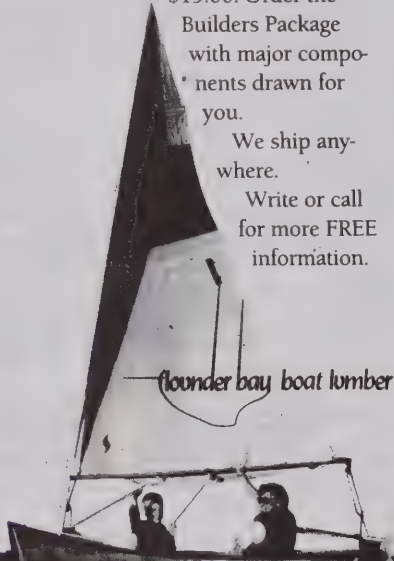
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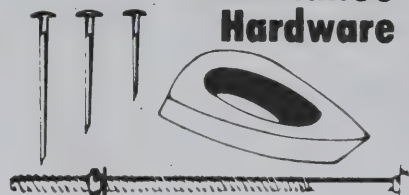


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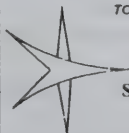


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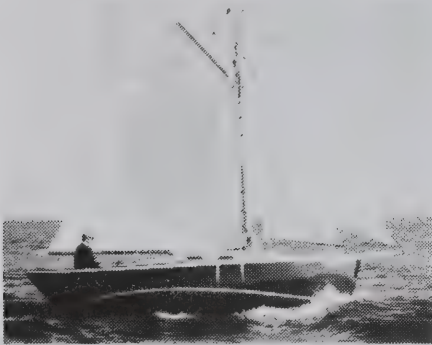
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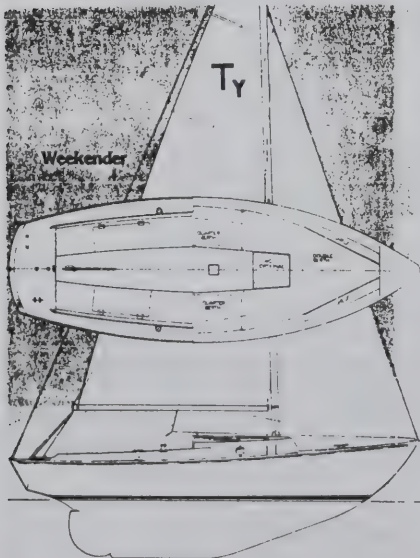
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Gaff Rigged Pilot Cutter, Coracle, '74 Stadel rugged traditional salty design ('41). 24' LOA, 20' LOD, 16' LWL, 7'3" Beam, 3'6" Draft. Full lead keel, carvel mahogany planking on white oak frames. Sitka spruce spars, varnished mahogany trim & bronze hrdwre thruout. 10hp Volvo diesel IB aux, sink, portable stove, icebox, porta potti, 3 berths, VHF, depth sounder, bulkhead compass, AM/FM cassette, engine gauges. Fully restored to Bristol cond. A perfect traditional daysailer or wknd pocket cruiser. \$12,500 OBO. MICHAEL CIANCETTA, York, ME, (207) 363-2102 or (603) 433-2323. (13)

Elver Sailboat, 20' yawl, strip planked cedar, spritsail rig, tanbark sails, roller furling jib, all Harken blocks. Recently refinished, though again in nd of paint on deck & cabin. Incl 6hp Seagull OB, E-Z Loader galv trlr, anchor, bulkhead compass, all lines, bumpers, etc. \$2,500. BILL HARMS, Mechanicsburg, PA, (717) 732-5567, lv message. (14P)

Catalina 25, swing keel, dinette layout, inside like brand new, 15hp engine, many extras, grt sailing boat. Asking only \$6,500 for quick sale. **27' Pearson Renegade**, beautiful yacht w/Atomic 4 engine. Must sacrifice @ just \$7,500. ED FOSS, Bay City, MI, (517) 892-8946 anytime. (13)



18' Cape Dory Typhoon Weekender, gd orig cond w/nice upgrades. Stiff little boat. Easy to use trlr. \$3,700. PETER ZWAAN, Los Angeles, CA, (818) 355-3073. (13)

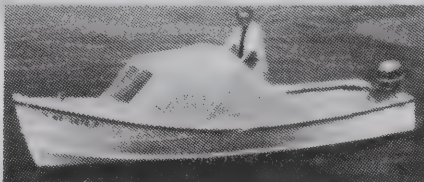
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18' Tashmoo, orig '87, w/canvas dodger on SS frame, center console w/SS wheel & controls for professionally maintained 30hp '87 Evinrude OB w/low hrs for age. No trlr. Asking \$4,950 (incl winter storage). HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (14)

FG Yawl, 19' Drascombe Lugger, perfect family yawl. Open & stable, w/flotation & integral bilge pump. Compl w/5hp OB, trlr, 3 sails, spinnaker, tent cover, anchor, etc. Sailing downeast. \$5,200 firm. DAVID LINCOLN, York, ME, (207) 363-1672. (14)

Barnegat Bay Sneakbox, sailing gunning, blt '88 by Wm. Simonsen. Compl w/oars, sprit tanbark sails & spars, custom deck cover & cockpit spray shield. Cedar constr covered w/FG, hull in exc cond. EZ Load trlr reworked to launch & retrieve w/o submerging trlr. Used little, most spare time spent on my 21' Atlantic City catboat. Consider swap for 13' Boston Whaler. \$1,500. DON HELFRICH, 459 S. Green St., Tuckerton, NJ 08087, (609) 296-8565. (14)

16' Luger Sea Breeze, '84 w/4hp Evinrude, 3 sails, trlr, swing keel. Pocket cruiser w/cuddy cabin. \$1,300. MICHAEL SCHODOWSKY, 27216 Cook Rd. Lot #12, Olmstead Twpsh, OH 44138. (14)

O'Day Sprite, 10' of fun for beginner or expert. Grt cond, on galv trlr w/sunbrella cover. Main & jib, life vests, paddles, just add water. \$1,350 OBO. At Lake Hartwell, GA. ART EICKENBERG, P.O. Box 384, Lovejoy, GA 30250, (770) 946-7532 7am-5pm (eastern time) wkdays. (14)

17' Grumman Sailing Canoe, Balogh sails, Romillar twin rudders, rowing attachment, Shaw & Tenney oars, motor mount. All for \$750. HERB KRUGMAN, Stamford, CT, (203) 327-5226 wkdy eves. (14)



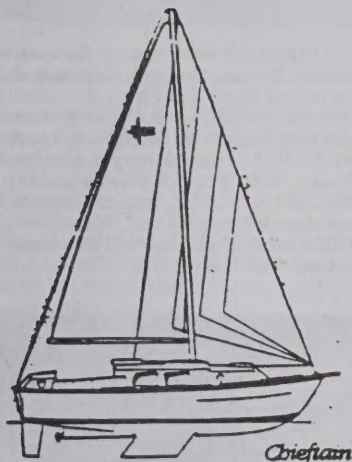
Historic Black Skimmer #1, Bolger sharpie blt '75 by Mike O'Brien, Senior Editor of *WoodenBoat* magazine. Deck length 25'3", beam 7', draft 10", sail area 304sf. Can drive to windward in less than 2' of water. Self-righting, self-bailing, positive flotation, takes ground bolt upright. Fully equipped. Sound. Price \$4,300. New 8hp Mercury OB w/alternator. \$1,000. CHARLES RAYNOR, Richmond, VA, (804) 359-5524 home, (804) 285-7233 office. (14P)

16' FG Canoe, purchased 6/96, used 3 times. All beautiful wood trim, wood decks & cane seats, in-laid balsawood floor, brass deck plates. Hull has full rounded ends. Showroom cond. New birdseye maple paddle, never used. \$475. DENNIS GANTT, Warwick, RI, (401) 463-5484. (14)

Klepper Folding Sailing Kayak, Expedition Model 2 seater, compl S(4) sails, Klepper's most advanced sail rig, leeboards, foot control rudder, 2 sets dble paddles. Used less than 12 times in fresh water. Price \$4,250. Other Klepper parts for purchase @ b 60% off list price. EMIL TREESON, Glen Rock, NJ, (201) 652-3336. (16)



31' Pacemaker FBSE, magnificent wood hull blt NJ '66. V8 engine new '83, well cared for. Fish, cruise, dive. Draws 2.5'. Ideal coastal traveler. Would not sell for this price if not moving inland. \$6,300 or strt trade for sloop ca +/-22' or smaller power boat. Will consider small boat as down payment, etc. ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929. (14)



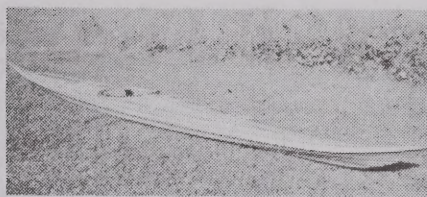
26' Westerly Chieftan, aft cabin Centaur w/wheel, diesel. Dry stored 5 seasons in VA. Mint, Urgent, health crisis. \$12,000. KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

19' Mariner, '81, exc cnnd. All new running rigging, North sails in gd shape, boat & trlr reworked, electrical system, masthead light & Contest compass, bearing buddies & spare, 4hp Evinrude, transom swim ladder. \$3,500. **14' Lido 14**, gd cond ready to sail. Galv trlr w/spare. \$1,500. **14' Cape Dory 14**, was Roger Taylor's. Orig oars, sliding gunter rig, gd sails, galv trlr w/spare. \$3,000. TOM WESSON, Tupelo, MS, (601) 842-3712 days, (601) 767-3529 eves. (13)

22' Lunenburg Type Dory, blt '95 never used. Cuddy cabin w/2 berths, OB well for 25-40hp. Pine sides, 1-1/8" spruce bottom. 7'9" beam, 8" draft. Pine tar & oil interior. Still @ bldrs in PEI. \$3,200US. Will deliver to New England for \$250. ED CLEMENT, Boston, MA, (617) 561-6578 days, (617) 846-4843 eves. (13)



14' Geodesic Canoe, 24lbs, carries 2 adults. \$695. **14'7" Rangeley Lake Boat**, one-off C-flex FG custom blt by Jim Thayer. Absolutely beautiful. Custom 4 color Awl Grip paint job, white bottom, red boot top, Royal Blue topsides, even an Awl Grip gold cove stripe. Mahogany gunwales & thwarts. 2 rowing positions, 1 set oars w/leathers, etc. Incl sailing rig, mast, NACA foil high lift leeboard, mast step & partners. 2 almost new sails, small for high winds, big for light air. Featured in 2 part article in *Ash Breeze* in '94. \$1,995. CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (13)



Guillemot Expedition Kayak, 19'x21", cedar strip, sheathed inside & out w/epoxy & FG. Flush hatches, self-adjusting back support & deck bungees. Fast, beautiful, seaworthy craft. \$3,200. DAVE CANAVAN, Harrison, ME, (207) 583-4581. (13)

25' Bristol Corsair, w/10hp Chrysler Sailor electr start OB w/cockpit controls, overhauled in '95. New & spare main, new VHF, cruise equipped. Slps 5 w/6' headroom in main cabin. Enclosed head. Grt family boat. \$5,000. GENE TRAINOR, Scituate, MA, (617) 545-3734. (TF)

Dick Newick's Brokerage List Includes: Brown Searunner Trimaran, 5 sails, 9.9hp Evinrude, WEST, gd cruising outfit launched '78. L.P. paint '96. \$16,000. Both tris in MA. DICK NEWICK, Kittery Point, ME, (207) 439-3768. (14)

21' Dovekie, Hull \$96, fully equipped w/back porch, seat cushions, dining table, cook set, mattress, 2hp Mariner OB, like new trlr. Located in Gloucester, MA. Asking \$6,000. H. ROBBINS, Boston, MA, (617) 578-2586 days, (617) 266-1321 eves. (13)

Sea Pearl 21 Cat Ketch, w/water ballast, vangs, tonneau cover & convertible top, teak & holly sole, teak rubrails & trim, Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/bearing buddies, spare wheel & swivel jack. \$4,900, incl '95 Honda 2hp 4 stroke OB. STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (13)

Bolger Microtrawler, '93, epoxy bottom, 6' plus headroom in pilothouse & stateroom. '93 9.9hp 4-stroke. Roller trlr. Asking \$7,900 OBO. Will separate. DOUGLAS BAXTER, Secane, PA, (610) 544-9498. (13)

10' Lil-Pickle, sailing version of Jim Thayer's classic Whitehall. FG w/mahogany trim, new dacron sail & spritsail spars. Exc cond. Bought for Casco Bay, Maine island cottage renters but few can handle spritsail rig. Cost \$2,000+ new, asking \$900. Will cartop to buyer if along Atlantic coast. PAUL HODGE, Middleburg, VA, (540) 554-8624. (13)

Windward 15 Sailboat Hull, new marine ply construction. Nice lines, w/plans to compl boat. \$275 OBO or trade for restorable wood/canvas canoe. BOB WADON, Randolph, MA, (617) 963-2036. (13)



Nimble Vagabond, 21' pilot boat type. Grt boat for ICW, slps 2 in comfort, encl head, galley, exc cond. Fully equipped, in water ready to go. Firm \$13,990. Info, equipment list, photos. WILLIAM LEWIS, Pembroke Pines, FL, (954) 437-9764. (13)

17' Jonesport Class Sloop, buy hull #1 and get hull #2 FREE. Designed & blt by Bert Frost '60 in Jonesport. Hull #1 totally restored '94. Hull #2 nds restoration. Lots of bronze, mahogany trim, Sitka spars, CB, trlr, 3.3hp Johnson. Faster than a Lightning yet looks like a Herreshoff Buzzards Bay 14. Will sell separately. Also consider trades for mini-cruiser, sailing Whitehall or peapod, possibly power boat. \$4,000 OBO.

DALE KILBRETH, Jonesboro, ME, (207) 434-7451. (13)



Stonington Pulling Boat, beautiful lines, solid teak seat, rub rail & trim, compl w/Shaw & Tenney oars, sliding seat & trlr. Boat in exc cond, trlr ok. \$1,100. JIM FOX, Westport, CT, (203) 762-5511 days, (203) 227-6650 eves, (203) 590-8351 pager. (14)

Mad River Explorer, 16' Kevlar/Airex canoe, dark green. New spruce gunwales, mahogany decks, 4 coats varnish. My time plus, oh, \$150. So, \$800. List at \$2089, and this time the gunwales will last. MASON SMITH, Long lake, NY, (518) 624-6398. (14P)

Marsh Hen, 17' FG sharpie, Bill Garden/Reuben Train design, cushions, bimini, new camper dodger, sprit boom, leg o' mutton sail fair, Cruising Design roller reefing, trlr, 4hp Evinrude. \$3,000 firm. MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (800) 780-6522, (352) 543-5657. (14)

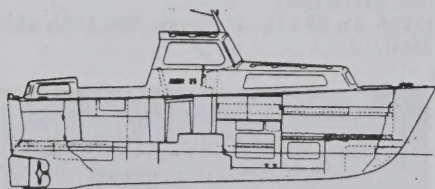
21' Century Coronado, '56, 350 Gray Marine, fresh water use only. Nds restoration. \$1,200 OBO. RON BERNARD, Strafford, NH, (603) 664-5681. (14)

21' Florida Bay Hen, '84 w/tilt trlr & 5hp Honda 4-stroke. W/extras. Exc cond. \$5,200 OBO. REG KIMBALL, Bangor, ME, (207) 942-0786. (14)



18' Harbor Pilot Launch, Nowak & Williams '74, Palmer P-60- 4cyl gas IB w/650 orig hrs, v-berth, cushions inside & out, mooring cover, full bimini, varnished/oiled teak throughout, trlr, full list of gear. A simple, salty tender w/lots of room. Growing family says it's time to move up. \$8,500. MARK ENTWISTLE, Mystic, CT, (860) 536-3155 aft 5pm. (14)

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)

Bolger Elegant Punt, lateen rig. Nds cosmetics \$95. **Ray Graana Snipe**, #6667, bronze CB, dual purpose trlr (fast boat). \$595. RICK RAMSEY, Ft. Wayne, IN, (219) 747-1471 eves & wknds. (13)

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)

18' V-Bottom Cat, FG over strip planks. Custom ash blocks. In water 1 summer. Selling because of health. Asking \$3,500 OBO. E.A. TUCKER, 144 Indian Hill Rd., Chatham, MA 02633. (13P)

34' Tartan, '70, S&S design. Doc. K/CB, tiller w/ Autohelm, Atomic 4, roll/furl genoa, spinn & 4 other sails. Loran, VHF, depth, speedo, Avon dinghy. Cruised Maine to Chesapeake last 7 yrs. Fully found. \$24,000. PETER HAVILAND, Cushing, ME, (207) 354-8714. (13)

16' Comet Sailboat, '53. Nds work, wooden hull fair, has been FG over. Spars vy gd cond. On trlr. \$300. BRIAN REID, 141 Mountain View Rd., Tivoli, NY 12583, (914) 756-5013. (13)

22' Drascombe Long Boat, lug rigged yawl. Vy gd cond. 2 sets tanbark sails, 1 set brand new. 3 yr old 9.9hp Merc w/low hrs. 3 yr old EZ load trlr like new. Custom acrylic tent enclosure, oars, anchor. \$6,000. JOHN LACOCO, St. Michaels, MD, (410) 745-5440. (13)

Mirro Sailing Pram, compl w/spinnaker, oars, trlr, cover, etc. \$1,200. **16' Precision**, w/trlr. \$1,295. Many more. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (13)

Bolger Microtrawler, '93. Epoxy & Versatex bottom, blt per plans. Marine ply. No motor or gas tank, marginal trlr. Can deliver for gas & oil in 48 states. Must sell. \$3,000. Too many boats, I prefer sailing. TONY MC GARRY, Box 1335, Freeland, WA 98249, (360) 331-3789. (13)

28' Trimaran Sailboat, non-folding, designed by Ed Horstman. A gd professionally blt cruising boat. Vy compl. Asking \$28,500. BUD STYCH, 14044 N. Bluff Rd., Traverse City, MI 49686, (616) 223-4272, if no answer (616) 922-8916. (13)

17' Old Town Canoe, wood/canvas. \$1,250. RALPH NOTARISTEFANO, 3 Jay Ct., Northport, NY 11768, (516) 757-3087. (14)



32' Classic Converted Fish Boat, gd liveaboard pleasure craft. Blt in Gloucester '52, has '85 Chev 292 6-cyl, full galley & main salon. Slps 5, fully found. Extensive redesign & rbl'd '92. In Parker River, Newbury, MA. \$6,800. ED OR SUE HAMMER, Newbury, MA, (508) 465-0736. (14)

23' Tremolino Trimaran, '77, designer Dick Newick. FG, OB, trlr. All equipment exc, boat currently being restored. Asking \$3,200. PAUL PAQUIN, Hull, MA, (617) 925-3069. (14)

20' Catboat, nice trlr. Must sell. Just \$900. **Snipe Class Sailboat**, FG, 2 mainsails, 2 jibs, nice trlr. Just \$900. ED FOSS, Bay city, MI, (517) 892-8946. (14)

16'6" WeNoNah Advantage Solo Canoe, '94. Kevlar/foam core, 33lbs, black anodized gunwales. Incredibly fast, exc cond, stored indoors. \$1,350 new, asking \$995. MIKE RUSSELL, Norfolk, VA, (757) 423-0387. (14)

Cape Dory 10, sailing model. \$850. FRANK FULKERSON, Toledo, OH, (419) 385-3248. (14)

13'8" Crawford Melonseed Skiff, '93, w/trlr. Dk green FG hull, Fortune's tanbark sail wo/insignia, Shaw & Tenney oars, anchor, life jackets, mooring pennant, cover. One owner, hardly used. Exc cond. \$4,800. BILL SAYRES, RR #1 Box 68, Readfield, ME 04355, (207) 685-4655. (14)

BOATS WANTED

Wooden Blue Jay, in gd cond w/trlr. Will trade '35 K-50 Johnson OB, runs gd. JIM KENT, S. Hamilton, MA, (508) 468-7506. (13)

28' Shearwater, by Edey & Duff. ART TILLEY, 3628 Rio Vista Blvd., Vero Bch, FL 32963, (407) 234-1218. (13)

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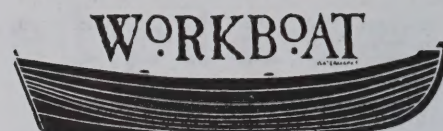
half so much worth doing



as simply meaning about in boats.

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

Windsurfer Blanks, 3 each, foam core, ready for shaping. Free. PATRICK OTTON, W. Newton, MA, (617) 244-2761. (13)



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Light Trailers for Light Boats, Trailax anodized aluminum trlrs, under 100lbs, exc quality, fully adjustable, UPS shippable. I supply them w/my 17' 105lb rowing & sailing Goodboats, find them ideal. Assemble in 3 hrs. \$600+/- . Different lengths, models, 2 boat carriers, etc. available, a full line. MASON SMITH, Long Lake, NY, (518) 624-6398 phone or fax. (18P)

470 Class Mast, by Holt Allen. Tapered gold anodized aluminum compl w/shrouds, spreaders, forestay, trapeze wires & handles, main, jib and spinnaker halyards, halyard levers & latches, gooseneck & other attached fittings. Gd cond but slightly faded color. 6920mm, approx 22.7' from heel to head, weighs about 20lbs. Made for 470, might be modifiable for other boats w/bolt rope (not track & slide equipped) main sail. \$250. DOUGLAS HECKROTTE, 48 W. Allens Ln., Philadelphia, PA 19119, (215) 836-1541 home, (215) 561-1050 work. (14)

Cockpit Shelter, for West Wight Potter. Canvas, aluminum crossbars, large windows. Fully encloses cockpit, makes large cabin. Could fit other boats. New. \$150 plus shipping. JERRY BAKKE, Muskegon, MI, (616) 755-7528. (13)



T-Shirts, featuring an "Old Salt" showing his good natured disdain for plastic boats. Heavyweight 100% white cotton with full color image. Short sleeve, L,XL \$16. Shipping \$3.50. FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (18EOIP)

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)

Sail Track, save a bundle on 3/4" sail track.
HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (14)

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Homelite or Bearcat OB Motors, 55hp & 85hp 4-cycle w/controls. Cash waiting.
TEX, Alexandria, VA, (703) 922-9789 eves. (13)

Flying Dutchman Class Mast, w/boom, sails, rudder, CB, spinnaker pole & other bits.
DOUGLAS HECKROTTE, 48 Allens Ln., Philadelphia, PA 19119, (215) 836-1541 home, (215) 561-1050 work. (14)

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ACA Class Sail, lateen rig, 44sf. New. \$125 plus shipping.
JERRY BAKKE, Muskegon, MI, (616) 755-7528. (13)

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Messing About in Boats, back issue collection. Free for cost of shipping.
ED SEYMOUR, 195 Sunrise Ave., Satellite Beach, FL 32937-2558. (13)

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. (TFP)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.
MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TFP)

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



Sea Kayak Plans. "Seguin" is a sleek ltwt 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.
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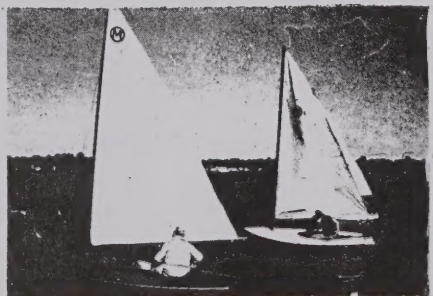
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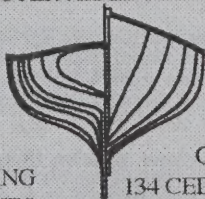
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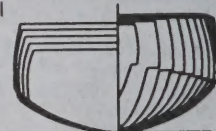
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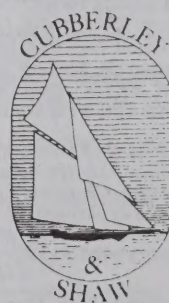


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