



messing about in BOATS

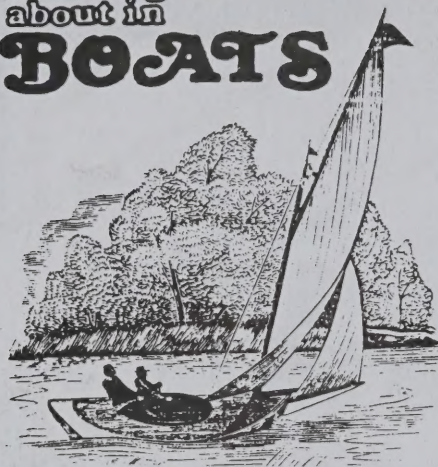
Special Features This Issue
Skipjack Racing at Deal Island
Antique Race Boat Regatta - The Electric Launch Lily

Volume 14 - Number 14

December 1, 1996



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Volume 14 - Number 14
December 1, 1996

In Our Next Issue...

We'll have a photo/report on the "Mid-Atlantic Small Craft Festival" from the Chesapeake Bay Maritime Museum and another on the "Lake George Antique & Classic Boat Meet" from Walter Fullam.

Tim O'Brien describes "Shanty Boating to Ipswich the Back Way" and Berk Eastman describes "Canal Boating on the Erie Canal". John Spicer tells us about "More on Hurricane Season" and Ken Ong reflects on "Learning to Row".

David Dean tells us about his PBS program "The Boatshop", David Goodchild has now submitted his long awaited "Building Toad Hall - Part 10", Ron Ginger presents the "Steam Launch Norman D." and Don Elliott continues with "Building Paradox - Part 7".

We'll have a look at "10 Boat Plans from Mertens-Goossens" and "Bliss" by Dennis Davis, and Phil Bolger begins a new series of selections from his book "100 Small Boat Rigs".

James Denker describes his "Cata-Canoes Canoe Systems", Sam Overman tells us how to make "Rustproof Snaps & Clips", Tom Shaw has a couple of "Boat Care Tips" and B.T. Shrader has a tip for trailer boaters in "A Handy Wheel Chock".

On the Cover...

The annual Skipjack Races continue to take place at Deal, Maryland, but the fleet is dying out, sadly, under the pressures of the costs of doing business. John Clough has a nice photo report on the 1996 event in this issue.

Commentary...

Reader Bob Davis of Londonderry, Vermont writes recently about the delivery of his issues of the magazine as follows:

"I think I am in a time warp. It's mid-October and I've received the mid-November issue. Please don't change your intermittent mailing ways, it's such great fun wondering when the next issue will arrive."

This was such a nice note to get on the subject of delivery of the magazine, because we have been getting a lot of calls this summer and fall from readers asking where their most recent issue is. Even though I have abandoned the "intermittent mailing ways" Bob likes so much this year with our changeover to a new printer back in February, delivery still seems to be a concern for some of you.

I don't seem to be able to make clear that once ALL the magazines go into the U.S. postal system at once from our printer up in Plattsburgh, New York, it can take as little as 4-5 days or as long as a month for each of these to get to its destination. This is dependent on where you live and how efficiently your sectional postal center and local post office processes its 3rd Class bulk mail. The assumption that somehow I did not send you your issue is seldom true (yes, we do make occasional mistakes in subscription processing).

Here's a little test for you as you read this. Look at your calendar. I know that this issue will go into the mail on Thursday, November 7th. When did you get yours? That'll tell you something about the service to where you live.

Note that this December 1st issue is being mailed three weeks ahead of its cover date. Unreal for us. We used to be as much as two weeks behind. But the discipline that our new printing/mailing setup imposed upon me has resulted in our gaining several weeks on our twice a month schedule. In fact we've gotten so far ahead (the November 15th issue was mailed on October 16th) that I intentionally delayed this issue a week. The every two weeks schedule I have with the printer would result in 26 issues a year instead of 24, so I am now inserting two intentional one week delays to get back to a reasonable lead time of two weeks ahead of cover date by the January 1st issue.

Because of this intentional delay I am expecting a rush of calls from those who monitor their mail closely for each new issue. I am pleased that you are so eager to get each new issue but am distressed by the apparent unawareness of the vagaries of the postal system.

Vagaries? How about the call that "I just got November 1st but my October 15th never came." So I send a replacement at a cost of \$1.01 for a single copy (non-bulk) mailing. Then a few days later another call, "My October 15th issue just arrived." I ask, "The replacement I sent in the envelope?" Oh, no, the regular one, I got both." Swell, I'm out a buck. No big deal now and then but it can add up if patience isn't adopted by anxious readers.

Readers have reported getting two issues in the same delivery even though they were mailed 14 days apart. They want to know if I'm now mailing them this way. It's always what is it that I am doing to them. It's not me. It's not the printer/mailler. It's the postal service!

I've ranted on a bit about those of you who move, either permanently or seasonally, and do not let us know. Apparently you expect the postal service to forward the magazines along with your regular mail. Not an unreasonable expectation, but it's not so. They do not forward 3rd Class mail and so the magazines continue to go out every two weeks to your former address and you eventually wonder why you haven't seen any recently and call up to ask how come I've stopped sending them to you?

I haven't, they've been going to the only address we have for you. Eventually the post office at your former address sends us an address correction notice, for which we pay \$.50 each. Usually we get several, one for each issue that went to your former address until we got that first notice and changed it to your new one. This can add up to three or four issues as the postal service will often take 6 to 8 weeks to send us the address change notice. What happens to those issues sent to your old address. They get trashed.

Then I get asked to replace the missed issues, they are vital to the reader's well being. Well, that's nice to hear too, but hey, I mailed them to him once already and now I should replace them even though non-delivery was not my doing? An extra three or four issues mailed at regular mail postage (they cannot be inserted into the next bulk mailing) adds several dollars to my cost of servicing that subscription even though non-delivery was not my fault. So I ask for \$1 a copy for replacements. I have to.

What can be done? Not much. If I were to go through the bureaucratic maze of applying for a 2nd Class permit at far greater cost to me, and qualify for it, delivery would not be improved as 2nd Class delivery is expedited only for weekly or more frequent publications. And my costs would go up substantially. The one advantage would be that the magazines would be forwarded to anyone who did move without informing us. Convenient for them but not cost effective for me.

Instead, I suggest that any of you who gets impatient about the next issue's arrival exercise some patience. Every two weeks is a schedule that you notice one being late. But wait, and if the following one comes then call me about the missing one and I'll send you a replacement, even if it later does make a belated appearance. I can live with that.

Even though the "intermittent mailing ways" that reader Davis found enchanting are now history on our end, the postal service still will provide this experience. Be patient, I'll always make good on missing issues, at my expense if it's my fault, at yours if it's your fault.

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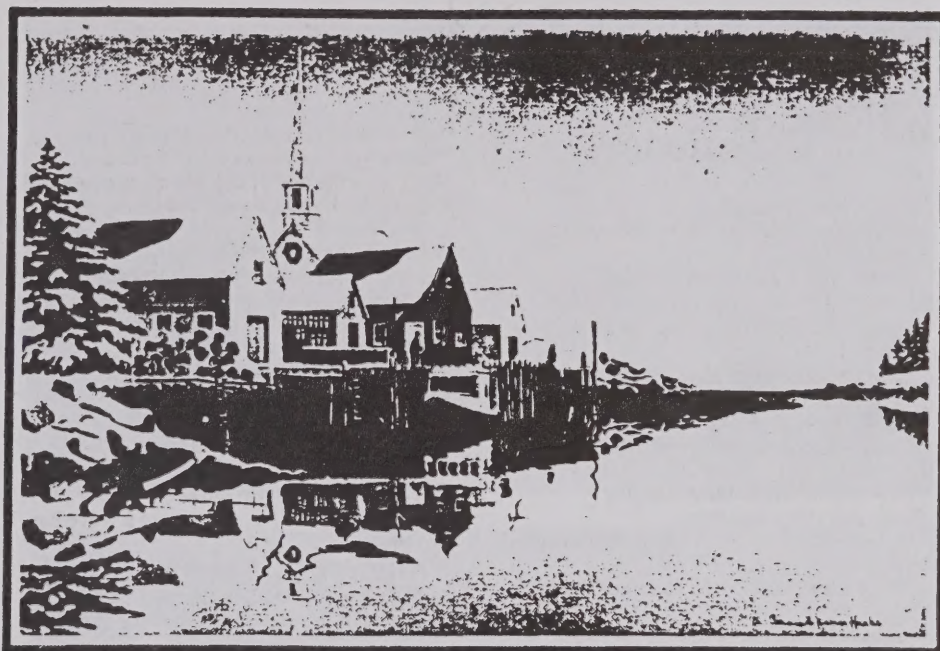
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Your Experiences...

North from Tortuga

Nearly three hours we have sailed to the north;
The Tortugas have fallen away.
Only the lighthouse on Loggerhead Key
Marks the place where the coral reefs lay.

Down past the arc of horizon have flown
The Fort where the prisoners were kept;
And the mangroved necklace of islands
Where we recently anchored and slept.

Aloft are the frigatebirds hanging
Black and silent and free;
Far away are the sighs through untransomed
eyes,
...Were they ghost or the sound of the sea?

Providence rides on a full barrel swell
I glance into the depths of the sea;
She slides down in the foam as the swell
moans and dies
And the next wave looks down upon me.

The mizzen sail strains in a northeast wind;
Staysail and jib reach and pull;
The main's yellow ribbon still trusses her
down
With no sign of the power when she's full.

Our course hardly wavers, the compass
holds true
On a reading just east of due north,
And a two day sail lies ahead of the bow;
Two days of this slow reaching forth.

Up, from a trough on the windward side,
A satin brown bird arrows low,
Reeling, atilt, it arches the stern,
Flying west, and I watch it go.

Eye on the surface, the brown booby flies,
Braced and drifting alee;
Outside its own bidding it rises and falls
With the rise and the fall of the sea.

Asudden, to starboard, the blue water boils
And silvery fish strike the air;
From every direction the white birds come
To circle and dip, feeding there.

Royal, these terns, by the set of the cap,
And the dark of the foot and the eye.
Reflecting the fire of the sun as they wheel,
Quit the blueblack water, and fly.

Hour after hour slips quietly by,
The waves lose their power and pale.
The wind is aslack; the helm wanders down,
And *Providence* asks for more sail.

The main is unleashed and climbs to the
spread,
Its lines are made fast and she fills.
The ship gathers speed and trues up her
course.
Overhead, a lone tern, hunting, shrills.
Then, beyond the lee rail, where a wave has
just broke,
A porpoise appears, gray as lead.
Joined, in a moment, by more of its kind
They streak through the bow wave ahead.

Darting and daring, and speeding away,
Returning, to race by our side;
Through the clear aqua stream I can see the
mock smiles
As they nod and depart in the tide.

Again the hours pass, the watch comes and
goes,
And *Providence*, beast she can be,
Argues aloud with the mizzensail's set;
Wrests the helm; she longs to be free.

Chastened, the mizzen is lowered and lashed
And *Providence* gathers her rein
Curseys, then hurries, to drive along north;
The old girl's a lady again!

The last of the boobies is down in the
trough,
The last shrieking tern has flown high;
The final gray porpoise has sunk to its bed;
The waves murmur and groan and sigh. — —

A watch, and a watch, and the night is deep;
A far vessel drives hard and alone.
For most of an hour she shares the dark
Her lights flicker once more, and she's gone.

Then there's only the sigh of each on-curling
wave,
And the song as it c'resses the hull;
Only the sound of the sails when they're full,
And the creak of the lines in each lull.

As silently, silently, parting the night,
Ahead of the starspattered foam
Which she leaves in the wake of each
stricken break,
Providence carries us home.

Mary Gentry, Largo, FL

Drop By My Shop

My shop is always open to anyone who
wants to stop by while they are in Florida,
either to pass the time of day, or to ask about
technical problems. I almost always have a
boat of some type under construction. Right
now I have a 6' restaurant display boat, and
an 18' sailboat under construction, and just
finished showing Larry Friedrich from
Missouri how to build a 14' plywood Jon

Boat in three days. More like building a box
than a boat, but it was sort of fun.

Larry was coming to Florida anyway,
and was hesitant to try building even a
simple boat like this by himself. So I helped
him when he needed it, and kept an eye on
him the rest of the time, and he was really
pleased with the results. I expect he will
have a great time fishing out of it. His next
project will be a Wee Lassie, probably built
over three separate one week visits to my
shop, but that is next year.

If you don't have time to build a boat at
my shop, you can buy a finished one. I have
a slightly used 18' tandem canoe, and a
slightly used 16' tandem canoe for sale. Both
of these have been used as demonstrators
only, neither has ever been out of my sight.
Then I also have two brand new Wee
Lassies, both 11'6" long, that are really
pretty.

Mac McCarthy, Feather Canoes, 1705
Andrea Pl., Sarasota, FL 34235.

Boat Projects Time Warp

In 1987 my wife and I purchased a 47-
foot Ted Brewer designed ketch, an Olympic
Adventure. My only previous boat had been
an 18-foot wooden Y-Flier. While I had some
experience sailing offshore, I had very little
experience maintaining a boat of this size. The
Olympic had been owned by a Greek ship-
ping magnate and had been professionally
maintained by one of his captains. It was, I
believe, in a "well maintained" state. How-
ever the boat was about 15 years old and much
of the original equipment was in need of re-
placement or repair. I later understood that it
was due to this fact that I was able to get the
boat at a "reasonable" price.

We took possession of the boat in South
Florida, which can be a nice place to be, but
we were anxious to head "Down Island." First,
I just needed to do a few chores to get the boat
into "tip top shape."

Several months later my wife identified
the phenomenon that I will now call "The Boat
Project Time Warp." For instance, if I thought
it would just take me a few seconds to find the
right screw in the bottom of my junk drawer,
it was sure to take a few minutes. While I
thought it would just take me five minutes up
the mast to install a new VHF antenna, I was
there five hours. The projected two hours to
find that electrical short turned into two days.
The one day rebuild of the head took a week.
The several weeks to complete those few
chores easily turned into months. And so it
went, all my time frame estimates somehow
warped up a category before the project was
completed. Thank goodness I never projected
a job to take months; it surely would have
taken years.

We did finally make our trip and it was a
success, but maintenance projects continued
to consume more than their estimated times.
Unfortunately hard times hit and the ketch is
gone. Now, though I have not told my wife, I
am making plans to someday build a smaller
boat with a somewhat more limited cruising
horizon. My concern is that I am guessing this
new project might take a year or so. Does that
warp to a lifetime and mean it will be our
daughter that finally finishes this new
dreamboat? Perhaps I will just dream about it
for a lifetime! Again, only time will tell.

David Childs

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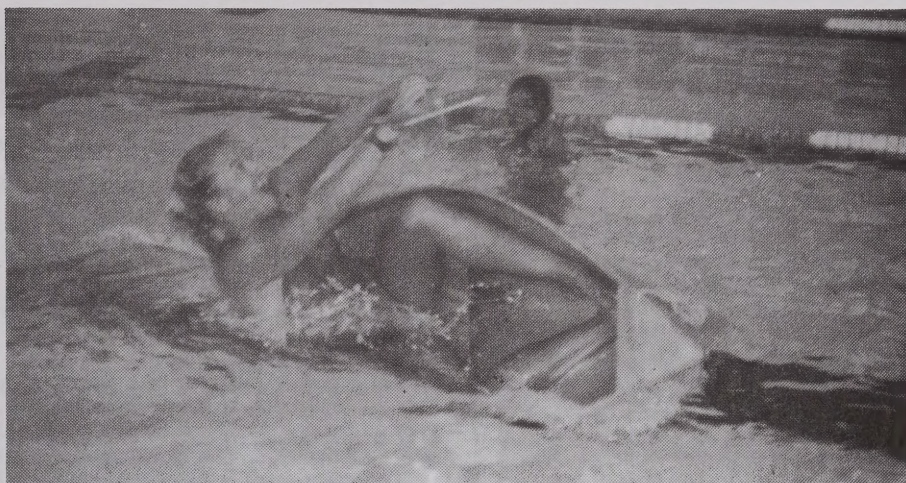
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Your Projects...

Stability Problem

My Wee Kidkanu Mark IV had a stability problem as demonstrated by test paddler Susan Kuehn. My wife Gail found a solution.

Doug MacNary, Knoxville, TN.



Penn Yan Restorations

Here are photos of two recent restorations done by me at my Wooden Boat Shop. One is a 9' Penn Yan Dinghy, the other a 14' Penn Yan Swift with a long front deck and a wheel deck. Both were major projects.

Restoration of wood/canvas boats has increased over the past few years but we still had time to restore four Old Town canoes, three Morrissses, one Thompson and one White.

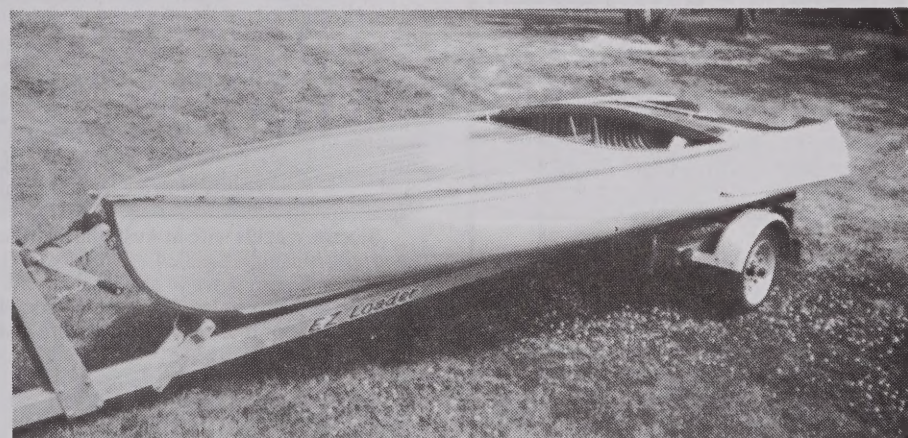
Gil Cramer, The Wooden boat Shop, 03583 Rd. 13, Bryan, OH 43506.



The Sequel

A few years back I sent a photo of my dory project stuck in my cellar door. I finally finished it and here is the sequel to that picture.

John Hinckley, Gloucester, MA.



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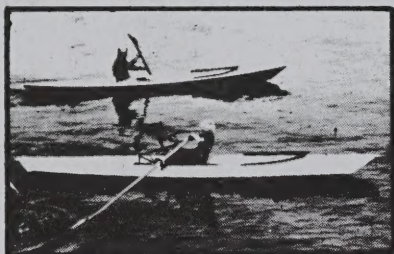
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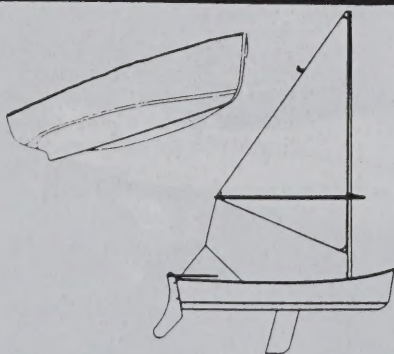
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Book Review

Capt. Joshua Slocum: The Adventures Of America's Best Known Sailor

By Victor Slocum

Sheridan House, 1950

384 pages

Reviewed by Gerald Gibbs

The stained and ripped dust cover of my copy tells the story. I have re-read the book several times for I find it both inspirational and entertaining. Slocum's biographer is his son Victor, who was also an experienced and accomplished seaman. For those not familiar with Captain Slocum other than by his solo circumnavigation, it may come as a surprise that the Captain was an accomplished master mariner, navigator, boat builder and occasional mercenary. Unlike many who later attempted similar long distance solo voyaging, Joshua Slocum was thoroughly prepared for the task.

The biography dutifully notes Slocum's boyhood in Nova Scotia. Slocum had little formal education and a boring apprenticeship in bootmaking to his father, the latter which may have been the impetus to run away to sea on any derelict ship he could join. In spite of his lack of formal schooling, Slocum quickly became an accomplished navigator and captain. The entire book gives an insight into commercial sail at the end of the nineteenth century.

As a merchant sailor, Slocum captained various vessels in the Pacific, some of which he owned and others of which he oversaw the construction. There are many narratives regarding "blackbirding," or the slave trade, fishing in the Northern Pacific, seal poaching and the timber trade. There was an especially fascinating scoundrel, thief, blackbirder cum missionary named Bully Hayes whom Slocum helped capture.

Slocum met his wife in Australia and she sailed with him until she died. All of Slocum's children were born at sea or abroad. The children were home schooled, developing a sound base in the use of the language, literature and

mathematics as well as strong moral convictions. All of this was accomplished without the aid of virtual reality interactive computers.

Slocum's finest merchant command, the *Northern Light*, was sold by her owners and Slocum purchased the bark *Aquidnick* for use in trade with Argentina and Brazil. The bark was eventually lost due in part to petty governmental bickering, and Slocum found himself stranded 5,000 miles from New England with a wife and two children. Victor was apparently a teenager and Garfield was seven. The family built a 35' "canoe" with crude tools and some local labor to hand saw the single length planks from logs. The boat had a dory hull and a sampan rig. In spite of the occasional rough weather and crude navigational equipment, the *Liberdade* made it successfully home, in a boat Garfield found "not big enough to pray in." The story of the construction and voyage of the *Liberdade* is worth the price of the book alone. (The story of the *Liberdade* is sometimes packaged with *Sailing Alone Around The World*.) The voyage is largely quoted from the writings of Joshua.

Victor Slocum writes much about his mother and little about his stepmother. Perhaps a less than idyllic second marriage following a happy first contributed to Slocum's wanderlust, for not only did he solo circumnavigate, he sailed solo during four winters after his return, sailing from Martha's Vineyard to the Caribbean and back. On the fourth voyage he was lost at sea. He also found time to captain a gunship to help quell a rebellion in Brazil. The *Destroyer* carried a 43' breech loading gun mounted eight feet below the waterline. After a harrowing tow to Brazil, the gunboat was intentionally scuttled by her new owners.

Victor Slocum details the building of the *Spray* and the circumnavigation itself. Although these events which immortalized Captain Slocum need to be in a biography, don't skip the long chapter titles and terse writing of the Captain himself if you haven't already read *Sailing Alone Around The World*. You can always re-read it anyway, an event which mystifies my wife, who's diet of John Grisham and Anne Rice is a one shot affair. Victor Slocum does include a glowing "critique" of the *Spray* by engineer and yacht designer C. Andrade, Jr., written in 1908. Andrade does try to explain the remarkable balance and self-steering qualities of the *Spray*. The analysis of the seaworthiness seems after the fact, especially in light of the experience of similar hulls. Never underestimate the ability of the sailor when evaluating a yacht. Slocum himself left port not sure how he was going to self-steer, and the combination of boat and sailor seems fortuitous.

Captain Slocum was intelligent, capable of teaching himself and a leader. He apparently had a bit of a temper and was not afraid of violence, whether it was quelling a mutiny, slaying a would-be robber when he was saddled with a crew of sheep thieves, or avenging the honor of an insulted lady on a cross country train ride by decking an unchivalrous cad. Although Slocum's many merchant adventures show a zest for adventure, he was not a quixotic loner. He was a family man and a captain of merchant vessels. Why he choose to become a loner mariner in his later years, I leave to the speculation of historians of popular psychology.

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Skipjack Racing at Deal Island

By John Clough

The 37th Annual Skipjack races were held at Deal Island, on the eastern shore of Maryland on September 2nd. This was the weekend of Hurricane Eduardo and I wondered if any events would take place. When it became clear that Eduardo was going to spend the weekend up at Cape Cod, I headed for the Eastern Shore to witness the gathering of Skipjacks. It turned out to be a beautiful weekend to be on or near the water.

The first thing visible approaching the bridge crossing the Upper Thorofare to Deal Island is a fully rigged skipjack tied to its dock on a little cove at the village of Chance. It was awash. It was a poignant sight, so beautiful and yet so sad. Turns out it is the *Helen Virginia*. It sank early in the summer and it appears unlikely that she will be refloated. One by one these gallant hard-working ladies are slipping away. How much longer do we have to enjoy these vessels before the species becomes extinct?

On the day before the race, five of these oyster dredgers were assembled on the banks of the river. Crews were busily preparing their boats for Monday's races.

The *Ida May*, owned and operated by Gorden and Elbert Gladden, has not dredged for three years. The brothers are considering donating the vessel to a new museum to be started at Deal Island.

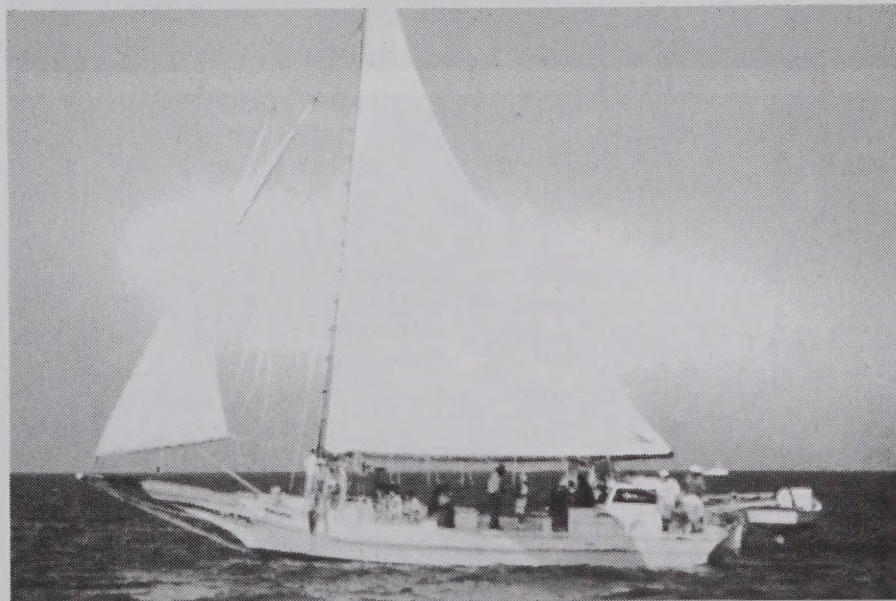
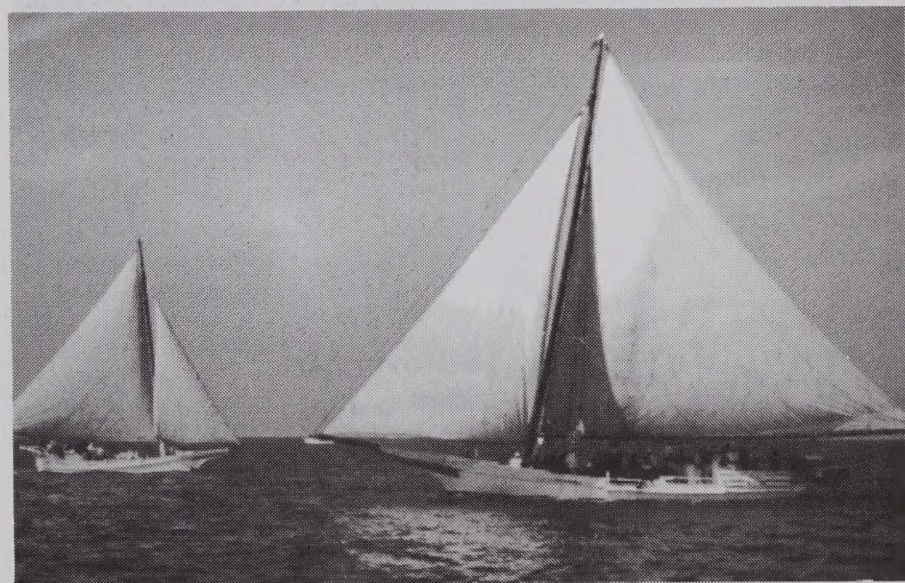
The *Martha Lewis*, a working skipjack from Havre de Grace at the top of the bay, was sporting a brand new mast and sails and the crew was working hard to finish all the details in time for the race.

Captain Wade Murphy and crew were busy checking gear aboard the *Rebecca T. Ruark*. The personable Captain Murphy and the 110 year old *Rebecca T.* won the race seven consecutive seasons, 1988-1994. Prior to the November 1st opening of the oyster season the *R.T. Ruark* is available for half-day cruises and an oyster dredging demonstration. A bargain at \$25 per person, Mr. Murphy says, "I hate to charge people anything. I'm just trying to keep this boat afloat."

The *Ellsworth* is no longer dredging but is a school ship for the Echo Hill Outdoor School, taking groups of six students on five day cruises.

The *Thomas Clyde* is the largest of the remaining fleet. Built in 1911 at Deal Island, she now operates out of Tilghman Island. She is owned and operated by brothers Lawrence and Jim Murphy, cousins of Wade Murphy.

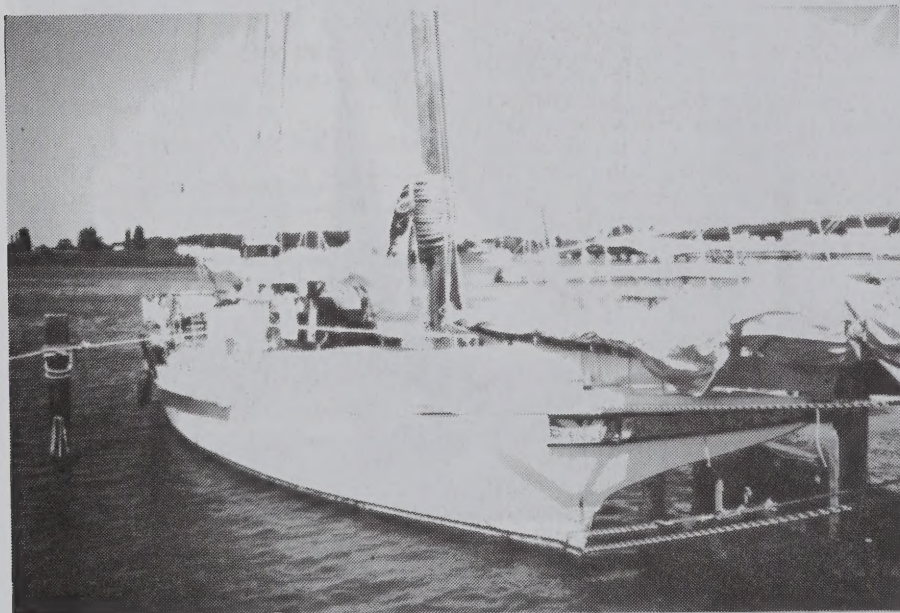
A sixth skipjack, *Caleb James*, from Wenona on Deal Island, joined the fleet on race day. I had planned to observe the races from a "headboat" but when the skipjacks were heading out and the excursion boat hadn't arrived yet I hitched a ride on the *Thomas Clyde*. The course was about a mile west of the harbor and approximately 8nm around. It was a beautiful day for a somewhat lazy sail. A fairly large spectator fleet followed the racers around the course during the two hour duration of the race. Who won?? Captain Wade and the *Rebecca T. Ruark* won again but of course that isn't the point at all is it.



Out on the course: The start seen from *Thomas Clyde*. A tacking duel. Such beauty in a workboat.



Skipjacks assembled at Deal Island for their 37th Anniversary Race.



Thomas Clyde dockside.

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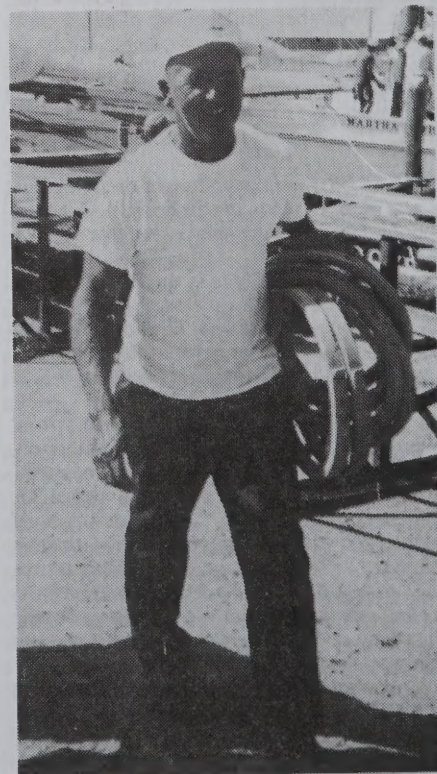
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Cap'n Wade Murphy with new mast hoops from Pert Lowell Co. for Rebecca T. Ruark.



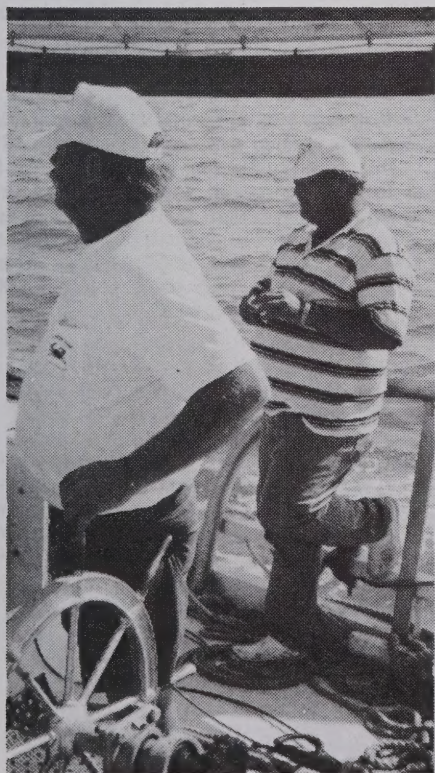
The skipjack *Helen Virginia* sunk fully rigged at her dock.



A new jib was rigged on *Martha Lewis*.

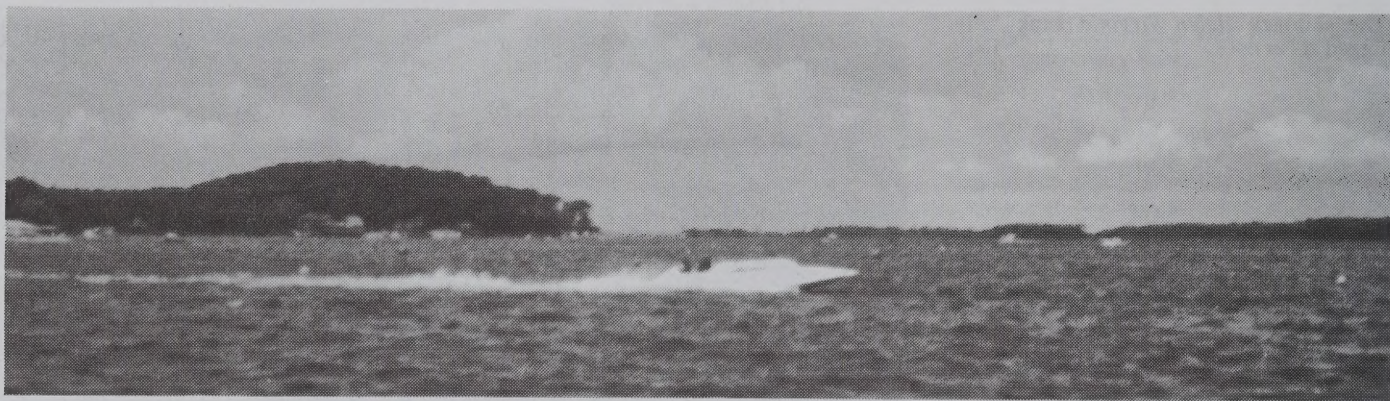


Cap'n Lawrence Murphy and brother Jim aboard *Thomas Clyde*.



Miss Skipjack, Tara Webster, with friends Rebecca Horseman (left) and Nancy Rentschler (right). Tara's great grandfather captained several skipjacks, including *Caleb Jones*, that participated in the weekend event.



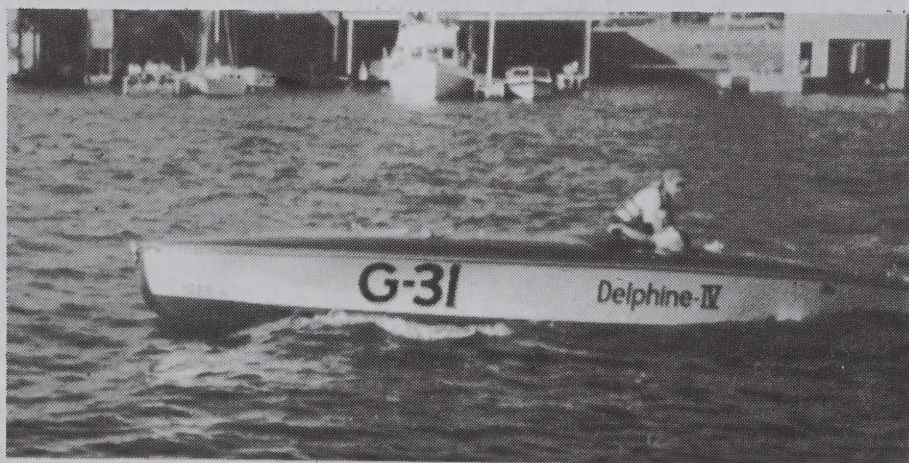


Antique Race Boat Regatta

By Walter Fullam

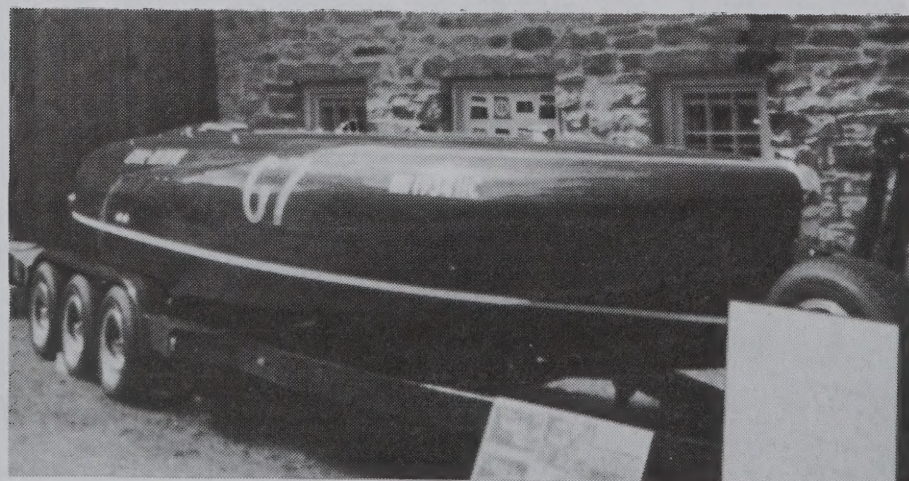
The Third Annual Antique Race Boat Regatta took place in the Thousand Islands of the St. Lawrence River at the Antique Boat Museum in Clayton, New York on August 15-18. It was a very successful gathering of 125 race boats and thousands of spectators.

The highlight of the weekend was the continuous triple flybys by the race boats on Saturday and Sunday. *Classic Boating* magazine had arranged to film these from a helicopter flying closely overhead. The video will be released in 1997 and will probably be seen on cable TV. I had hoped to obtain some zoom still photos from them but was not successful. Instead I have a few photos ashore and at dockside to offer.



Hellzapoppin is a 1934 Schumacher single step hydroplane. She is 17'6" long, 5'8" beam, powered by her original Ford V-8 engine with original McCullough supercharger. She was built in Terre Haute, Indiana in 1933-34, and restored by owners Bob and Barbara Walters of Okoboji, Iowa in 1994-95. Restoration took about 1,200 hours. This boat is one of a kind.

Delphine IV is a 1979 replica five-step hydroplane built and still owned by Bill Morgan of Silver Bay on Lake George, New York. The original was built by Horace Dodge in 1925. Power is a Packard developing 350hp.



Ethel-Ruth IV is a 1934 Hacker Gold Cup race boat, 27' long by 7'4" beam. The engine is a 16 cylinder Miller of circa 1928 vintage, its supercharged 620 cubic inches developing 750hp. Restoration was done by Harold Rivard of Wethersfield, Connecticut and Mark Mason of Laconia, New Hampshire. She is owned by David Coffin of Sunapee, New Hampshire.

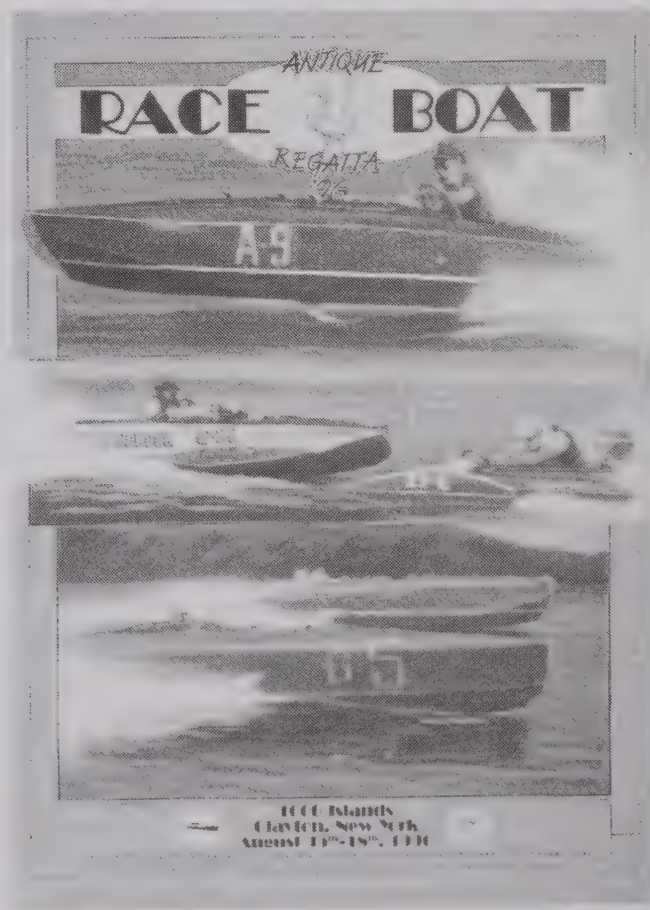
Little One II is a 1924 Hacker/Hadley found in an old barn in western New York on its original trailer by owner John Freeman. The 17' boat is powered by a 4 cylinder Miller 151 engine developing 165hp. She was last raced in 1936 on Lake Chattaqua.

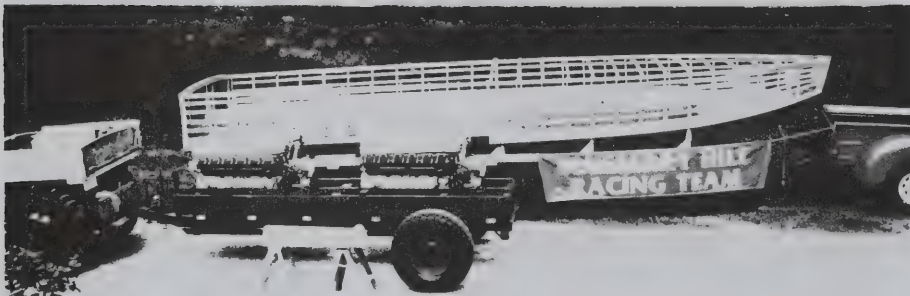
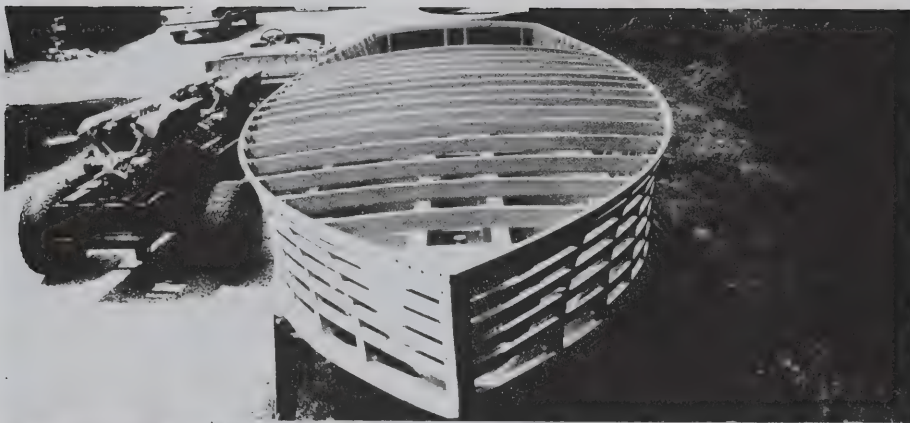


N-36 is a 9'6" 1932 Class A outboard designed and built by Jacoby. She raced three times in the Albany to New York City marathons in the 1930's driven by Pat Sweet. *Mickey Boy* is an 11' 1929 Class B outboard designed and built by Boyd Martin of the Peterborough Canoe Co. She is powered by a 2 cylinder Lockwood Racing Chief developing 14hp. She was owned and raced by Jack MacKay and made her debut in the first ever outboard races at the Canadian National Exhibition in 1929. Both are owned by Ken and Laura Kirk.



Dixie II, a replica of the Garwood Speedster that won the Harmsworth Trophy in 1908, is owned by the Museum. That's me waving as I am about to enjoy a ride as a Century Club Sponsor Member. Some nice benefits accrue to those who offer extra support to the Museum, rides in real race boats being particularly enjoyable.





Having completed the construction and subsequent bottom rebuilding of the *Arab IV* replica, 1990-1993, and the lion's share of the wood reconstruction on the *Roman Candle*, 1993-1994, it seemed fitting to take on another major replica project to further test our developing capabilities at the Blueberry Hill shop.

Origins, however, date back at least to a movie short subject titled *Faster and Faster*, viewed by myself as a teenager during the 1950s, which showed two twin-engined *Miss America*'s running fast side by side more than two decades earlier. That image of boating has been unshakable ever since. The rear seat Mac Bay speedster conversion of the 1960's, now *Miss Barbara J. E-48*, was the first indulgence of this dream. *Arab VI* in the 1980s, and, to a far greater extent, *Arab IV* of the 1990s helped to pave the way. Inadequate financing, family obligations and many other projects had curtailed the "dream" boat until 1994.

Miss America VII Replica U-14 1996

By the Blueberry Hill Racing Team

The restoration of one of the three known original *Miss Americas* had to be considered. *Miss America VIII* was available but financially beyond reach in the final analysis, considering the standards of workmanship to which we aspire. This writer sincerely hopes that a qualified owner can eventually be found for each of these three historic raceboats and that he or she, turning a blind eye toward fiscal sense, underwrites the thorough running restoration they so richly deserve. Heck, we amateurs at the Blueberry Hill shop were just itching to build an awesome boat anyhow!

First and foremost in this quest was the development of an accurate and historically reliable set of plans. It is believed, and was often true of one-off custom boat building, that

scale plans were not used. Lofting directly from half-hull models and using time-gained intuition resulted in the necessary lines on the floor. When the next boat project came along, a coat of white paint would erase the lines forever. Thus, the best avenue to obtain plans was to measure an original, and since VII was virtually identical to VIII without the transom appendage, this seemed the best way to come up with a *Miss America* that no longer existed. Ken Muscatel generously volunteered the artifact, which he owns, for our purpose. Boatbuilder and designer Ken Bassett was commissioned during March of 1994 to fill the design void and soon thoroughly researched the Rosenfeld Collection at Mystic Seaport, securing 19 proof prints of various *Miss Americas*. During June, Ken Bassett, accompanied by builder Rich Woodman, made a field trip to Seattle and, under the helpful guidance of Ken Muscatel, spent several days thoroughly measuring and photographing the original *Miss America VIII*.

In April, Dan Arena was commissioned to design the V-drives and general drive line layout. At this point counter rotation, a feature of all but the first *Miss America*, was to be achieved utilizing alternate gear and chain transfer cases based on appropriate internal Arneson surface drive components. With Dan's unfortunate passing in January of 1995, an alternate plan was pursued by Mark Mason at New England Boat and Motor, supplier of the power plants. Mike Sage of S.G.S. Gear has agreed to produce custom marine gear boxes featuring forward, neutral, reverse, overdrive and counter rotation with 2,000 ft.-lb. torque capability.

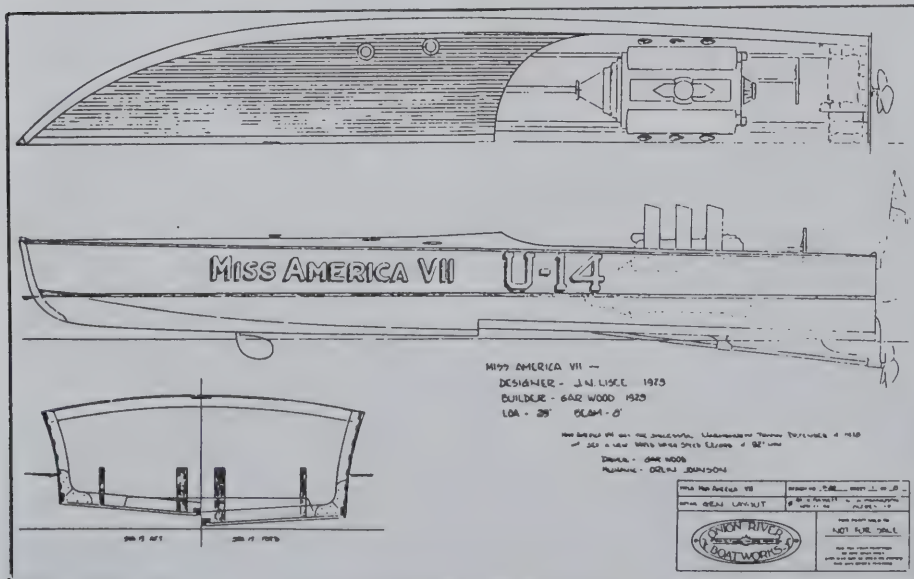
Harold Misteale graciously provided basic hull and drive line dimensions from *Miss America IX* for design work.

Mark Mason, having begun the development of a lightweight marine conversion of the Rolls-Royce Meteor V-12 some four-and-a-half years ago, is supplying the engines. Vince Bober, Jr. and Phil Sawyer are active in this phase of the project. The completion of engines, transmissions and stock Casale V-drives is planned for the 1996 calendar year. Since proper Packard aero engines are virtually unobtainable and, even if they were, they would be inappropriate artifacts for the serious running we contemplate, Packard-style cam covers are being custom manufactured to give the English engines a more authentic appearance, templates and photos compliments of Al Schinnerer at California Classics.

In excess of 150 pages of research have been accumulated, not counting the several available books which are most helpful as well.

This is no doubt a very complex and demanding project, but it is my guess that that is what we at the Blueberry Hill shop are all about. The hull was rolled right side up in February of 1996 and finalization of topside and deck framing is underway. Tim Anast, Mark Girouard and Brian Winn have ably assisted Ric Woodman with hull construction.

The extended team includes many people, a few of whom have been named here. Completion is hoped for in 1997 or 1998. Participation in the Detroit Gold Cup Regatta, the Great Wine Country Classic Boat Race and the Antique Raceboat Regatta '98 is looked forward to. The year 1998 will be the 70th anniversary of the original *Miss America VII* which, incidentally, was built from scratch in two weeks.



Sailing Misty

By Stephen Titcomb

We have really enjoyed the series on trimarans, so much so that now that we have moved to the wooden boat mecca of the east (Brooklin, Maine) I had to drive back to my home territory to have a look at Fred Shell's "Clipper" trimarans (Nov. 15, 1995 issue). I thought that I would build the "Clipper 18", thinking that the "Clipper 15" would be too small for a family of four. But since he had a "15" in his shed I thought I'd go take a look at it.

Fred works out of a small shop at his house on Lake Champlain in northern Vermont. A nice rural, relaxed place to be, where he shows me the "Clipper 15". Well, I realize right off that there is plenty of room on this "15" for a family of four (kids are ages 12 & 14) and he tells me this one is for sale. What luck, we'll be sailing this summer instead of next!

Until now every time I was ready to buy a boat my wife Terri would say, "Let's think it over for a few days," which after thinking it over was always the right thing to do. Well she wasn't with me this time so what could I do? I gave Fred a check and a week later Terri and I drove back over to Vermont and towed *Misty* home.

This has been the right boat for us! We have been sailing her all summer around Blue Hill Bay and Eggemoggin Reach. On a sail of a couple hours we have been comfortable with four adults and two kids on board, and on an overnight she will carry two adults and four kids with their gear (sleeping on islands).

The kids hang out on the amas, jumping into the water between the hulls and clambering back out at the stern, turning as red as lobsters, and occasionally feeding the captain crackers and cheese with smoked salmon. We catch mackerel and smoke them on the beach. This is messing about in boats!

The amas make it possible to use the boat as a swimming platform, and from the cockpit I can easily reach over the side to wash the crumbs off my hands or grab a kid by the hair when one misses a handhold! There are lots of places to lay in the sun, and in stormy weather, or if you have had enough sun, you can sit comfortably in the cabin with a 360 degree view. We have a little rubber raft that I lay across the stern bumpkins so we don't have to tow it.

It seemed that in June every time we went out it was blowing 15, gusting to 20 knots. Well, I had a blast, but my crew

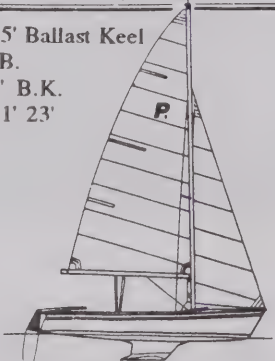


stayed below. It felt like we were in a motorboat we were going so fast! Although I sailed her with full sail in those conditions, it was a bit much, so if I was beating to windward I would drop the jib and mizzen and sail under the main alone, and if running I liked the jib and mizzen up instead of the main. The mast is semi-stayed so, in winds over 10 to 15 knots when beating to windward, the jib gets blown to leeward and loses its efficiency.

One of the real bonuses with this boat is that it is easy to launch and retrieve. It takes us about 20 minutes from when we hit the ramp to sailing away. If it's nice weather and we're sailing most every day we leave it on a mooring. But when it's nasty out or we're going away, it goes into the barn.

Fred Shell has done an outstanding job of both design and construction on this boat. He has put many great features in that make it easy to launch and sail, and that makes for more sailing time. Thanks Fred for a great boat to mess about in!

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Northwest Rendezvous

By Bob Simmons



The First Lake Pend Oreille Rendezvous of the Inland Northwest section of Intermountain Small Boaters (row/sail/paddle/unorganized) was held at Warren Island, Idaho on August 24, 25, and 26. Most proclaimed the gathering at least repeatable, especially those who were able to make an overnight or extended stay.

Tom Vetromile and his 15' Pacific City type power skiff, designed by Gilbert Vik as a husky workboat and redesigned by Tom and builder Gordon Gleason as a lightweight Whiz-Bang, arrived Friday afternoon, spending the pre-gathering time perfecting his driftwood/fire pit pyrotechnics.

Early arrivals on the 24th were Dick Pollard and Micki Stirling in their self-built 16' jolly boat. Also early was Paul Butler in his Pygmy Queen Charlotte (true to designer's lines, but built benefiting from Paul's nearly thirty years as a professional builder.) Mid-day our host Frank Boss and son Ricky came in a large manufactured Whiz. Later Mark Townsend brought in his Santana 20, after teasing us with displays of super drifting power gained from good handling, good design, and a swell hi-tech genny.

The day was spent in try this, try that, sunning and swimming, getting to know folks, and stuffing faces. Near dusk Victoria Oliver and Jane Fritz paddled along in Jane's family-built 20 year old cedar strip 18-1/2' USCA cruiser, just in time for a moonlight sail. All ten persons present gained seats for that on the jolly boat *Kootenay Maid* and the Santana, with Paul paddling the Queen Charlotte.

Under a gibbous moon (thank you, Jane) the Santana zinged about in very light winds and a surfeit of expertise, while the jolly boat crew ate cookies in the calms, changing easily from sail to row and back again. Jane's trained ear picked out a locally rare loon call amongst those of the grebes. Four persons rowing (three not experienced) produced great fun, especially with Guess Who designated stroke. When Micki introduced a chanty in rounds, stroke suffered a massive learning overload and could only roll laughing in the bilges.

Kootenay Maid kept us in constant awe. Designed (after extensive research) by Greg Foster of Galiano Island, she is a close copy of a 1790's ship's boat, as used by northwest explorers of that time. Capacious, applecheeked, very salty. Her dipping lug main, standing lug mizzen, and salient keel get her to the wind quite well. She holds seven and more with elbow room, rows one to four workers, and sleeps two or three on the floorboards under a tent larger than the boat! Additionally, crew supplied fiddle music, song, cookies, and smooth home brew.



Left from the top: Dick and Micki pulling out in *Kootenay Maid*. Rick, Frank and Tom arrive in a Whiz-Bang. Seven jolly tars (Jane, Bob, Paul, Dick, Rick, Frank, Micki), four oars, sail rig, partial camp kit, room for more.

On the 25th we awakened to sounds of osprey, geese, grebes, and roosters. Chow, more visits, and some longish sails (with crew changes underway) filled the morning. Builder/finisher Gordon Gleason, with a major rebuild not quite ready for the water, visited in with a fine elderly Lund outboard. *Kootenay Maid* departed with the door prize, followed off by the Fritz canoe, *Truth Speaker*.

After lunch John Hutto with his Chesapeake Light Craft Cape Charles kayak and Matt Jablon on a sit-on came in, followed from another direction by Rhon Stilson and his brand new CLC Patuxant 17-1/2. Four quite different kayaks caused much trading about, but caught Paul in a deep nap. Soon came Linda Gussner and Satyaprim with their self-built Tom Hill ultralight Charlotte canoe, loaded right down with full camp kit. We settled down to a quiet afternoon while Seldom Parked Mark went off on the Santana.

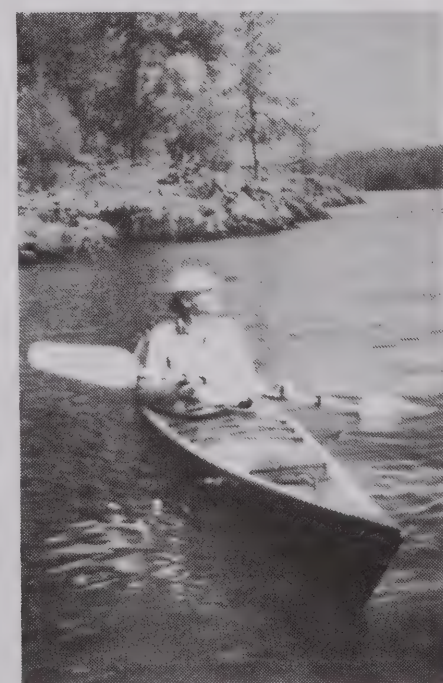
Then a wobbly flotilla came to view. A couple of kayaks. Then more, being nursed by a J-24. Another sailboat herded yet more kayaks, and a runabout ran drag. Soon, all were ashore in various states of collapse, reflecting the warm day, assorted goods ingested, and nearly eleven miles distance from Sandpoint.

Paul Johnston rowed in windless in his Tom Ardito Bluefish sprit rigged skiff *Hummingbird* and Mark ghosted back, making a high boat count of roughly nineteen, including the unused Lazer and 1952 Larson Crestliner utility. Injections of watermelon did wonders for the flotilla. Soon they made their way into the sunset, all under power except Johnston, who set out for a longish row home.

Down to six persons for Sunday night, we again had a fine moonlight sail, this time with Paul easily pacing the Santana most of the time, eventually towing us to shore. Monday we slowly, reluctantly gave it up, sending folks home to Seattle, Washington, Hamilton, Montana, and down mean old hiway 95 to McCall, Idaho. Seldom Parked Mark and the Santana went off for another day of sailing circles around everything in sight.

Tuesday I found Mark traversing back and forth in Garfield Bay, reluctant to take out with any wind at hand. I joined in several more reaches, then got underfoot for his haul-out and road prep. Mark gets the awards for motorless singlehand distance, calm in the face of tromping crew, most extended time allowance, and more.

Big thanks to sun, wind and moon authorities, to host Frank, to general dogbody TV, and all Rendezvers and Rendezvettes. Those who missed out will get another shot next year about the same time, hopefully again near a full moon. Perhaps we'll be shore based, to be different. Watch for a little ad in *Messing About*.



Right from top: Vicky and Jane arrive in *Truth Speaker*. John tries Patuxant. Rhon tries Cape Charles. Dick tries Queen Charlotte. Seldom Parked Mark in the Santana.

A Tale of Two Hurricanes

In July Hurricane Bertha came to town. She arrived on Friday. Our power went off about 1100 before the wind was very strong. I started up the generator and Carnell P&L replaced Carolina P&L for the next 2+ days.

The day before I had put the Simmons Sea-Skiff out on a mooring and the three small boats were tied up to trees on the creek bank with anchors out astern. The mooring is a Pinto rear axle with a big truck brake drum bolted to one hub and 50' of 3/8" chain fast to the other hub. Normal high tide depth is about 4'.

As the day wore on the wind really got up and the TV told us the eye was skirting the coast a few miles to the east of us. About 1700 we were in the eye and the wind dropped to almost nothing. Then it built up again, not as strong and from SW instead of NE.

In the morning there were lots of branches and trees down, but no other real damage on Pages Creek. Sunday morning we got our power back and life became pretty normal.

Bertha's sister Fran was quite another tale. Wednesday, September 4, Bill and Joyce Brogdon were visiting. Rain cancelled the planned excursion in the Simmons, but we had a nice visit. Bill had a number of computer programs he has written. One was a rhumb line program we used to calculate Fran's distance and bearing and distance. At that time she was headed directly for Charleston, SC.

Thursday, September 5, I put the Simmons Sea-Skiff out on the mooring again and moored the small boats to the creek bank. All the deck furniture was stowed or lashed securely. Loose gear was put away and a good supply of gas laid in for the generator.

The wind picked up and power went out about 1500. The projected landfall was now the NC/SC border, but the track kept getting more northerly. While the storm was closing in on us, the national TV crews were focusing on Charleston and Myrtle Beach.

The weather radar showed the eye heading directly for the mouth of the Cape Fear River and right up the river to Wilmington. This put Pages Creek to the east of the eye in the dangerous semicircle of Bowditch's description of tropical storms.

By 1900 it was getting pretty dangerous. The wind was blowing much harder than in Bertha, the driving rain was horizontal, and the creek was up about 5' more than normal high tide at what should have been half tide ebbing toward low.

As it got dark I could see the Simmons riding well on the mooring. I could even pick her out with a flashlight in the early darkness. Then the water supply went out and the generator seemed to be trying to keep the pump out in the well house running continuously. I pulled the plug on the pump, but did not venture out.

By 2000 we could not see anything in the creek with the flashlight. There was a lot of water in the yard that I thought was overflowing from the drainage ditch up front that doesn't drain too well.

By 2100 this water was about three inches deep in the garage shop and threatening the generator. I stuck my finger in and tasted it. It was salty; the creek was overflowing its banks.

Hurricane Stories

I put the generator up on some boxes and secured it. When I shone the flashlight out the glass door that face the creek there was the *Light Dory* bobbing about at almost first floor level.

At daylight Friday we got our look at the damage. Our 150' pier, like most all the piers on the creek, had floated up and was laid on the beach in front of the house. The floating boat docks on the piers ride up and down on pilings, but none of those pilings anticipated the 12' storm surge so the docks floated up and away to what had been high ground up the creek. The Simmons Sea-Skiff riding on her mooring was the only boat in sight.

Our pump house and well were demolished. The water got up to almost the bottom of the first floor joists, destroying the two heat pumps and the air ducts for the first floor. The washer, dryer, and water heater in the garage were dead.

My neighbor and I did salvage the water pump and put it on the irrigation well with the generator supplying power and garden hose running to both houses. He lost everything in his shop and their two cars because salt water got 4' deep in that part of his lot. The water turned out to have fecal coliform contamination so we cannot drink it. We are chlorinating the well to clean it up. The generator ran about 17 hours a day for a week to just about the minute when power came back on the following Thursday.

In the area the beaches, Carolina Beach, Kure Beach, Wrightsville Beach, Figure Eight Island, and Topsail Island, all had their dune lines washed away. The area marinas were all badly damaged and boats were beaten to death against piers or washed up on land. Alongside a pier is no place to be in a hurricane.

The prototype \$200 *Sailboat* was under a 5' by 20' section of a neighbor's pier when the water went down. I cut that into three sections and used a comealong with my own derelict pier as deadman to lift the pier off the little boat. She was scarred, but not damaged structurally.

We are digging out and building up. We had close to 20" of rain before, during, and in the week after Fran, but the sun is shining now.

David Carnell, Wilmington, NC.

After Fran

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

Hurricane Fran devastated the Cape Fear area of North Carolina where I do my boating. Once the storm had passed, the Coast Guard turned to the Auxiliary for vessels and crews, only to find that most in the local flotillas had either been too damaged to get underway or were located at marinas so badly damaged they could not launch. Larger boats who had to ride out the storm in the water were the hardest hit. Too many were a total loss. Those of us with smaller vessels which normally live in dry storage fared somewhat better, but in the

immediate aftermath of the storm the Auxiliary had to turn to trailered boats from inland areas. The inland flotillas responded nobly, despite major difficulties of finding a launching ramp, a source of fuel and a place to sleep. They tied up at the Wrightsville Beach Coast Guard Station, which was relatively undamaged, refueled with jerry cans and (as a rule) stayed in the homes of local flotilla members. Their initial job was to check the aids to navigation in the Intercoastal Waterway and the Cape Fear River and to check channel depths. To my knowledge, one shoal was discovered to have moved significantly and the Coast Guard Buoy Tender moved the marker buoy with astonishing promptness.

As an indication of the devastation, only one pier remained standing in the entire 19-mile stretch that was my flotilla's area of responsibility. That had recently been built by the State University and the cross members were bolted rather than nailed. It survived, but it was the only one.

I learned that my boat was one of the few in my flotilla that was seaworthy. Her bent bow rail and assorted nicks and scratches, incurred when the tidal surge swept her off her on-land cradle and deposited her in a pile-up of other boats, were essentially cosmetic damage. My marina was persuaded to launch *Chota Peg IV* with the understanding that she could not come home until after October 1st. They were glad to see her go; it gave them a little more space to work on the clean-up.

Starting on September 13th, exactly one week after the storm, we began a series of seven patrols in eleven days, relieving the out-of-town Auxiliarists who were more than ready to go home. Our presence on the water, and that of a boat from each of our two nearby sister flotillas, provided much needed relief for the small cadre of the Wrightsville Beach Coast Guard Station, leaving them free to respond to emergencies. They had several!

Essentially, our work was the removal of hazards to navigation. *Chota Peg IV* is an 18-foot center console and normally carries a crew of two. For this work, we added an extra crew member and he was needed. We pulled from the Intercoastal innumerable logs and portions of dock. Some were too big to get on board and these we towed to a wildlife ramp. Some were too big for us to tow and we tied them off to the piling of a daymark with, I hasten to add, the blessing of the Coast Guard. I am out three good pieces of 1/2" line as a result of Fran. One section of dock some 35 feet long was just too big for us to tow to a piling, but we managed to push it close to shore and the current beached it, fortunately at the top of a very high tide. It is still there, presenting no harm to traffic.

In the face of an emergency situation, *Chota Peg IV* committed another "no-no." We found two crab pots that extra tides and winds had pushed into mid channel where they could readily foul a prop. These we pulled up and relocated at the edge of the channel where they would be no threat to passing boats.

There was some traffic in the waterway. The usual stream of boats heading south to Florida continued. Barge traffic was, or so it seemed to me, a little heavier than usual, especially barges with cranes heading for marinas to pull sunken vessels from the water. There were, of course, a few civilian sightseers and, inevitably, a number of jet skis. Overall, however, there were few boats to be seen

in our five to six hour patrols, so it was something of a surprise to be hailed from the barrier island one very windy afternoon by two young men (guestimated age 19) who had crossed the ICW on their surfboards, been swept north by the tides and were very hesitant about trying to get back to the mainland. We took them on board and delivered them to shore, lecturing "safety" all the while.

It would be absurd to say that the Coast Guard was a vital force in restoring "normalcy" to this corner of North Carolina. In fact, "normalcy" is still a long way in the future. It is, however, fair to say that we were able to be a significant help to the active duty Coast Guard and the boating public. That, of course, is what the Auxiliary is all about.

Hortense and our \$1,000 Yacht

By Smiljka Fitzgerald

Some of you readers might have read the two stories I wrote on the same topic, our 12-foot, heavy-weather dinghy, a Pelican, and the adventures we had with it. While I was writing those stories, the little sailboat, my namesake, was certainly a central part of our lives. She enriched life and made it more exciting. All our free time was spent either sailing, fishing or just working on it. Since we are both relatively poor artists, it was also the ultimate boat we could afford, or so we thought at the time. While our life was being centered around this sailboat, somewhere in a parallel world, ever since March of this year, a 37-foot ketch lay abandoned, moored in the bay. Originally, 22 illegal Cubans (including one pregnant woman and a three-year-old child) sailed her from Jamaica. I still remember the awe and beauty I felt when I first saw her. For months we had admired her and wondered what was going to happen to her. We even tried to talk a rich friend into purring a bid. We dreamed of sailing to fishing grounds in distant lands. But, it all seemed to be way out of our reach.

However, at the beginning of August we noticed an ad in the paper for an auction to be held for the yacht right there in our own little harbor. The government was selling her as confiscated property. Although quite penniless, we got excited. We decided to take a loan and were ready to bid up to \$2,000, with a vague hope hovering above us.

On the morning of the auction only three bidders showed up. Nobody seemed to have heard about it. We were first told that the bidding would start at \$15,000. However, for reasons unknown, the Federal marshals announced that it would be a closed bid and that you could bid as low or as high as possible, as long as you would hand them the cash by the afternoon and lay down 20% right away. We had a tough decision to make. All we could come up with that day was \$1,000. So that was it, we put a closed bid for \$1,000. When the bids were all handed in, the moments of suspense seemed unbearable. We tried to keep our hopes low, but one never knew. By now the reader can probably guess what happened. By some miracle we turned out to be the highest bidders! We could hardly believe that we now owned the 37-foot double-ender ketch. People around us all shared our joy. They all believed we deserved her most. My husband has spent more or less 24 years here in this

little town of Rincon, Puerto Rico and has a long record of seamanship. So it was nice to receive such a positive reaction from others.

However, at one moment, confusion crept into me. What kind of stories could write now? My feelings went from joy to slight depression. Although the boat's hull is in good condition, the sails are all there, aluminum masts in good shape, etc., I could see endless work and investment ahead of us. The big engine space lay bare, the engine had been taken out. Two head spaces are on it but no heads. The hole for the big steering wheel is there but no steering wheel.

All in all, it was a major transition. The little sailboat which we built ourselves and were so proud of initially, now turned into a mere dinghy, its main function being to bring us back and forth. I remembered how much responsibility the little sailboat had exerted. How much of a greater responsibility was ahead of us now?

As we were contemplating our new, almost miraculously acquired situation, we heard news of a tropical storm underway. It was slowly turning into a Grade one hurricane, Hortense! It was coming straight at us for the first time in 50 years. What play of luck was that? We were out of our minds with panic. Everybody kept asking the same question, "What are you going to do with the boat?" Well, there was not much we could do. The day before the storm my husband tied her down with chains on five different moorings. Besides, a lot of people never really believed that we would be hit by a major storm. So, when the storm hit it was a very unpleasant surprise. The wall of the eye went right through Rincon, gusts of wind peaked at 110 mph. We stayed at our friend's cement house. We had little hope of ever seeing our yacht again. At three o'clock in the morning, just before the storm was peaking, we fought our way out against the wind, entered the car and drove to the bay. At first it was too dark to tell if anything was still out there. But as we searched with our car beams we saw the yacht. To me it seemed to have a glow around it. It was taking a hell of a pounding but it was holding on. As we were watching, the wind was becoming too threatening and we headed back to the house.

Few people slept through that night. The wind was so strong it sounded like a train running above our heads. Everybody was worried, but we were the only ones who had a newly acquired 37-foot yacht at stake. Towards the end of the night the noise was too much to bear and, with pillows on our heads, we managed to doze off. When I woke up at 6:00 AM there was a sense of calm in the early morning air. Trees were uprooted all around us but the main storm had subsided. We couldn't wait to get to the bay. Once there, what a delightful sight! The yacht was still there. She was being torn every which way, yet hung on. By that time a strong south wind had come up but I hoped that if it had made it through the night it had a good chance of surviving. And survive it did! (To the few tourists with cameras, she was the main attraction. We did not have a camera but quite a few people promised to send pictures.)

At first I was at a loss of how to approach this new transition and could not seem to find material for a story. But after she survived Hortense, my hopes were up. Once we have completed the renovation (provided we have

money), this yacht promises quite an exciting life in its own right. As for the little sailboat, I sometimes wonder if the effort and love put into it did not bring about the "real" yacht.

The adventure and heroism may not be at as high a risk, but as we grow older it is nice to feel safe on a sturdy boat that weighs 11 tons. Also, it promises visions of new and distant lands. All it is still waiting for is a name.

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The Maximum Volume Houseboat

The maximum volume house boat has been a recurring theme in Phil Bolger's work. Twenty years ago in *The Folding Schooner and Other Adventures in Boat Design*, 1976, Bolger published information on the 35'-10" x 12' 0" Gill-Netter type houseboat. Another similar but smaller boat is the 15'-10" x 6'-8" Fiddler II which can be found in *30-odd Boats*, 1982 (both books are published by International Marine Publishing Co. of Camden, ME).

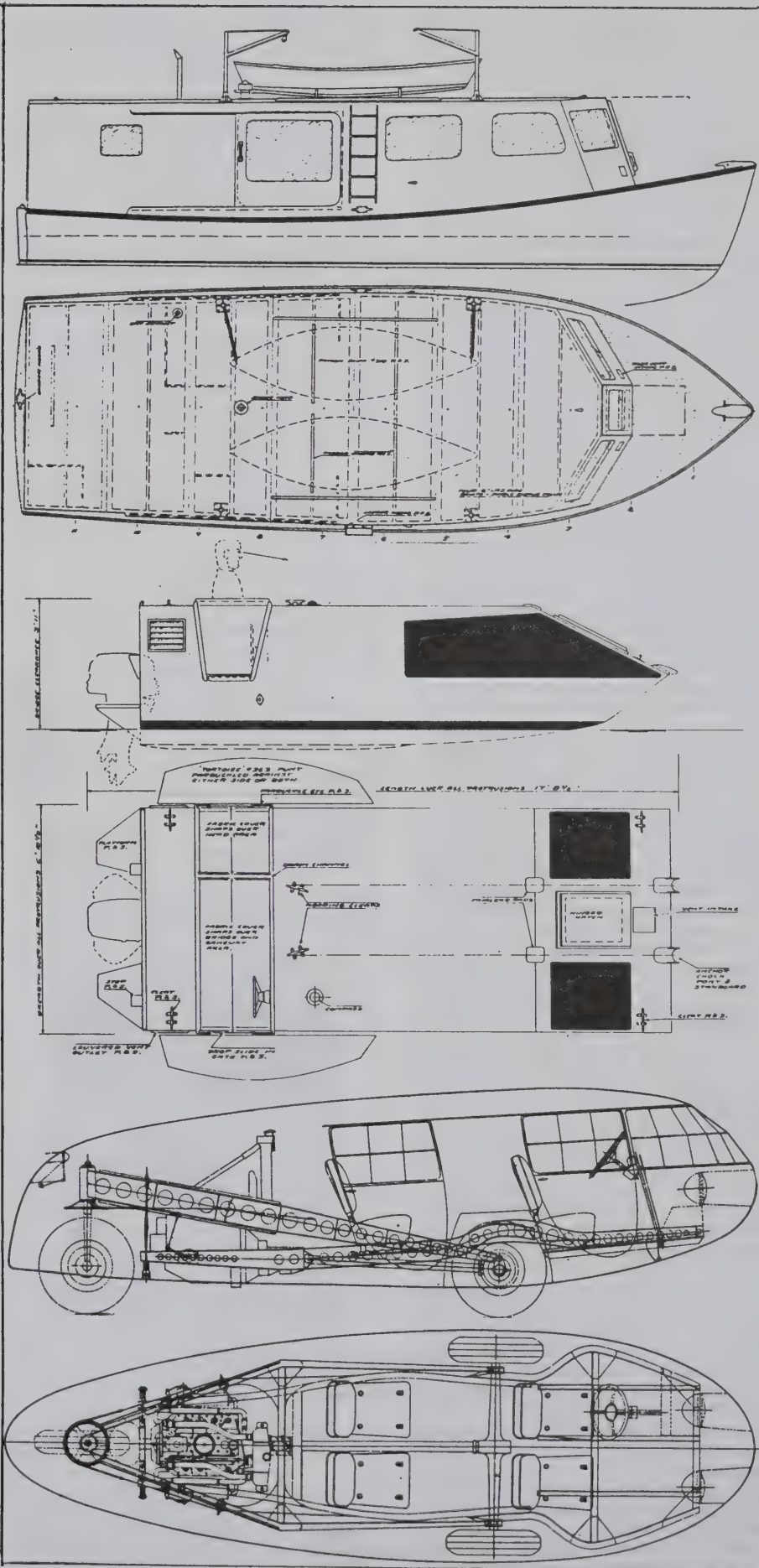
Neither of these earlier hulls shows Watervan's nifty features of novel box keel, vertical cutwater, and highly efficient use of space. The Gill-Netter has a rounded hull with flaring bow; Fiddler II has a flat bottom aft with a curve at the bow somewhat similar to the Watervan's chine curve. At 22.7', the Watervan falls just about midway in length between the earlier designs. It has the full walk-around head room of the Gill-Netter, and the speed of Fiddler II; a near perfect combination.

In addition to Bolger's previous designs, I had seen a Watervan-like profile somewhere else in the long ago past. In a dusty corner of my shelves I found *The Dymaxion World of Buckminster Fuller* (R. Buckminster Fuller and Robert Marks, Anchor Books/Doubleday, Garden City, NY, 1973.) On pages 103-113, I found what I had vaguely remembered; the Dymaxion Car.

Compare the profile drawing of the Dymaxion Car to the Watervan; each evokes the other. Here's an interesting historical note: Starling Burgess, the naval architect, was chief engineer on the Dymaxion Car. Burgess had designed two America's Cup defenders and invented and flown the first successful delta wing airplane. The Dymaxion factory in Bridgeport, CT completed one of Burgess' Bermuda class cruising racing sloops to allow Burgess to work on the Dymaxion Car.

Like Fuller, Bolger has shown us fresh new ways think about commonplace things. Some people would call the two "Minimalists", I prefer to think of them as "Essentialists". Both start with a clean sheet and ask what is the minimal material essential to accomplish their desired goal. Both have demonstrated that functionality is more important than adhering to a preconceived outward appearance. Both meet the quintessential definition of an engineer as "someone who can do with one dollar what any damn fool can do with two". Great minds think alike.

Marc Pettingill



I think I count seven new designs of mine that have made it through prototype stage since my last report in February 1996. These new designs come from my *Catalog of Prototypes* that is offered in my one buck brochure. There are usually twenty designs in the prototypes catalog, with lots of new designs shuffling in and out. I've got suitable photos only of these two. They have graduated from the prototypes catalog into the buck brochure.



Piragua is 14' long and 33" wide and weighs around 65 pounds. She's a very straightforward building job from two sheets of 1/4" plywood with simple and easy nail and glue construction. The first Piragua was built by Don O'Hearn of Ferguson, Missouri. That's son Jeff in the photo. Another was completed from prototype plans at about the same time by a sixth grade class at Taylor Elementary School in Grants, New Mexico, under the direction of teacher Drian Waters. I sure wish my schools had boat building classes. All we made were planters and little boxes to hold shoe polish. We had no house plants and I always wore sneakers.

I've always called Piragua a "swamp boat", meant for shallow and narrow waters much like a canoe. Like a canoe she isn't a good boat for hard waves and winds. But for poking around in confined areas she is tough to beat. I tried the O'Hearn boat myself at our last Midwest Messabout using my double paddle and thought her quite good. I was able to stand up in Piragua with care.

I noticed that the O'Hearns had a hinged plywood plate on the stern to serve as a mount for a trolling motor. I think Piragua would be a very good base for an electric job and present Figure #1 to show how I would do the job myself. I tested my boat Piccup Squared this way last year and found it simple and effective.

A wooden control arm was clamped to the motor tube. The long push-pull stick was an old cane pole with screw-together ferrules on my boat. This setup allows steering from anywhere in the cockpit without any mods to the motor. The motor is set at full power usually and the throttle function is made by sim-

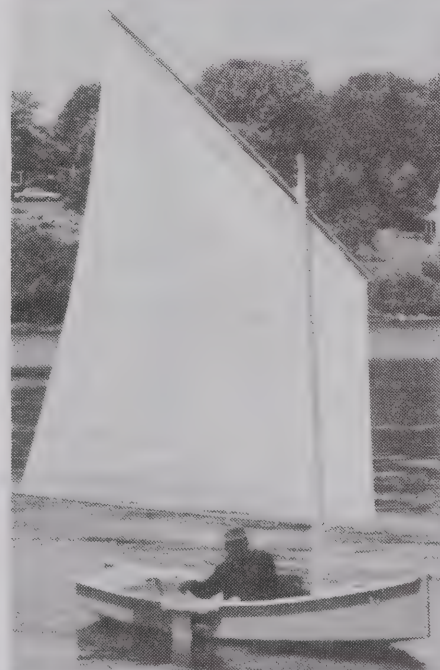
Two New Boats

By Jim Michalak

ply connecting and disconnecting the alligator clips to the battery. Docking is done by pulsing the motor. I think with the rig shown you would get about 4 mph for two hours with a good trolling battery. I had the impression in my tests that the battery is a more important purchase than the motor. The operation is very smooth and quiet. There is nothing like it.

Piragua has buoyancy/storage chambers in both ends, and I find that builders are very quick to omit them. I keep cautioning that with the chambers an upset boat will float high and will have usable freeboard when righted. Then with the paddle and seat cushion rigged to provide stability, a fellow has a prayer at self-rescue. Without those elements there is no prayer and I believe that is about true of any traditional open wooden boat. So I'll keep on drawing buoyancy chambers.

Mixer: The prototype Mixer was built by David Boston of Factoryville, Pennsylvania. However John Martin had been sailing a 3' RC model of Mixer in New York's Central Park boat pond for at least a year before David finished the full sized job. And I've also heard of a 14' stretched version of Mixer out in Kansas City. She's 12' long and 4' wide and should weigh about 90 pounds stripped, making Mixer a very good cartop boat. She has a multichine hull made taped seam style from



four sheets of 1/4" plywood. Like all my designs, Mixer is built jigless from predefined panel shapes.

These little multichine boats can be fast and handy in rough waters. Reed Smith sails his Piccup in six foot swells on the west coast where the sharks are bigger than the boat. Mixer has those buoyancy storage chambers I just talked about. She'll float two adults, as will Piragua. Her cockpit bottom is long enough and flat enough to sleep on as with Piragua.

Mixer uses the same sail rig as my Piccup, a 70sf balanced lug sail with a pivoting leeboard. It's a combination that I use almost all the time because I haven't found anything that works so well for a cartop or trailer boat. In Mixer's case we have a 12' mast with 9' yard and boom, everything made from common materials with no special fittings. The whole bundle stores in the boat out of the way while you row. You can put the rig up while afloat in a minute, drop the leeboard and rudder and go sailing. They point and balance very well reefed so there is no need to be skimpy with the area. Warning: Reefing any small light boat while afloat in a blow can give you a fright.

To lay out one of these rigs the leeboard has to go at the boat's widest beam to be in good flow. Its immersed area should be at least 4% of the sail area. The sail's center of area should be slightly aft of the board's center of area. The mast should cross the sail's head about 40% aft of the luff. I don't think I got that last detail quite right on my earlier boats and it looks to me now that Mixer's mast could stand a little more rake to move the hoist point aft on the yard.

This shape hull has been very successful as a sailboat and less so as a straight rowing boat. The straight rowing versions tend to get blown around in a wind and I'm pretty sure the multichine shape on its own has little resistance to a side load. The sailing versions seem to track a lot better because even a hint of the pivoting leeboard dragging through the water acts a lot like a keel. My original Woobo is a 15' version with the same shape and has also proven fast and handy. Guess I might draw a cuddy cabin version this winter with the same shape.

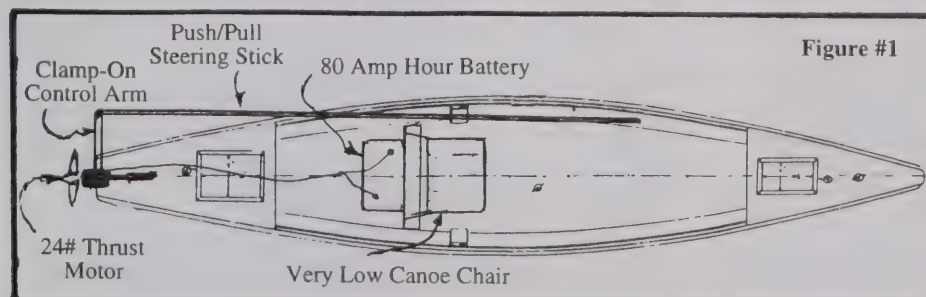


Figure #1

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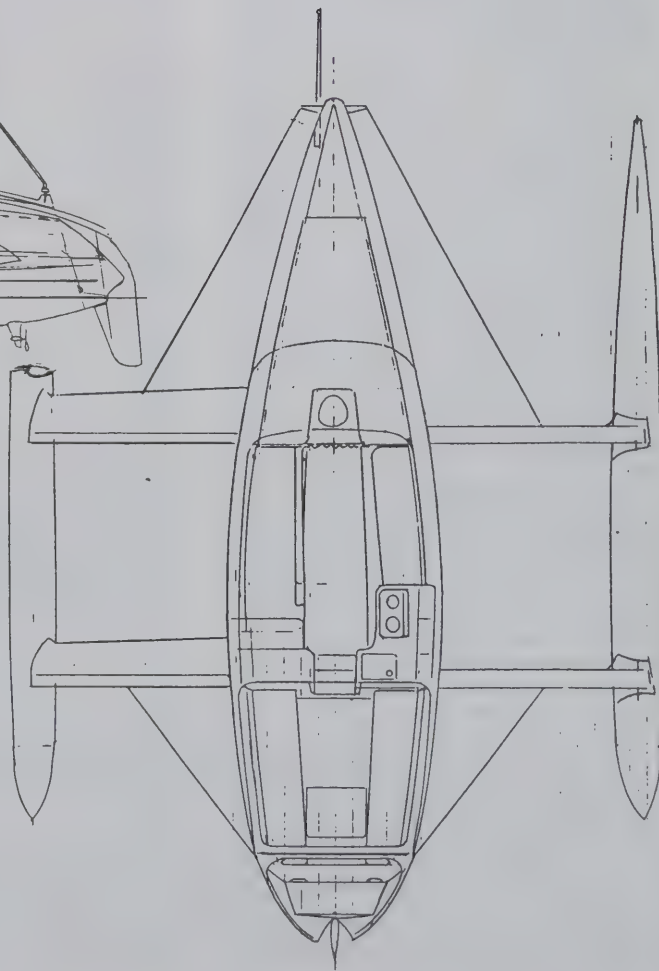
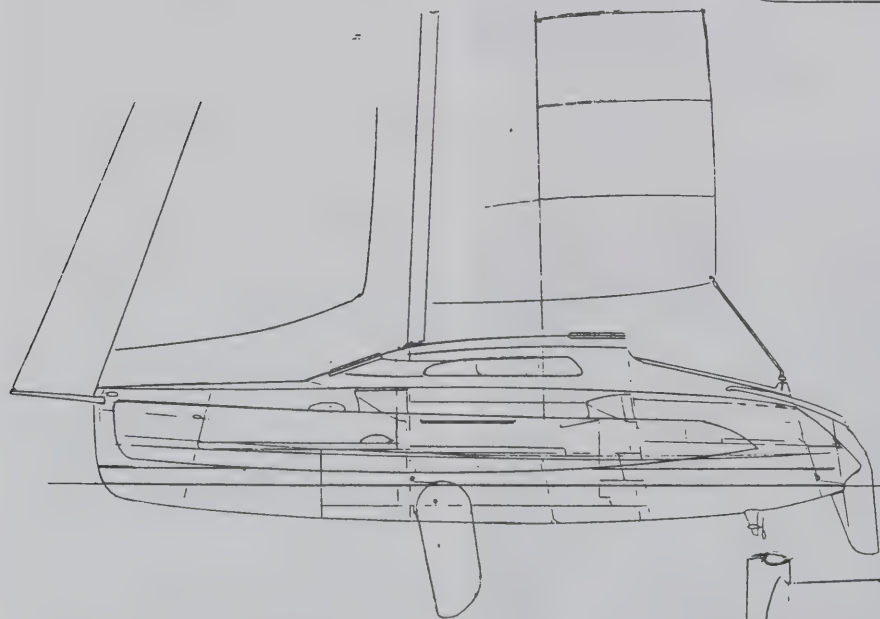
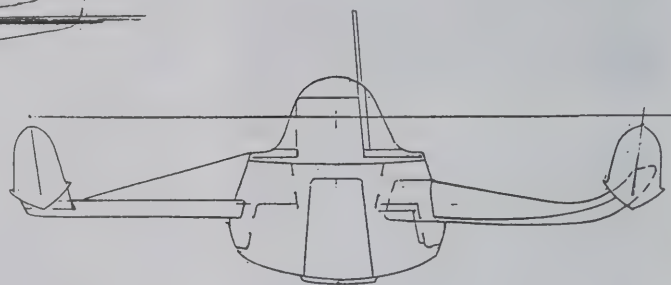
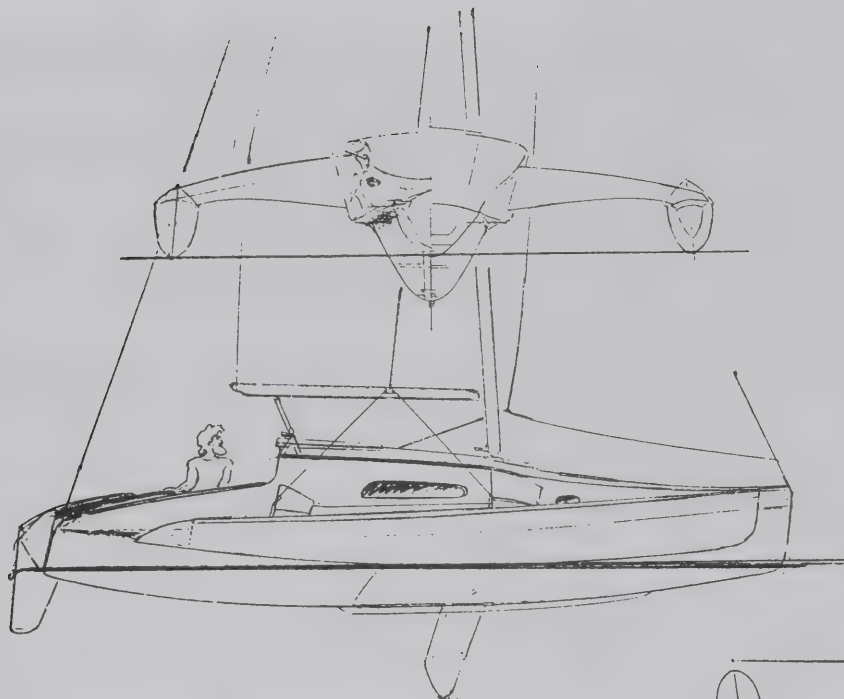
Brown Seal

By Hugh Horton

These tri sketches are by Steve Brown, son of multihull designer Jim Brown. Steve has designed and lived on his own little tris for years. His experience is exceptional. He's been into small tris as much as his brother Russell has been taken with south seas proas.

The original sketch uses a Hobie 18 rig and amas. The later sketches show his concept without using Hobie rig and amas. Two aka choices are also shown, one using aluminum mast sections, the other a sculpted plywood box beam section.

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Gypsy

By Ted Scarpino

My son and I wanted a boat to row in the Portland, Oregon area on the Columbia River. The river requires a boat that can be rowed easily at a good speed and be strong and seaworthy.

Since the waves on the Columbia can be very short and steep and the winds that generate these waves are very treacherous for a small open faced boat, it requires a boat of minimum freeboard so as to not make a lot of windage. Therefore we decked over fore and aft, with sprayboards forward and coaming around the rowing cockpit. Hull construction is plywood and Port Orford cedar. Gypsy is equipped with a sliding seat rowing rig.

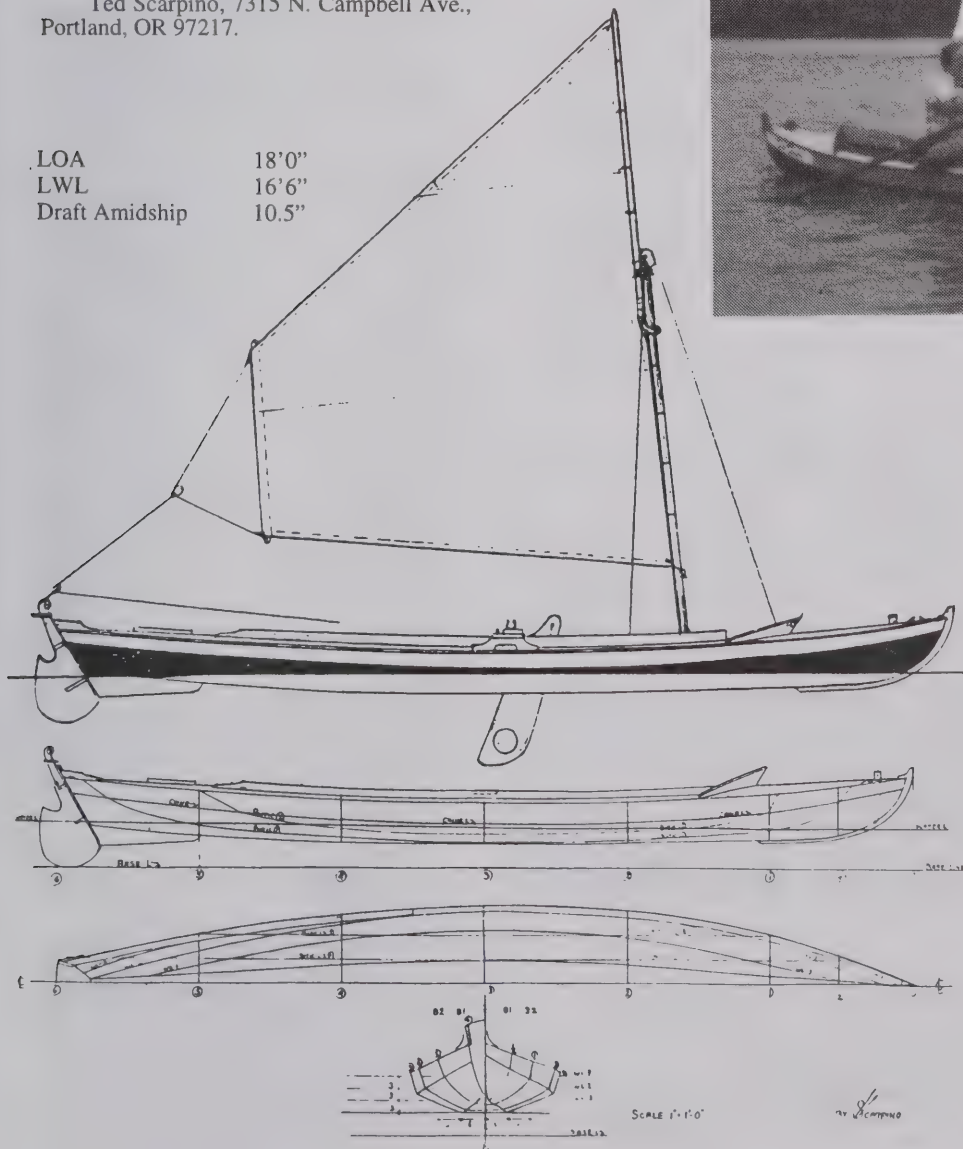
The boat had to have fine lines in order to be easily moved against strong winds and currents. Thus Gypsy was born.

The first Gypsy was built in 1974 and is still in reasonably good condition and is being rowed by my son on the Klamath River. Since then I have built three more Gypsies and their owners are very well pleased with their performance. The boat will make 12 knots sailing downwind and will beat anything in a rowing regatta but a racing shell.

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Cathy and I were poking around the marinas one weekend, years ago, somewhere down on the Connecticut coast. In one marina (I forget which one) there was an office for a naval architecture firm. Of course, I scurried over to peer in the window. They were closed but I was still anxious to take a look. I wanted to see the line drawings tacked up all over, on the walls and on massive drafting tables I also expected to see. I was sure I would see wrinkled-finished ducks scattered about and celluloid ship's curves dangling everywhere like plastic icicles on a '60's Christmas tree. And planimeters... surely there would be gleaming brass and shiny black planimeters scattered about or hidden in black leatherette covered boxes nestled in velvet.

So I peered in the window and what I saw was a total disappointment. It was more sterile than a hospital ER. Instead of drafting tables there was a row of computer monitors...dark of course...lining one wall. There were a couple of large printers and some chairs which were a reluctant compromise for the necessary humans, I supposed. Not a pencil, not a scrap of paper, not even one burnished box-wood spline. It was a cold scene indeed.

So maybe I live in the past. I hear all the advantages of CAD over and over. I do write on a word processor and use spread sheets with formulas for Simpson's Rule figuring center of effort and so on. But for actual design work, for some reason, I still want a clean sheet of paper in front of me. While I don't think it can be argued that the results would be different and far easier to obtain on CAD, would any boat so designed really be any better? I don't want to mess with the design process as presently ordered in my head. I enjoy using the splines and the ducks I cast on an old Coleman stove, just as I prefer using an old plane over a Makita electric.

Most of the tools used to design boats "the old way" are easy to make or still obtainable. But planimeters, the device used to figure the area of irregular shapes, are harder to come across. Figuring such areas is almost essential

The Hatchet Planimeter

By Rich SantaColoma

in boat design. The only planimeters I have seen that are still on the market are the Lasico models, available from Charrette Art Supplies. They are expensive and, forgive me Lasico design team, rather ugly. I really wanted to find an old one.

When I started searching for a planimeter, I first went down to the fellows at Westlawn Yacht design in Stamford, Connecticut and knocked on their door. I knew they would have a few tools kicking around, or at least they could send me to on the trail of some student who had given up the program and was ready to sell what they had.

I was a bit surprised at the office when I walked in. Sterile again. No ducks, no splines, at least from my vantage point in the lobby. I attempted to peer in a couple of the open offices. But when I explained my quest, their response fed my worst fears. They began by trying to convince me of the absolute superiority of CAD. "It's sooo much easier," they told me. "You don't want to waste time with planimeters, no one uses them anymore." I was stunned. I had walked into the Vatican of Naval Architecture and the Pope was converted! It was like *Invasion of the Body Snatchers*. I was sure I saw the end of a pod sticking out from behind a computer monitor while a cursor blinked on a perfect three-dimensional image of some space age, rocket-like luxocruiser.

"Try an antique store," one of the pod men suggested. "You can always count squares," said the other while sketching little boxes on an imaginary body plan. This, on a yellow post-it, with a blue ball point pen. No vellum to be seen, no mechanical pencils. I backed out of the office slowly and checked the back of my Peugeot for large legumes before I drove away from the curb.

Then I heard about the mysterious "hatchet" planimeter, invented by one Captain Prytz, a Dane, some time past and written about by the late Weston Farmer in some article I've been unable to find so far. My 1911 Britannica enlightened me, however, to the ins and outs of this marvelous device. The hatchet planimeter is all one piece, no moving parts! Easy to make, too, and supposedly accurate. Barring finding a dusty Diezgen or Keuffel & Esser in some jumble shop, this looked like the way out of the mind numbing "square counting" routine.

This magic little device is easy enough to make. I made the first one from a thick coat hanger (Figure 1) with a stiffening section soldered in the middle. For the hatchet I simply hammered one end flat and then filed it into a gentle arc and sharpened it. You don't want it so sharp that it cuts the paper, but just enough so that it will not slip sideways. This plane of the hatchet should be lined up fairly well with the "backbone" of the device.

The "tracer," or pointy end, is dulled slightly so that it will slide on the paper without marring it or digging in.

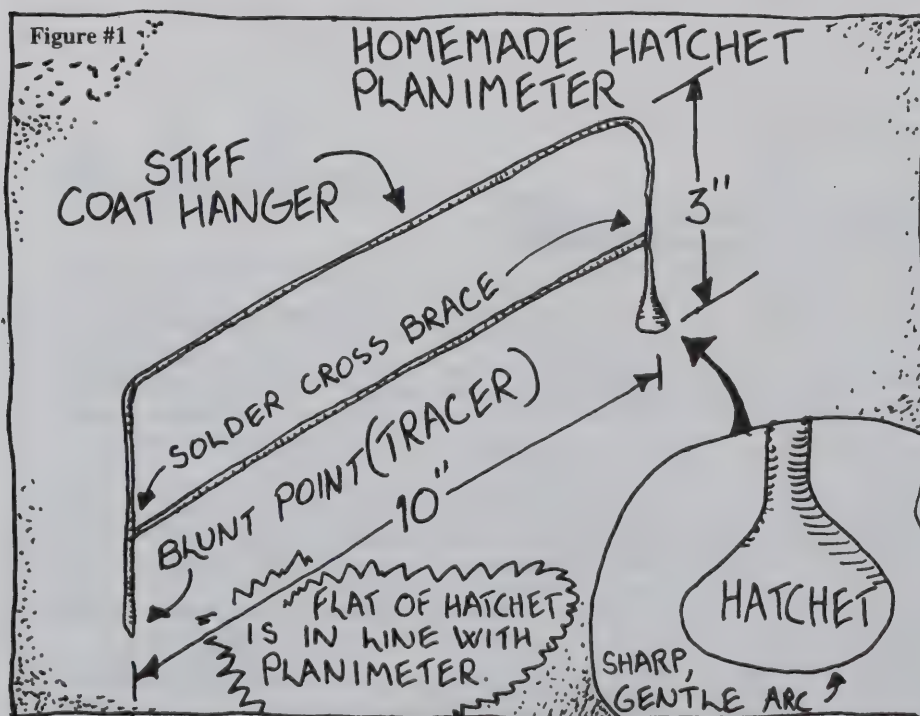
Make your planimeter a set length between its pointer and the resting portion of its little "hatchet." This length should be a convenient multiplier of whatever measurement system you use; if you use inches, then ten inches works best. For smaller areas four inches might work better. They are easy enough to make so that one could have a selection of different ones for measuring different areas. Now to use it.

First, a line is drawn though the area to be measured (or an existing line is used, like a waterline through the area of a body plan, for instance) and a point on this line is marked. This can be any handy point estimated to be near the middle of the area. Place the pointer end of the planimeter on the mark you made with the hatchet end outside the area. Next, press the hatchet end down just enough to make a light nick on the paper. The pointer is then led down your line, around the edge of your area (follow the line carefully) and back to the starting point. While doing this, the hatchet is held to the paper, not enough to cut it but enough to keep it from drifting sideways. It sort of trails along with a mind of its own.

When you have reached the starting point with the pointer, press the hatchet down again to make a second nick on the paper. The distance between the first and second hatchet nicks is then measured and multiplied by the length of your planimeter (10 if a ten-inch model, 4 if a four-incher, etc.). The result is the area of your shape in actual inches. Of course, you must then use a proper multiplier to convert to square feet. If your drawing is 1":1', of course, it already is. Also, don't forget to multiply by two if you have only measured on half of a body plan.

To increase accuracy, it is advisable to measure twice. For the second measurement, start your planimeter 180° from the first position. Then you can take an average of the two measurements. This cancels out most error. Also, it is a good idea to practice on some known areas, like a triangle, circle and square which you've drawn on the same paper you draft on.

A great help in measuring the diminutive distance between the hatchet marks is one of those little machinists' rulers, which has very fine graduations. Another help is a cal-



culator, especially one which converts fractions on into decimals and vice versa.

If you become enamored of Captain Prytz's ingenious device, consider making one from a nice piece of walnut or cherry with fitted brass pointer and hatchet. This would be a classy addition to your eager row of ducks. But even if you aren't designing boats from the ground up, it's useful to have one around to compare other's boat designs and sail plans.

I've included one of the variations of the hatchet type I came across during a patent search last year (Figure 2). This shows a clever attempt to make it easier to use by having it stand up by itself while one is tracing. Perhaps such a stand could be incorporated in a home design. The patent, of course, is long expired.

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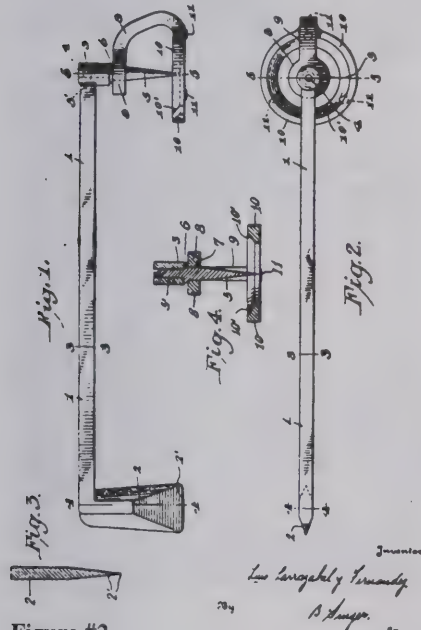
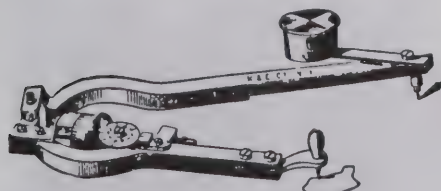


Figure #2

I never got around to making my "fine" wooden hatchet planimeter. I found a nice Dietzgen model from the 30's in an antique store out on the Cape. This one, the kind most people are familiar with, all rods, wheels and fine incremental dials, is known as the Amsler type planimeter. Sixty dollars later, probably more than it would be worth to most sane men, especially those living in the world of DOS. But I had to have it, and once back at the campsite in Truro, I couldn't be stopped from measuring the napkin designs, pictures in magazine ads and even leaves. It is just a marvelous device to use, its little wheel skidding this way and that, dials moving back and forth. And



"AMSLER" TYPE
PLANIMETER

then the precise measurement magically appearing, like a mind reader announcing your social security number. You know it's done somehow, but it's still a surprise each time. I don't have that much fun with the invisible world of electrons racing around in an IC somewhere.

"But how accurate, exactly, are these 'mechanical' contraptions," the more computer-minded may well ask. Well, I would expect that we can concede that the CAD computation of areas would be exact and lightening fast to boot. So that is a moot point, I wouldn't argue that these poor mechanical relatives would fall somewhat short of that. So I measured a 2" diameter circle and a 1-1/2" square to see how close they came to "perfection" and how close to each other. The hatchet figures are an average of two readings (Figure 3).

Figure #3

TYPE:	4" SQ.	4" D. CIR.
ACTUAL	16.00	12.56
HATCHET	16.01	11.88
AMSLER	15.98	12.54

So you see that they are close. Whether or not you would consider the small amount of error to be of consequence is a personal matter. But the question is really this: in the real world, would a boat designed completely with the computer, and one designed completely on paper, show an edge either way, either

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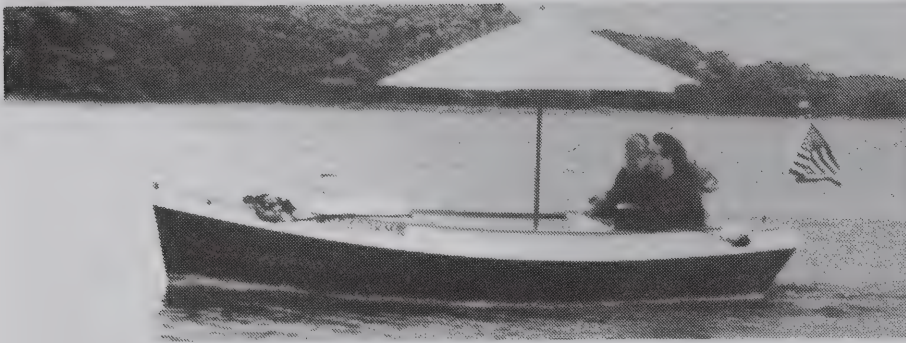
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Bolger on Design

Lily

An Electric Picnic Launch

By Bob Hicks

Phil Bolger and his wife Susanna Altenberger have been hard at work this past year on their 14' electric powered picnic launch, *Lily*, and in late September Jane and I were invited on a picnic cruise aboard the recently launched craft. This was to be an eight mile trip on the Annisquam River from their hideaway at Montgomery's Boatyard in Gloucester, thence along a short portion of Ipswich Bay shoreline past Wingaersheek and Coffins Beaches and into Essex Bay and up the Essex River to an open house at the Essex County Greenbelt Association. "Fish Landing" on the Greenbelt riverfront is a top half of the tide spot where small boats can land.

Lily is quite a technical marvel. While the boat itself has the usual quite simple and straightforward Bolger design appearance, inside it is all of Susanna's electrical technology, a big electric motor with lots of batteries and battery chargers, all controlled from a small pedestal just ahead of the motor control lever. The four of us fit quite comfortably onboard, Jane and I forward in the passenger section.

The basic premise of the technology is that all the components can be purchased over the counter and are not custom designed for the boat. This is intended for the home builder all the way, including the electrical power design. The six heavy duty deep cycle batteries are installed forward of the cockpit on a platform beneath the foredeck hatch that can be moved fore and aft by a long lead screw and handwheel to trim the boat for one, two, three or four persons. It

takes over 100 turns of the wheel to effect full transit of the batteries from maximum fore to maximum aft positions. I suggested perhaps an electric motor to do this?

Beneath the skipper's seat across the stern of the launch are six battery chargers, each assigned to its own battery. Susanna pointed out how much current or, alternatively, time it would take to charge all six batteries in parallel with just one charger, and said she'd concluded that the six chargers would be a far more effective way to recharge in a reasonable amount of time. Recharging at dockside is a simple matter of plugging in an outdoor extension cord to the shore power aboard *Resolute*, the Bolger's home afloat.

The wind was brisk from the southwest as we headed northwest up the river, and we were bucking the tide from ahead. *Lily* cruised along at an indicated 3.5 knots without fuss, easily passing through the small rips and overfalls the wind and tide were creating in places, at a speed our double kayak would have perhaps been able to maintain but with a lot more effort. We just sat there under the awning and rubbernecked at the passing shoreside scenery.

Exiting the river we bore westerly around Wingaersheek Beach and then along Coffins beach in the wind shadow of the land, in pleasantly calm water and quiet air. The bar across the entrance into Essex Bay can develop some serious breakers when tide and wind are opposed, but Phil had scheduled us to arrive there about at high

water slack, and so it was a breeze entering the bay. Well, the breeze was now dead ahead actually as we were now headed into that southwest wind and the chop ahead was short but steep in the shallow bay. It looked like we'd maybe get a bit wet up front. But Susanna bore off along the southern shore of the bay towards Conomo Point and it wasn't wet after all.

Upon our arrival at Fish Landing we found the Essex River Basin Adventures folks giving Greenbelt guests tryouts in sea kayaks, and the group leader commented on our ghostly arrival, "Well, I like that sort of powerboat!" The beautiful marsh and beach bounded bay is cursed with a lot of powerboats kept at the head of navigation on the river and they bore up and down that river like Interstate highway traffic. Wakes? Yes indeed.

Well, we had made the eight mile trip in just a bit over two hours, averaging nearly 4mph. And, most importantly, there was plenty of "fuel" for their return trip (we had spotted a car at the destination for our own trip home) as the battery charge level meter showed still over 65% of capacity left. They'd not run out of "juice" before they got home.

Picnic? Oh yes, we enjoyed our lunch as we quietly passed along the beach, sort of like sitting on a moving park bench as the scenery passed by. No sound but the wind and waves, with just a tiny bit of vibration felt in the feet from what Susanna thinks is an out of balance propellor blade.

The technology center, it all comes together right here. Enjoying the fruits of their creativity, Phil and Susanna.



By the time you read this Phil and Sanna think the plans will be completed and you can ask about them by writing to Phil Bolger & Friends, 29 Ferry St. Gloucester, MA 01930. No phone so don't try that.

Phil at ease afloat.



Passing through Essex Bay it's hard to avoid meeting some of Phil's designs, herewith a classic catboat and a double ended sharpie.



Designed for the homebuilder and small commercial shop, *Lily* is buildable complete in between 160-200 hours. She is constructed of marine plywood, epoxy and fiberglass. She is unsinkable with batteries and people on board. She can carry four adults in comfort with enough gear for a day of birdwatching, exploring, fishing, etc. She could sleep two, with filler boards between the seats, over a night of wildlife observation, fishing, star-gazing, togetherness. All of her electrical hardware is stock, non-exotic "off-the-shelf" without an E.E. degree necessary.

Lily has circumnavigated Cape Ann on a breezy day with tide and wind against her 3/4 of the way and has seen use several days out of every week we've had her in the water. She carried four over to Essex, and led us into as yet undiscovered corners of the marshes and rocky islands. She has been put through decent-sized confused seas, has run with tide against wind and vice-versa and has not yet given us a fright, some spray-spitting aside.

We watched the lunar eclipse from her in the deep dark of the marshes, watched

Electric Launch *Lily*

Design #627

comets, enjoyed standing ovations during Gloucester's parade of lights with her 8' white canvas umbrella lit up with christmas lights through a small inverter. Hairy-chested "dudes" in big-block powered "cigarettes" have given her "thumbs up". So far *Lily* has carried passengers ranging in age from 6 months to 93 years.

Specifications

Length: 15'3"
Beam: 4'10"
Draft: 6"-8" with motor up, 18"20" with motor down.
Weight empty with batteries: 750lbs est.
Weight with 4 adults: Up to 1,500lbs.
Battery Capacity: 702ah @ 12v.
Onboard Charging Capacity: 60a @ 12v, drawing 12a from 110v supply.
Motor: Minnkota 65/70lbs thrust, 24v drawing about 840w or 1.1hp.

E-consumption per complete cycle of 7-1/2/15hrs running time: About \$1.20

E-Meter keeps track of electron flow (gas guage).

AM/FM cassette stereo offers gentle entertainment if nature does not quite do it.

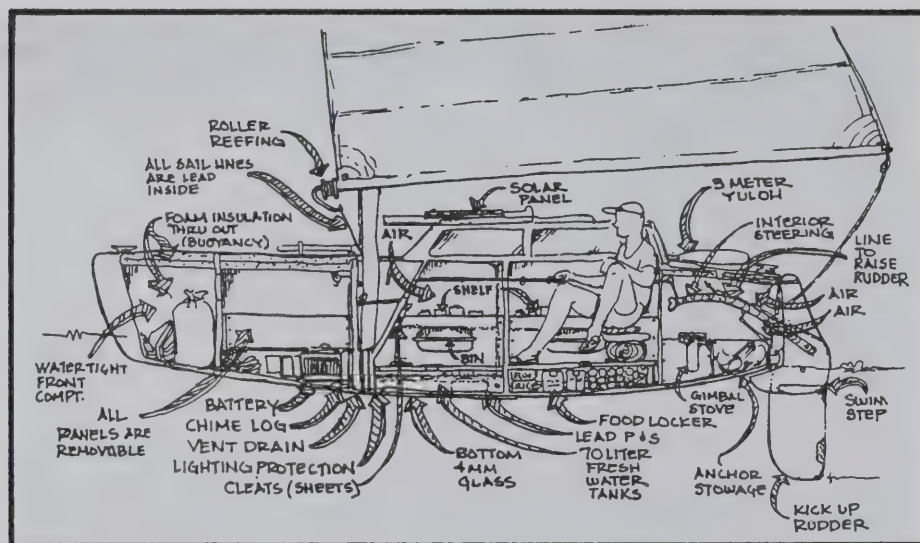
Cadillac horn helps call attention if 8' umbrella is not enough.

Top speed: 3.8kts or 4.2mph or 7kmh.

Range at top speed: 7-1/2hrs to 25% discharge or or 28nm, and in a pinch about 10hrs to flat line batteries or 35+nm.

Range at 3kts: 15hrs to 25% discharge or 45nm, again in a pinch 20hrs to dead batteries or 55+nm

Plans w/full hardware-spec sheet & diagrams are available for \$100.



Rudder Blade: It steers *Paradox*. When it turns hard the blade is under a great deal of stress. Water is 900 times as dense as air. The forces are hard to imagine. At sea it spends most of its time underwater, it must be made waterproof, and strong. In addition, its surface must be smooth and shaped like an airfoil to slide easily through the dense medium. No other part on the boat needs to be so many things.

Paradox's blade pivots up. Its lower tip rotates through 180 degrees, until its tip points to the sky. A line laying in a groove in the upper rear curve hauls the blade through that 180 degree arc.

The blade is easily made, but it has to be made with care. The blade is made of two pieces of ply epoxied together. After drawing the shape of the blade, drill a 1/4" hole at the blade's pivot point in both pieces. Mark with a pencil limits of the v-groove at the top and back side of blade. Clamp one blade side onto bench with QuickGrips, cut a 45 degree surface on the edge of ply for the v-groove. Don't make a pointy edge, cut until you come to last layer in the ply. Round that edge slightly.

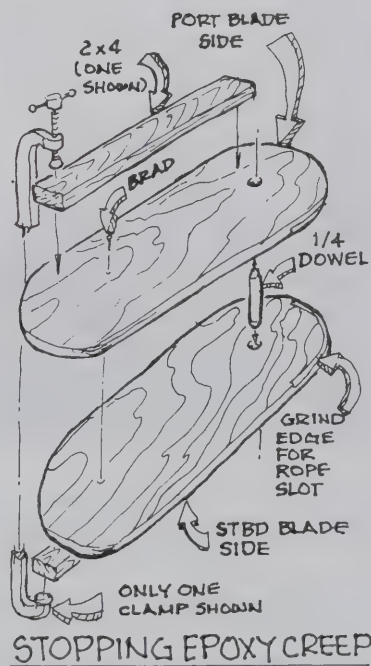
Epoxy is incompressible. If you had epoxy in a tube with pistons pushing with tremendous force from opposite ends the epoxy would not compress. We have to keep that in mind while gluing. In addition it's slipperier than grease. If you put a thick layer of glue on the surface, the top part is floating, suspended, sliding, moving in the direction of least resistance. That means it's moving all over the place. You must, like a boat on water, keep it from moving by line or anchor or whatever. The ideal glue layer is probably a hair to 1/32". So, if you have a 1/32" coating laid down you should be fine, a little more or less wouldn't hurt.

To control the movement, cut a 1/4" dowel, round its ends, put it in the hole in the blade, allowing about 5cm protruding from the surface. Have on hand a brass brad (see illustration). Glue the surface, slip the blade side over onto the dowel. Clamp down using 2x4's as backing blocks. Drive small brad at lower area of blade. Apply even pressure with clamps until squeeze out occurs. Stop clamping. Now, most would clean up and leave the parts to cure. Mistake!

Many times I've checked the clamps the next day or even an hour later, and was surprised to find them loose. I call it the epoxy 26

Building Paradox Part 6

By Don Elliott



"creep". What's happening is under the pressure of the clamps the epoxy is slowly moving at a snail's pace, thinning itself out, as it thins it reduces the gap, allowing the clamps to become loose.

You can control this creep somewhat by using more cab-o-sil in the glue mix, but you can't go too far with that. It's better to return to the freshly glued and clamped parts and check the clamp pressure. Best time to do that is within 15 minutes; after that do not disturb glue bond.

Another way around this problem for small parts is to use spring clamps, or for larger parts, simply place heavy weights on top of the glued parts; then the gap is being constantly adjusted. Sometimes these methods are awkward to use. So, the rule is: If you use screw clamps, check em.

Sight, Feel and Sound Building: Its unusual to talk about these subjects for boat

building. In fact, I've never read a boat building book that mentions them at all. Is it taken for granted that we use them? Have they been overlooked? Are we stuck in routine building? I'll let you be the judge of those questions, after you've read what it is.

The eyes receive constant information which must be correctly received, and even then that information might be misinterpreted. If it is you could make a mistake, maybe a big one. I made a lot of them, until I learned how to correct it.

Sight: Use your eyes to the max. Always have a clip-light that goes everywhere you go. When epoxy coating, position the light so it reflects over the surface. Scan the newly coated epoxy, viewing it from a variety of positions. This will reveal dry spots or areas of excessive epoxy reflected on that surface.

Perhaps you're sanding a putty spot, grinding away happily; when you pick up the sander, you discover you've ground through the epoxy coating and deep into the surface. Now you have to recoat, reputty, than repeat the operation again. If only you'd used your eyes! Do this: Sand just a second or two, stop, pick up the sander, look at what it's done, feel the surface, repeat until you're just about flush, then finish with hand palm sander. The problem was you never looked.

While applying putty if streaks appear, you put more putty on hoping to smooth it out, still it streaks. Stop, look hard, you'll see a speck of grit; pick it out.

With a part in your hand turn it over viewing all sides in detail, sometimes you'll be surprised what you see. Done with a job; look around, done for the day; walk throughout the area looking things over.

I think you get the idea. Eyes are for discovering, learning and examination.

Feel is always used in conjunction with sight, however your eyes, the marvelous things they are, will at times deceive you. That surface that looks so smooth when you look at it, is proven rough when you run your hand over it. That surface you brushed clean, brush the surface with the palm of your hand, feel the dust, then take a look at your hand.

This one will be hard to believe. I was ready to put a second coat of epoxy on a part that was setting where I left it the day before, for no reason at all I happened to put my hand on the underside, it came back with a coat of water on it. This was indoors. That's how much moisture was in the air. If I hadn't touched that part, I would have laid epoxy on that moisture. Not good! You have the idea now. Back-up your sight with feel.

Sound can be both good and bad. It's impossible to work next to someone running a power planer or even a radio because of the clamor. Sometimes there's real small sounds, some are barely audible. All usually mean something, sometimes a great deal.

If you listen hard while applying the second coat of epoxy, from the sound made as you drag the metal putty knife over the surface you will be able to actually hear the wet or dry spots. When you're bending wood using dry heat, feel and listen as you slowly apply pressure. That sound tells you when to stop and when to proceed. This goes for all wood bending.

Listen to your electric cutting saws: if they change in pitch you may be cutting something you don't want to. The sound your sander and grinder make soon should become familiar to you. When judging their speed and how much they're cutting, make sure it's used in conjunction with your eyes.

Sight, feel and sound, for boat building are true assets and as important as any tool. The examples given are just a few. Once the general principles are understood you have discovered a new way to make the task of building noticeably easier and more trouble-free.

Rudder: Drawing #6 of the plans shows rudder cut from the same 4x8 plywood as bulkhead #3 and front half of the bottom. Matt amazingly builds *Paradox* from ten sheets of plywood. To get the rudder parts out of a single sheet of ply, although it can be done, requires careful layout. But even at that it would require gluing a small tip on the forward section of the rudder, which is only a fairing anyway. Better yet is to just buy a half sheet of ply and cut the rudder parts from that; besides you'll find use for the extra ply.

Make sure when you layout the rudder the grain of the ply runs as Matt shows it. Note that the waterline is used as the base from which all dimensions are taken. The pivot center is the point to measure from, do not measure from tick to tick, instead add up dimensions to avoid cumulative errors. The 30mm locates the point for the bronze lower pintle rod, the 12mm at the top then provides the centerline for the bronze rod, make sure that centerline is drawn darkly on the ply. To arrive at the 12mm mark you must mark the 40mm dimension, this is a point from which you draw a perpendicular up to the upper pintle. The distance aft of the 12mm is determined by the upper pintle's leg length (that length is 140mm, if you make the width of the rudder at the pintle leg 155mm, you'll be fine). The remainder of the layout is straightforward.

The construction method is the same as the rudder blade. Use the dowel method to align rudder parts. Make the boarding step, at its base straight where it mounts to the rudder; later when the rudder is shaped you will see why we made it straight.

It's easiest to sand the step using the sanding disc installed in the table saw. I wouldn't leave the boarding step off, one day it could save your life, but hopefully you'll just be using it as a swim step.

About Lead: Weight aboard a boat should be unwelcome. It'll sink your boat, it's burden slows you down, the sails and spars are under a greater strain pushing the heavier load. We must then look on it as a necessary evil, keeping a close eye on how it's used and stored.

Paradox requires between 70 and 180kg (154-397lbs). It is neither expensive nor hard to make the lead pigs. Acquiring it is sometimes as easy as just asking for it. A couple of bread pans, a fire and a hole in the ground are really all you need to cast the pigs. The pigs average 88kg(40 lbs) each; make eight, then decide later if you need more.

I got 300lbs of lead for twenty bucks; 100lbs was just given to me. To get your lead, put on your best grin, walk into your local Automobile Tire Center, ask for the manager (the guys working can't help you). Try to talk to him when he isn't busy. Ask him for the

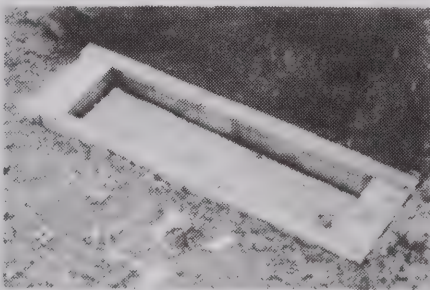
used lead weights he has from balancing tires. Then right away tell him you're willing to pay for them. If you don't he probably won't be bothered with you. One place I found had 200lbs. Two other visits and I had all I needed. Try to do this before spring or you'll have competition from the fishermen.

Pouring the lead pigs must be done outside. This is one job you have to be totally prepared for. Here's a brief outline; melt the lead, skim the metal off the top, pour into the bread pan. **Note:** The lead will be pure when it's melted, the steel clips float to the surface because they are lighter than lead and can easily be skimmed off.

It's as simple as that. There are a few details to understand to make it go smoothly. The bread pan (9-1/4" x 5-1/4" x 2-3/4") should be buried in the ground, leveled in all directions. The bucket used to melt the lead should be fairly thick (I used a pail with a handle). It's placed on bricks that allow heat



to reach its bottom. A plumber's torch hooked to a propane tank works good (see photo). If you prefer, just build a good fire. When the lead melts, skim the floating steel clips off the surface with a tool. Wearing heavily padded gloves, eye goggles, and respirator, pour the molten lead slowly into the pan. Leave it to cool, do not try cooling with water. Better to buy more bread pans, if you're in a hurry (they're under a dollar, you can also make them out of plywood, see photo).



There are three reasons the pan was buried in the ground. 1) It holds the pan in place and level. 2) The cool ground draws off the heat, allowing faster cooling. 3) If the pan were to leak you won't have lead all over the ground. **Caution:** Some cities have laws about smelting lead.

These pigs will come in real handy when we join the side panels and bottom plywood.

Also they'll be used to bend the curve in the bottom panel when it is nailed down. Make them before you reach that point.

Paradox Thoughts: When standing next to *Paradox* it's sheer hardly reaches your knuckles. Five paces from the stern and you've reached the bow. If you're next to it you're always looking down into the craft's insides.

I can lift the bow and kick a board under it. Two people can easily roll it over. You have to actually see it to have a sense of its size. This boat would be lost in a crowd. It's unpretentious, unimposing. It's features are plain and simple.

That's what attracted me to *Paradox*, its blatant simplicity. You couldn't be attracted by it's tall spar, or the gleaming jewelry of it's Harken blocks or the chrome winches because they're not to be found. At first glance your impression might be there's really nothing special or different going on here and leave it at that.

Paradox first appeared in *Messing About in Boats* in the July 15, 1995 issue. What was presented there was all the information that was available, no study plans could be had to stare at, because there were none. You could purchase the entire set of plans for what most designers charge for study plans.

It's small size and plain appearance give you a false impression. It's deceptive; you've been deluded by *Paradox*'s modesty. If you look a great deal harder, you see running through this concept unity, functionality and clever ingenuity. It is integrated, systemized.

All features are brought together to function as a whole. Light pours through the large windows, no dark cabin here, no rooting around with a flashlight to find what you need.

You do not roast in the sun, nor are you bathed with spray. In an emergency, you can duck below and slam the watertight hatch closed without moving more than a foot.

If the boat is knocked down on its beam ends, you're not thrown into the water as can happen in boats with open cockpits.

Everything is within easy reach. Shelves are at your fingertips. Bins are handy to stuff items into or get them out of.

No damp narrow quarter berths here. Underneath the seat you steer from is your bed roll; at night the seat is removed and stows against a bulkhead. Your sleeping area is a full 36" wide.

The food stores are in compartments under hinged doors on the sole. You can kneel on one door and swing a toggle, opening the other.

If you need to dispose of any liquid you can either pour it out the baffle or out the vent trunk.

The boat is insulated and ventilated. Through the bin opening you can inspect the hull chines and bilges, they are easily visible.

You can, if desired, strip the interior bare. All interior panels, floors, bins are easily removable.

Think what you often get when you buy a set of plans: An empty shell of the hull, a mast, that's it. Later, you find yourself trying to fit things and make things work. Not with *Paradox*, it's all there!

Besides these exceptional features, there are others that shouldn't be overlooked. A great many things, in fact, that seem important enough to point out.

These things would not be obvious from looking at the plans, and even if you were able

to study the finished boat in detail they still would be invisible. They are only discovered through building. Parts fit without a fuss. The bevel given for the sheer goes the full length of the sheer yet needs only minor planing to fair off when the hull is all together. Only careful planning allows all the windows to come out of a 2x4 sheet of Lexan.

Conservation is the general policy. The food bin doors require long hinges for each door. The hinge comes in a standard long length, and after making the hinges you have only a half inch of waste. Consider all the dimensions to define the bulkheads, and on top of that fifty or so to define the side panels. Then you assemble all these things and incredibly everything comes together, perfectly. Amazing!

I have never met Matt Layden. I guess like everyone else, I know very little about him. I first heard his name mentioned in *Small Boat Journal* over ten years ago.

While reading *Beachcruising and Coastal Camping* (by Ida Little and Michael Walsh) I came across his name again. They had a brief description of one of his boats. He didn't market the plans for *Paradox* himself, they were made available through Dave and Mindy Bolduc. **Note:** Dave has a new telephone number since he advertised the plans. It's now (910) 272-1801 for those wishing to inquire about these plans.

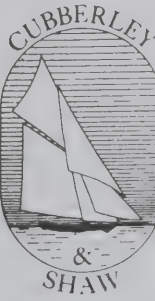
They told me Matt was reluctant to draw up the plans for *Paradox* and only through their encouragement did he do so. I was told that the picture of *Paradox* on the cover of the July 15, 1995 issue shows Matt and the boat in the Bahamas in 30 knots of wind.

His boat is without a motor and if necessary he sculls all day. Dave also told me Matt built *Paradox* without the aid of transportation other than his bicycle and a small trailer.

Matt has already spent more hours on small boats than most of us will in a lifetime. Now, you know as much about Matt Layden as I do. I have attempted also to tell you as much as I know about *Paradox*.

The next installment will include, "Boat Building Books", "Sharpie Markers", "Joining Side Panels", "The Stem", "Liquid Magic" and "Fairing the Rudder Blade".

(To Be Continued)



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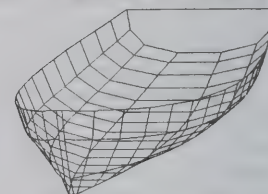
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 - Block coefficient, etc.
 - Displacement curve of areas
 - Righting moment
 - Righting arm
 - Centroids of submerged sections
- Wetted area
- Surface area of hull
- Lateral area
- Center of lateral area
- **Prints out:**
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- **Printer support:**
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- **Sail rig design:**
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



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

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

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

- **Modeling:**

Scale up or down .01 to 10X

In model scale do:

Table of offsets

All .DXF files

Plywood layout

Bulkheads

- **Compatibility:**

286, 386, 486, Pentium

1 megabyte RAM

minimum

Runs in DOS

No co-processor

needed

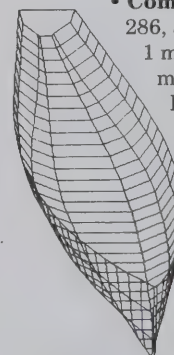
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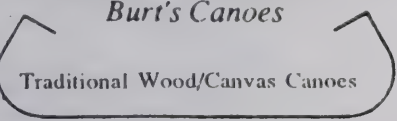


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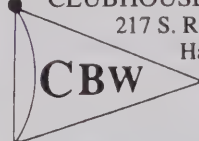
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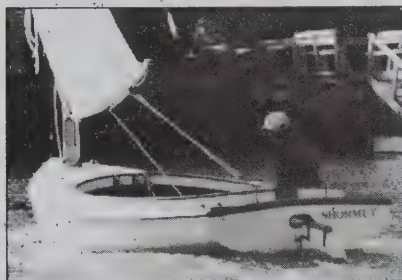
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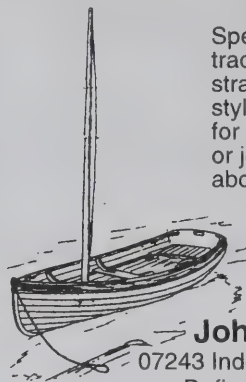
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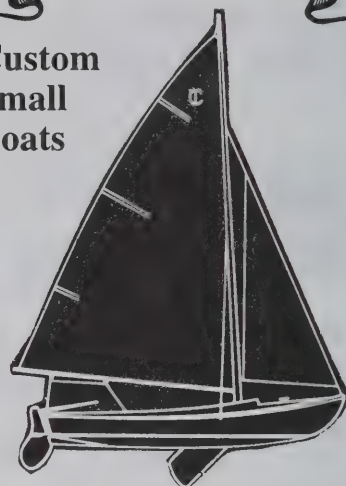


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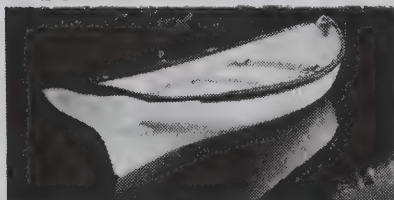
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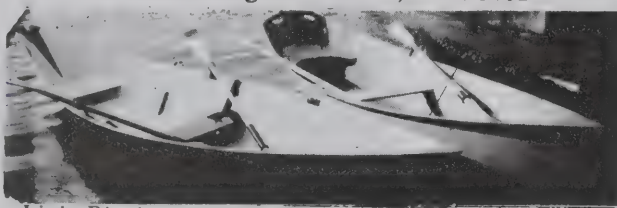
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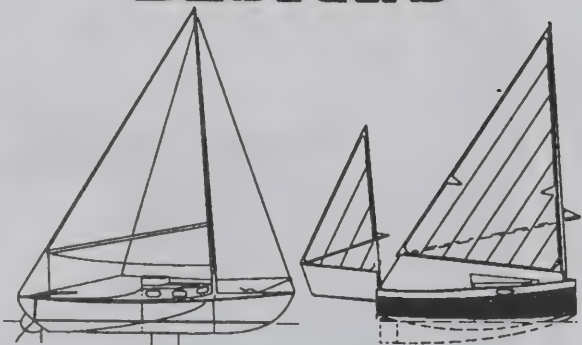
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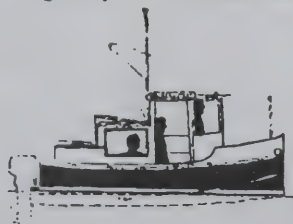


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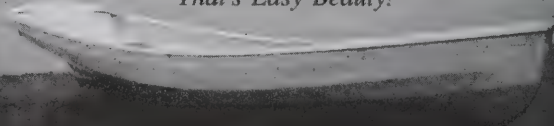
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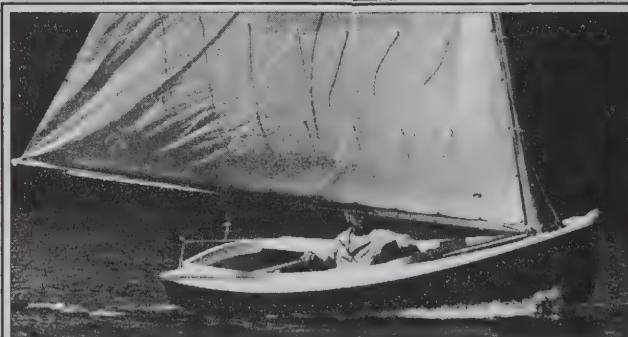
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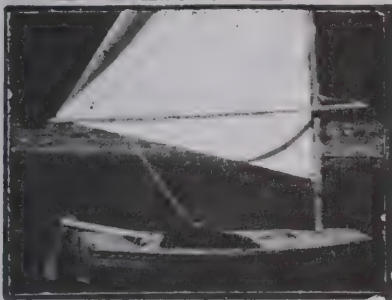
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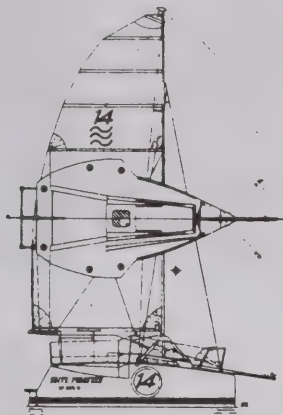
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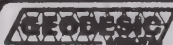
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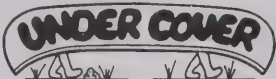
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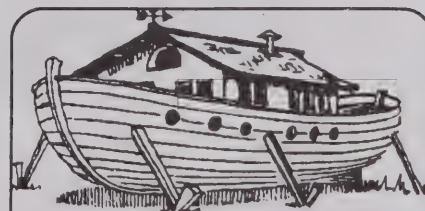
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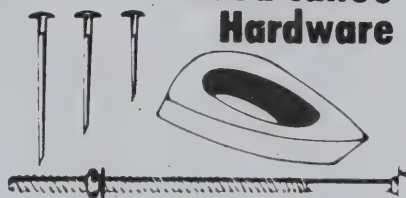
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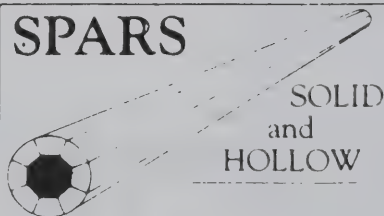
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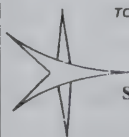


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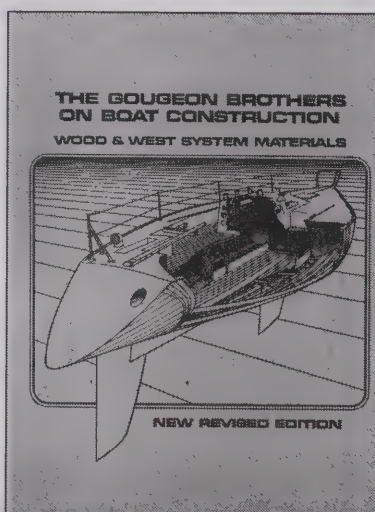
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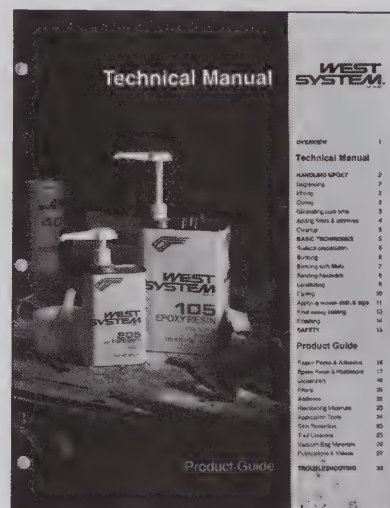
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ED CASS, 122 Stacy Ln., Eliot, Me. 03903. (207) 748-0929 eves/wkends. (15)

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/ 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 Twshp, OH 44138. (14)

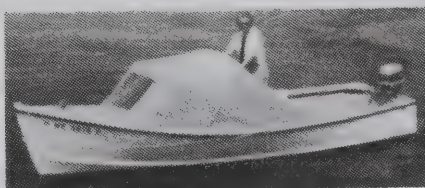
Old Town Surf Kayak, FG, w/paddle. \$300. **'36 Old Town 16' Yankee Canoe**, w/sail rig, orig canavs. \$300. **17' Wooden Canoe**, unknown make, long deck, 32" beam. to restore. \$200. **10' Raddison Canoe**, nds repair. \$50.
NELSON DOWNS, Esperance, NY, (518) 875-6360. (15)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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



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)

16-1/2' Wianno Junior, blt '52, restored '95-'96. 1 of 6 left sailing. One design (1921) knockabout sloop designed & blt by Crosby Yacht Bldg. & Storage Co., Osterville, MA. Hull mahogany carvel planked on oak frames, refastened & caulked fall '96. Orig marconi & later racing rigs (2) w/accompanying full suits of sails. New CB trunk, skeg, rudder, cockpit flrbrds, deck canvas & hrdwre, boom tent/cockpit cover, 10' Shaw & Tenney sweeps. Cust galv trlr. Beautiful boat in exc cond. \$7,500. **22' Balboa**, '72 FG CB sloop. Dk green hull, alum spars, full suit sails. Wkndr for 2. No OB. \$1,000 OBO.
TOM KLIN, Essex, CT, (860) 767-8954. (15)

20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start w/ transmission & magneto, custom trlr. \$2,500 firm.
JAY HOAGLAND, Rockport, ME, (207) 596-0786. (15)

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)

Attention Collectors: 16' Delta Milo-Craft Runabout, '58. Extremely rare, 1 of 3 known to exist. Cold molded mahogany hull w/orig leatherette dashbd & trim, orig 50hp Mercury OB, orig Holsclaw trlr, vintage skis, canvas cover, various vintage burgees. Never in salt water, absolutely mint cond. Recent appraisal available. \$10,000 OBO.
TOM KLIN, Essex, CT, (860) 767-8954. (15)

12' Beetle Cat, recently refinished & painted. New canvas deck, gd sail. \$1,800.
DAVID JONES, P.O. Box 898, Rockport, ME 04856, (207) 236-7048. (15)

ComPac 16, slps 2, 4hp Johnson, ship-to-shore, many extras, trlr. \$5,000. **Picnic 17**, roller furling. Almost new trlr. \$1,500.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (15)

Stonington Pulling Boat, grt sliding seat rower for fitness & rough water. Beautiful boat, receives compliments every time it's out. BO.
TIM WHALEN, 1245 Madison St., Alexandria, VA 22314, (703) 549-2497. (15)

13'8" Crawford Melonseed Skiff, '93, w/trlr. Dk green FG hull, Fortune's tanbark sail w/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)

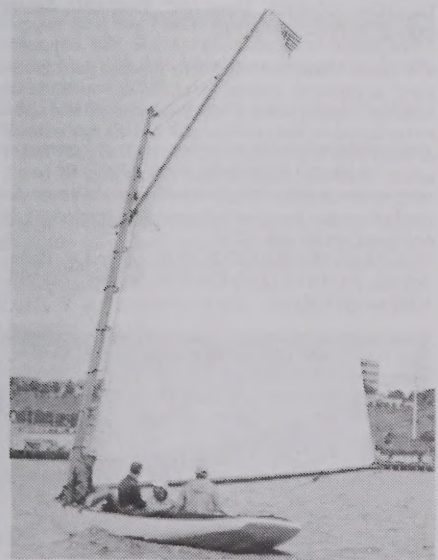


14' Keiper Trimaran Hydrofoiler, fast, safe, 1-2 persons, light 180lbs, easy beach launch. Marine ply & epoxy. 1 of a kind featured in April 15, '96 issue. The "poor man's Hobie Tri-Foiler". Compl w/trlr. \$1,900.
JIM MONTGOMERY, Erie, PA, (814) 833-44322, e-mail: amontgo830@aol.com (15)

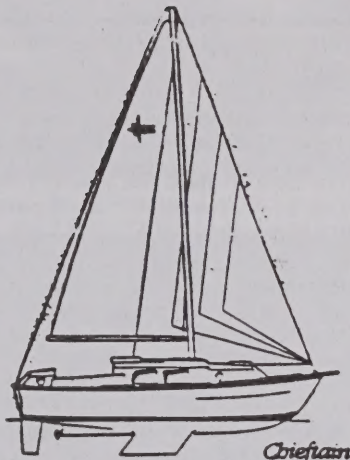
'93 MacGregor 26, extensively upgraded for budget liveaboard cruising. See pg. 13, Sept 1, '95 issue. GPS, Autohelm, VHF, AM/FM/Cass, Origo stove, potty, '94 8hp Evinrude, 3 fuel tanks, bottom paint, 2 anchors, custom eye-level mahogany storage shelves, pop top tent, cockpit cushions, spinnaker. Cheat winter in Keys or Bahamas. \$13,500.
MARTIN STEVENS, 325 Stone Mt. Rd., Black Mt., NC 28711, (704) 669-8863. (15)

Restored Penn Yans: 14' Swift twin cockpit w/trlr. \$3,500. 9' Aerodighy. \$1,900. 7' Aerodighy. \$1,900. Canoes: 16' Peterborough, 16' Gerrish, 15' Kennebec, 17' White. \$1,800 ea.
THE WOODEN CANOE SHOP, 03583 County Rd. 13, Bryan, OH 43506, (419) 636-1689. (15P)

O'Day Mariner, keel type. 2 sets sails, 6hp long shaft Evinrude, boom tent, bow rail. \$2,000 OBO.
Beetle Cat, nds new coaming, sails in gd cond. \$600 OBO.
Explorer CB Sloop, 17'x6'4" w/Sea Gull OB, nds new sails. \$300.
HAROLD ROSE, Wantagh, NY, (516) 785-0461. (15)



21'6" Great South Bay Catboat, '90 replica. Nat Wilson hand roped sail 322sf, cedar on oak frame, wooden mast, boom & gaff. Gd cond, located Swansea, MA. Asking \$4,999.
JACK GREENLEES, Watertown, MA, (617) 489-1448. (15)



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)

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

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)

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)



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)

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

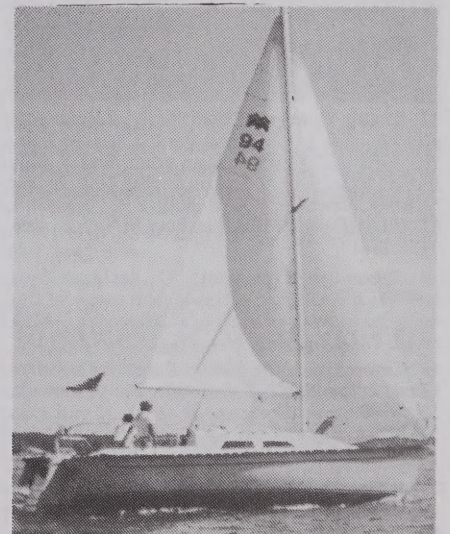
21' Florida Bay Hen, '84 w/tilt trlr & 5hp Honda 4-stroke. W/extras. Exc cond. \$5,200 OBO.
REG KIMBALL, Bangor, ME, (207) 942-0786. (14)

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)

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)



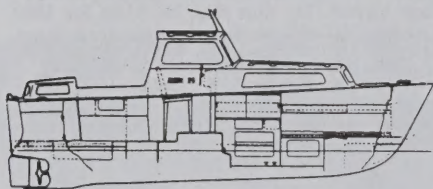
18' Harbor Pilot Launch, Nowak & Williams '74, Palmer P-60- 4cyl gas IB w/650 orig hrs, v-berth, cushions inside & out, mooring cover, full bimini, varnished/oiled teak throughout, trlr, full list of gear. A simple, salty tender w/lots of room. Growing family says it's time to move up. \$8,500.
MARK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



Mirage 25, fast fun cruiser '84. Exc cond. Tall sloop w/full head and stand-up headroom unique features in this Perry design. Powered by 9.9hp Evinrude w/ high thrust reverse & custom rudder steering connection, electric start and alternator, & dual battery dockside charger system. Incl genoa, cruising spinnaker, Waypointer LORAN, VHF, Depth /Knot meters, refrigeration & inflatable. \$16,900/offers.
AL, RI, (401) 849-4755 wkdys 10-6 EST or (508) 993-3253 8-11 EST. (15)

15-1/2' Snipe Daysailer, blt abt '50. FG over cedar plank hull. Nds new deck & daggerboard. 2 sets sails, spruce mast, boom, rudder, etc., all in gd cond. \$700 w/trlr, \$500 w/o. Located Schenectady, NY.
James Kinkead, Jr., Aliquippa, PA, (412) 378-1216. (15)

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)

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)

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)

'66 Tylercraft 24', bilge keel sloop, sale or charter. Located FL keys. CAPT. JIM, P.O. Box 500886, Marathon, FL 33050, (305) 743-7740. (15)

14' O' Day Javelin, RWB, steel CB, new mast and jib, roller furl jib rig, reef points main, hiking straps, boom tent, fitted trlr, extras. \$2,000 OBO. WARD BELL, Sea Cliff, NY, (516) 671-2634. (15)

15' Dory Skiff, mahogany, oak, pine, ltwt, exc cond. 2 rowing stations, Shaw & Tenney spruce oars. Blt by Seth Persson Boatbuilders. \$2,500 OBO. DICK GALARDY, Guilford, CT, (860) 388-2343 days. (15)

15' Old Town Moosehead Lake Model, exc cond overall w/exception of garboard stakes which nd repair/replacement. Free. No trlr. BRAD LIMBERT, Abbot, ME, (207) 876-3572. (15)

'82 Sovereign 23', '95 galv trlr, '95 Honda OB 20hrs, teak interior. 3'10" draft, 5 halyards new, roller furl, fresh bottom 7/96. Asking \$8,000. NICK FIEDLER, Marion, NC, (704) 738-3188. (15)

9'6" Dinghy, Joel White Nutshell design. Stable, roomy, reliable tender can take 4 adults w/gear. Reduced to \$250. JACK FARRELL, Durham, NH, (603) 659-7605. (15)



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

BOATS WANTED

Used Melonseed, in gd cond. ROBERT SCHOLZ, 14686 NE 22 Pl #74, Silver Springs, FL 34488, (352) 625-4304. (15)

Hampton or West Pointer, gd down east wooden work boat w/cntr console & lines like Hampton or West Pointer. VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, e-mail: vbeaudreau@itthartford.com (15)

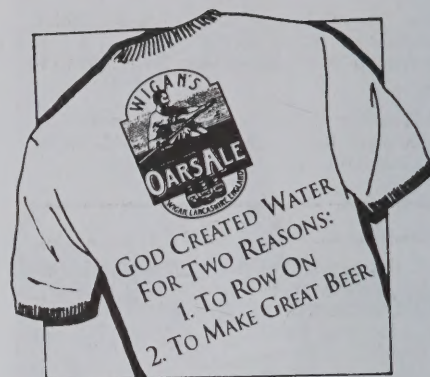
E.M. White Guide Canoe, 18-1/2', restorable. GIL CRAMER, Bryan, OH, (419) 636-1689. (15)

GEAR FOR SALE

Klepper Kayak Gear: Spray covers, dual, new, compl set. \$215. Wood frame, 2-seater. \$495. Molded seats, black. \$95. Back rests, black. \$20. Paddles, set. \$95. Kayak/canoe cart, new, 15" wheels w/extra wheel. \$105. Variety of smaller parts can be reviewed on phone. EMIL TREESON, Glen rock, NJ, (201) 652-3336, 9:30am-5pm EST. (15)

Stout Jig, for Gloucester Light Doryt blt on 2 2"x4"x16" rails. \$75. Also 2 16' 1/4" marine ply sides precut for same. \$125. \$175 for both. Plans available from Harold Payson of Down East Dories. J. GIULIETTI, Vernon, CT, (860) 643-7075. (15)

Sextant, C Plath Classic, w/mahogany case. \$750. **30" Ship's Wheel**, brass w/teak handles, made in England. New. \$100. **Taffrail Log**, Mark II by Walker. \$100. **Anchors**: Danforth 20-H, \$35; 22-S, \$25. **Shore Power Cord**, Marincos 25' w/pigtail & Y adaptor. New. \$40 for all. **Tension Meter**, new, gd for setting up rigging. \$15. **Snatch Blocks**, 4 oak made by Merriman for 5/8" line. \$80 set. HAROLD ROSE, Wantagh, NY, (516) 785-0461. (15)



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

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

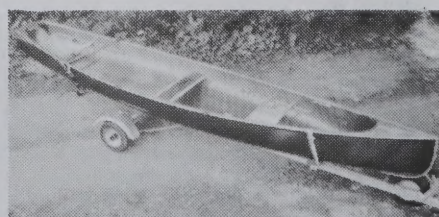
There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

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

470 Class Mast, by Holt Allen. Tapered gold anodized aluminum compl w/shrouds, spreaders, forestay, trapeze wires & handles, main, jib and spinaker 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, 48W. Allens Ln., Philadelphia, PA 19119, (215) 836-1541 home, (215) 561-1050 work. (14)



Light Trailers for Light Boats, Trailex 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)

Canoe Gear: Grumman OB bracket. \$10. Poles, wood paddles, anchors, etc.
NELSON DOWNS, Esperance, NY, (518) 875-6360. (15)

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)

GEAR WANTED

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)

Trailer, suitable for hauling full keel Kittiwake 23 ('68 Kenner Boat Co.). Minimum capacity 4,000lbs.
GLENN GOSSETT, Durham, NC, (919) 493-1107. (15)

Honda OB Lower Unit, '85, 7.5hp.
JIM LACEY, Willimantic, CT, (860) 456-1214, e-mail: LACEY@ECSUC.CTSTATEU.EDU (15)

Copper Oar Tips, does anyone make/sell these wonderful little devices for protecting oar tips? Please call or e-mail if so.
VI BEAUDREAU, 7 Peppercom Ln., E. Granby, CT 06026, (860) 658-0869, e-mail: vbeaudreau@itthartford.com (15)

10hp Johnson OB, '49-'54 w/shifter on front of engine. Spark advance lever, lots of screws in casing. Running or repairable.
MARGARET or LARRY BARCLAY, 8196 W. Rivershore Dr., Niagara Falls, NY 14304, (716) 283-0729. (15)

SAILS & RIGGING FOR SALE

Catboat Sails, lg selection of Thurston's & Colies, mostly for 18' Marshall Sanderling, some used less than half season, 3 brand new, 1 tanbark. \$350 to \$700. Many other gaff sails. Send sizes needed, we may be able to match. All in gd to exc shape.
BOB REDDINGTON, Bay Head, NJ, (908) 295-1590, before 9am, after 8pm. (15)

Grumman Sail Rig, lateen sail compl. \$200.
NELSON DOWNS, Esperance, NY, (518) 875-6360. (15)

Klepper Sail Rig Parts: Rudder set, foot controls, cables, pin. \$85. Hand tiller, aluminum, cables. \$40. Sailing seat. \$32. S4 sail rig, wood & canvas. \$415. Leeboards set. \$105.
EMIL TREESON, Glen Rock, NJ, (201) 652-3336, 9:30am-5pm EST. (15)

BOOKS & PLANS FOR SALE

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

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. (TF)

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

Messing About in Boats, compl set from premier issue to present. \$100 plus shipping. No single issues. Previous inquiries welcome.
RALPH NOTARISTEFANO, 3 Jay Ct., Northport, NY 11768, (516) 757-3087. (14)



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

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

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50 incl S&H.
D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)



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

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

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FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)



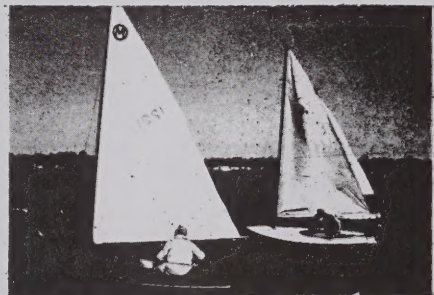
Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.
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Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.
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EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

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THE ANTIQUE BOAT CENTER, Howard Percival Johnson, Jr., 15200 Mt. Calvert Rd., Upper Marlboro, MD 20772-9619, (301) 627-2114. (TFP)

Collection of Canoe Magazines.
Nelson Downs, Esperance, NY, (518) 875-6360. (15)



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

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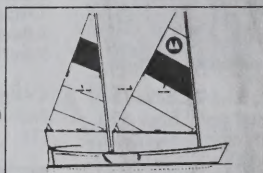
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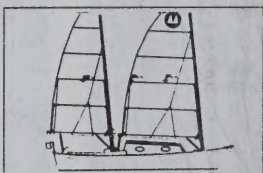
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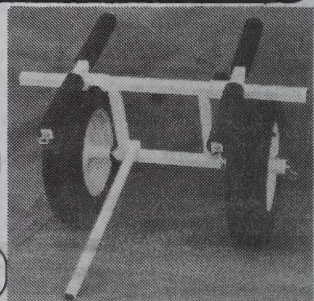
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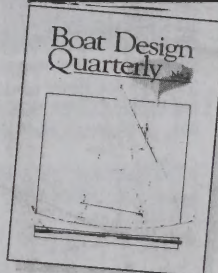


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