

Special Features This Issue
Mid-Atlantic Small Craft Festival
Canal Boating on the Erie Canal



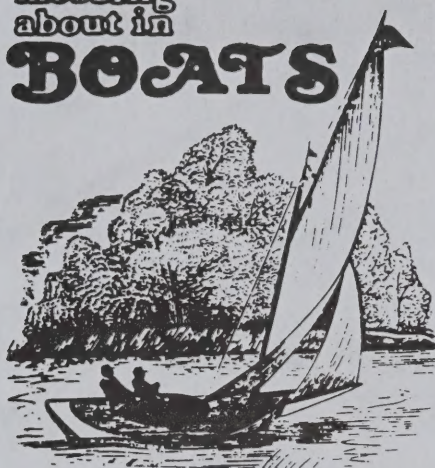
messing about in BOATS

Volume 14 - Number 15

December 15, 1996



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In Our Next Issue...

Hugh Horton reports on the "Wooden Canoe Heritage Association Assembly" and the pleasures of "Sailing 50/50 Cruisers"; William Hunley reports on "Alexandria Seaport Day"; and we'll at last get Walter Fullam's "Lake George Antique & Classic Boat Meet" into print.

Mark and Sarah Fisher tell us about their cruise in "Taking Ayesha Around Del-Mar-Va"; Ken Ong describes "Learning to Row"; and Tim O'Brien continues his tale of a leisurely cruise in his shantyboat *Shoobox* in "To Ipswich the Back Way-II".

Dave Gilroy describes his summer with Connecticut's Riverfront Recapture in "Inner City River Driving Bateau"; David Dean chronicles how he got "The Boatshop" on public TV; Bill Kirk tells a sad tale of "One Built, One Lost" and Don Elliott carries on with "Building Paradox, Part 8".

Gail Ferris rejoins us with two skin boat articles, "Skin Boat Flexibility" and "Truly Personal Kayaks"; Dennis Davis presents his successful stitch and glue canoe design "Bliss"; and Mark Parker brings us up to date on his unique building project in "First Tri, a Progress Report".

A special Phil Bolger feature will be about "The Sharpie *Skillygalee*", as Phil's design discussion is supplemented by Tom Fulk's detailed description and analysis of his building of the boat back in the early '80's.

On the Cover...

It was Mid-Atlantic Small Craft Festival time again at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland in early October, and we have two views of the event for you in this issue. The cover photo from one is a view of viewers viewing the sail racing on that weekend.

Commentary...

With the approach of winter making itself felt in early November as I write this (this issue went to press on November 13th, amazing!) I again find myself shifting focus from on-the-water to in-the-shop. In 1996 I didn't spend much time on the water and I realize, now that it is too late, how much I miss it. I kept on doing other things, thinking that I'd yet get out a few more times before it got too cold and windy, but I just never did it.

"Other things" can be summed up pretty much as riding my bicycles. I put a lot of miles on my mountain bike off-road and also got interested in what is called a "recumbent" road bicycle, a weird looking bike that has a comfortable seat set low with the pedals out ahead. I'll not get into further details here as this isn't a bicycling magazine (and I don't plan to start one), but the major reason behind my defection to bicycles from boats this year has been due to being increasingly drawn into an active group of bikers whose company I enjoy. They're all a generation younger than I am (including my frequent riding companion, my 40 year old son) and I find their youthful vigor and drive is infectious.

But I do still love my small boats. How to make up now for this past season's neglect? Well, as I said, my seasonal shift in focus is headed for the shop, so maybe this winter I will really get serious about spending more time in the shop working on my projects. Right now this prospect exerts a lot of appeal as I put the storm windows on the house, close in the summer patio making it into a winter shed, tidy up the yard and ready for holing up for the next several months while winter works its will on the outdoors.

Holing up in a boatshop is a pretty attractive prospect for many of us, I gather, making the winter season more interesting. The image of the cluttered shop with the project underway, and the stove keeping it comfy, is alluring. My problem has always been that stove thing. Having to go out to a frigid shop and get the stove going and waiting a while for it to warm up before I can feel comfortable at work is often discouraging, especially if only a couple of hours are available at the time. There's no central heat in the barn complex which includes my several shops, so I too often do not follow through on the winter boatshop dream either.

This has gotta change this winter, just as next summer's boating activity has gotta change for me, like more, lots more. In a recent issue of *Down East* magazine Jim Brown's "Along the Waterfront" column showed a picture of Peter Spectre in his shop at work on his Thames River pulling boat

restoration project. It was such a nice warm looking, well lit shop. Uncle Pete's in shirt-sleeves and over to one side a door that appears to lead into a heated house is open. What luxury! Boy did I want to get into that sort of winter messing about.

Back to my shops. There are several. The main barn has the mechanical shop where I fix mechanical things, a holdover from my motorcycling days. Along the north side of the barn (unfortunately a real refrigerator in winter with no sun shining in) is the 15'x 30' boatshed in which any project I'd ever want to undertake will fit. But it's presently crammed with stuff from bygone times and a great pile of scrap lumber from the home renovation work that's gone on here this year, destined for the stove once it's cut up.

Then between the barn and the house, about two thirds of the 45' "carriage shed" gives me a 12'x 30' workshop open to the sun through plastic (what else) winter walls offering a useful amount of solar heat on sunny days. This too, however, has a lot of stuff stored in it, much of it yard equipment that's to go into that closed in summer patio. Complicated eh? I have a lot of room under-cover, but it's all filled up. "Things expand to fill the space..."

Last winter I spilled over into my wife's 15'x 30' solar greenhouse that's built onto the south side of the barn. She doesn't use it until mid-February and I did get a set of 16' stitch and glue amas for my ongoing trimaran/kayak project built, the epoxy loved the 80 degree daytime temperatures. But this was something of a copout, just moving in on Jane's greenhouse while it was idle.

So, this winter it's gonna be different. Heard that before? Said that before? Yeah. But as I rue lost opportunities of summer on the water I am motivated to not follow up with a similar waste of winter. So, once the outsides are buttoned up by about Thanksgiving time, it has got to be time to straighten up all the workspace so I can use it. Get the wood cut, the stove serviced, the lights improved, the comfy thinking chair installed (Pete Culler suggestion), the new barn doors made (with full length glass panels from old patio doors to let in more winter sunshine), and all the "other stuff" moved out of the way to somewhere else.

By the time I accomplish all of this, will it be spring already? I hope not, for I do have modest plans to get this trimaran project finalized for my 21' double kayak so I can have company on my adventuring next summer. I find lack of company on much of my messing about in boats to negatively affect my ambitions and efforts. I am comfortable working and playing alone but good company adds a great deal. That's what happened with the bicycling.

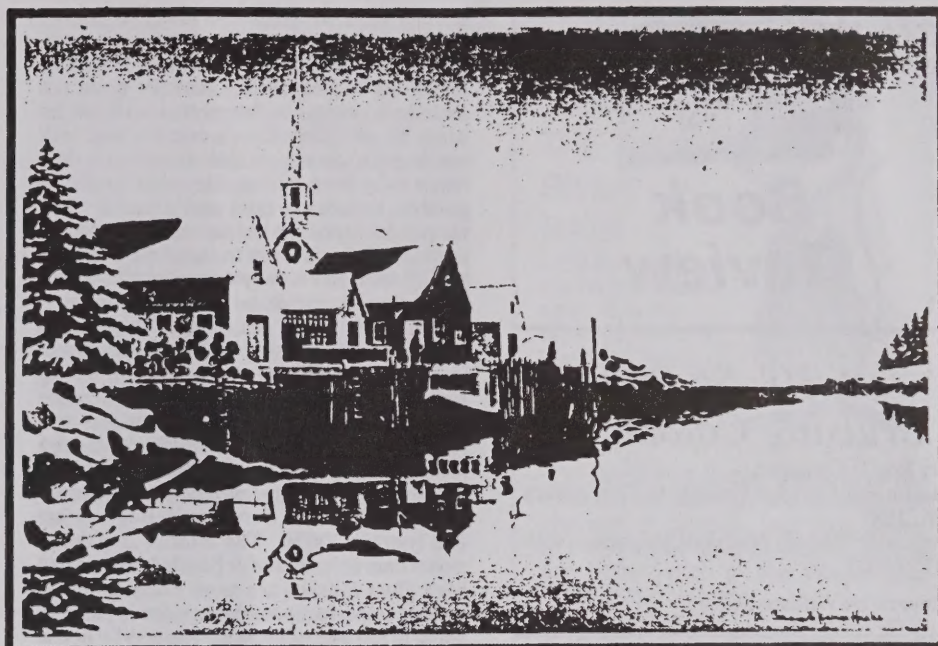
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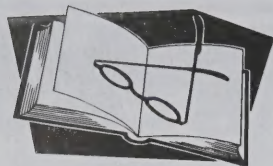
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*messing
about in*

BOATS



Book Review

A 30', \$6,000 Cruising Catamaran

By Roy F. Chandler
Bacon and Freeman Publishers, Orwigsburg
PA, 1987
Available through *Multihull Magazine* (800-333-6858)

Review by William Mantis

In February 1986, Roy Chandler launched a 30' cruising catamaran. He had built and equipped his craft for the princely sum of \$6,000. While he doesn't take credit for designing his catamaran he did make a series of design/construction decisions that stamp this boat as his own creation. In 1987 he issued a book describing his experiences. Two general observations about his book are in order.

1) It would have benefited from a more rigorous editing and proofreading process. Mis-spellings occur regularly. Sometimes commas seem to appear at random intervals rather than as dictated by grammatical necessity. The black and white photos are grainy, often out of focus and occasionally indecipherable until the text is read at least a couple of times. The information is maddeningly incomplete and disorganized; the reader is not informed as to the height of the mast until two-thirds of the way through, the sizes of the sails are never disclosed, the displacement of his boat is only guessed at, the hand-rendered block lettering on some of his diagrams borders on the illegible, the type of "foam" or "foams" he employs in the course of construction is never carefully delineated and the caulking material used to secure his Lexan windows is never identified. The length of time required for construction, either in hours or years, is never stated.

2) If you are a prospective boat builder, you will find this volume an indispensable addition to your library.

The importance of Mr. Chandler's contribution to our sum of knowledge lies not so much in the technical information provided, but in the decision-making process he invites us to follow.

He starts with the clear intention to use his boat as a coastal cruiser. While this might seem to be an unremarkable, if not insignificant first step, it is quite important to keep such an objective in mind since considerable savings can be effected in gear and furnishings when one knows that a capacity for racing, or for blue water, long-term or luxury cruising is not required. Chandler's design criteria are

equally clear and explicit; safety, economy (both in initial and in maintenance costs), practicality and reliability. From these criteria a set of implicit corollaries emerge: a) do not include anything on board that will not be used; b) anything that is complicated will break; and c) time spent making repairs is time taken away from sailing. He carefully distinguishes between a boat and a yacht. The former is intended to be used and enjoyed; the purpose of the latter is to incur the expenditure of time and money and to confer status. From the very outset, he is building a boat.

Consequently, Mr. Chandler makes a point to keep things simple. There are no built-in water or gas tanks. A ten-year-old, 25-hp Evinrude provides auxiliary power. There are no through-hulls which might later leak and sink the boat. A porta-potty fulfills plumbing requirements, even though such devices are not well-suited, Chandler reports, to leisurely reading conditions. Kerosene fuels the anchor and running lights. The interior is painted rather than upholstered or paneled. Given that high gloss finishes are more likely to reveal surface imperfections, the exterior is painted, using brush and roller, with flat acrylic house paint. A high-tech, elaborate steering system is installed, then later removed in favor of a simpler, more-readily-reparable cable mechanism. An easy-to-handle, single luff spinnaker is selected in preference to a labor-intensive and volatile racing spinnaker.

Choice points are identified and the advantages and disadvantages of each decision are examined. Chandler explains why he prefers a multihull to a monohull and a catamaran to a trimaran. He explains why he prefers centerboards (or in his case, bilge boards) to keels. He explains why he favors a sail plan that employs head sails only without an accompanying mainsail. Jibs, he points out, are easier to raise and lower on all points of sail, involve less gear to trim properly and are much less dangerous in a gybe, meeting his criteria of safety, economy and simplicity.

His book devotes considerable space to the issue of the location and design of his bilge boards. He had concluded that fore and aft location would have a critical effect on helm balance and port to starboard location would have a critical effect on hull integrity as well as performance. A boat with a balanced helm steers easily and can steer herself, unattended, for at least short periods. Seeking professional advice in the matter, Chandler was told by four different people to locate his boards in four different places. These recommended locations varied by as much as four feet front to back. He relied on his own intuitive judgment, placed his boards almost directly amidships, and has been happy with the end result.

In seeking a solution to the issue of where to locate his boards port to starboard, he raised the following salient questions; does it matter if the boards are vertical and will the boat notice if they angle inboard or outboard? Does it matter, in terms of performance, how far inboard or outboard the boards are located? If it doesn't matter (and there is almost unanimous agreement that it does not), why in Heaven's name would anyone locate a centerboard in the center of a hull where it weakens the keel, maximizes obstruction to living space, is most likely to leak, is least accessible when repairs become necessary and is most likely to jam with rocks or sand? In other words, why would any rational individual lo-

cate a centerboard where it invariably is? Unable to arrive at a coherent explanation for this rather bizarre practice, Chandler devises a simple, reliable system to raise and lower his lightweight boards and locates them, angled outboard, along side the inboard surface of his twin hulls. He typically lowers only the starboard one and reports he cannot be sure there is a difference when he deploys both.

Mr. Chandler's solutions to other issues are similarly inspired by adherence to low-tech simplicity. He used Formica to form his centerboards, which he then glassed over. He tensions his forestay without turnbuckles (much less hydraulic stay adjusters), copying a yoke system employed by MacGregor catamarans. He designed his cabin bulkhead to carry and distribute the compressive loads of the mast. He salvaged swivel seats from a van to provide comfortable, low-cost seating. He fabricated a straightforward, leak-proof hinge for the cockpit seat/storage locker.

If you have contemplated, or even just toyed with the idea of building a boat, you will receive ample encouragement from the pages of this book to pursue that dream. Roy Chandler succeeded, yet boasted no esoteric experience, knowledge, or skills; he simply wanted to go sailing on the cheap. You should be cautioned, however, against hoping that you can complete the project, as he did, for \$6,000. Mr. Chandler was a masterful scavenger, the average person will never be able to function at his level of finesse or single-mindedness. He bought damaged hulls from a nearby manufacturer for next to nothing. These were repaired, reinforced and lengthened. His crossbeams were salvaged from ruined sailboat masts, purchased for the price of scrap aluminum. His mast was free; it was lengthened by adding a three-foot wooden "plug" to its base. His standing rigging was free; he reused fittings and lengths of stainless steel that riggers routinely discard. The plastic honeycomb material, used variously throughout the construction process but most prominently in his cabin roof and cockpit sole, was free; salvaged from the dumpsters of the manufacturer who provided the hulls. His spinnaker was free; a gift from a friend.

With that cautionary note in mind, two questions have yet to be addressed. How well does this creation sail and how does she look?

On the performance question, Mr. Chandler makes no pretense to have built a racing machine. His sailboat, with a mast no higher than her LOA, is a rarity. Most contemporary multihull designers want their masts to be about 150% of their boat's length. They would consider Chandler's sail area to be small, if not downright inconsequential. Yet he reports his boat cruises at a respectable seven knots in moderate to high winds. He can just hold his own against a monohull when beating, although he can tack with the best of them to within 90 degrees. In light breezes he can just keep up with monohulls unless he puts on his reacher or spinnaker. Then he beats them easily.

On the issue of aesthetics, aside from the inherent subjectivity of what constitutes "good looks" lies the question, is it possible to build a good looking cruising catamaran? Based on the historical evidence, the answer appears to be "no." For most of us, monohulls will always be prettier than multihulls and trimarans will be prettier than catamarans. The operable rule for most of us seems to be that the

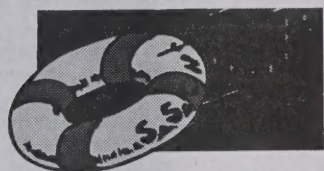
more obtrusive the hull (in relation to sail), the less aesthetically pleasing the boat. Commercial designers acknowledge the marketing force of this aesthetic principle by attempting to hide the bulkiness of their hulls behind stripes, fake or painted-on sheer lines, reverse sheer or whatever other illusionary trick happens to be in vogue.

This poses a special quandary for designers of cruising catamarans. How is it possible to provide expanse of living space, with at least sitting headroom, some two feet off the water while at the same time keeping the hull unobtrusive? The short answer is, it's not possible. Unable to make their hulls appear pretty, designers have opted to make their hulls appear fast, streamlined, flashy, exotic or like a way station for Darth Vader. Such designers would do well to examine Roy Chandler's product. His boat, particularly in regard to the shape of the cabin and windows, harks back to the earliest days of catamaran production, a time when cats had more character (albeit of

a funkier nature) and less affectation.

For a couple of years I, too, have been toying with the notion of building a cruising catamaran. I have gotten as far as starting a half-size prototype. Roy Chandler's example has emboldened me to proceed directly to the full-sized model while incorporating some of his design recommendations.

He named his boat the *Charles Chiodi* out of respect to the editor-publisher of *Multihull Magazine*. The only place his book is available, as far as I know, is from MM's book ordering service. It has been on sale for \$9.95, marked down from \$14.95, for as long as I have seen it listed. Even if it costs you twice what it did Mr. Chandler to complete your replica, you will have saved a hundred to hundred fifty thousand over the purchase of a new catamaran. Your initial \$9.95 would indeed represent a good investment, one for which your spouse and your heirs will thank you.



Small Boat SAFETY

The "Fran" Legacy

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

Immediately after Hurricane Fran, the Coast Guard requested Auxiliary facilities to check ATONS. Somehow, the local flotillas 10-01, 10-06 and 10-09 were able to respond. Since I was out of town for the storm, I missed that chapter but I returned in time to find a call for Auxiliary vessels when few were available. My boat, an 18-foot center console, survived with only minor damage (a bent bow rail and a lot of hull scratches.) She was immediately volunteered and the marina was persuaded to put her in the water with the very specific understanding that she could not return to her normal dry storage rack till after October 1. Since *Choata Peg IV* has no bottom paint, this presented some potential problems, but another Auxiliarist offered a trailer so into the water she went.

The result was seven patrols in eleven days, surely not a record but not your average OPFAC activity.

I scrambled for crews. Without exception, everyone I called volunteered immediately. The Auxiliary, like its parent organization, believes in "Semper Paratus".

My willing volunteers, also without exception, asked the same question, "Why are we here?" With the rarest of exceptions, the only other vessels on the water were a very few commercial fishermen and State Wildlife Officers. Until the fourth patrol I had only routine (but true) answers. AUX 18-551 hauled in snags and debris, much of it longer than the

vessel. The few boaters at the ramps, mostly commercial fishermen, readily pulled our trash out of the water with their trucks. We could not have done it alone. Indeed, one of my crew commented that we were really working for the Corps of Engineers more than for the Coast Guard.

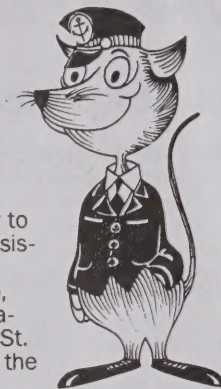
Patrol IV changed our perceptions and justified our presence on the water. The local Station and Group were deeply involved in a SAR case to which all Coast Guard resources were committed. We were all that was left and two things happened. First, we were called by the Station to investigate a sighting of a piece of dock in mid-channel. This turned out to be approximately 30 feet long, with some 16 feet of railing surviving. AUX 551 managed to get a tow line on to the wreckage, but in view of the strong winds and current was not able to tow it from the channel and secure it. We were, however, able to push it close to shore where wind and tide beached it.

The second incident occurred not less than ten minutes later. Continuing southward on the ICW, we were hailed by two young men on the barrier island. They had ventured into the water on surfboards, not realizing the strength of wind and tide, and were too exhausted to swim back across the ICW. Since they were ashore, they were in no real danger, but there were few boats on the ICW in the immediate aftermath of Fran and they could well have been there overnight. AUX 511 took them on board and ferried them across the ICW, delivering a safety lecture all the way.

Patrols one, two, three, five, six and seven of this post-Fran series were completely uneventful save for the collection of post-hurricane debris. Patrol four was in no way "dramatic," but it was useful in removing a hazard to navigation and assisting two rather foolish young men. I submit that Patrol Four completely justified the Coast Guard expenditure for fuel and the Auxiliary expenditure of time. I also recall, with some degree of nervousness, that due to the offshore SAR that afternoon, AUX 18-551 was the only Coast Guard resource available for some 30 miles of coastal North Carolina. Fortunately, the tasks assigned to us were well within our capabilities.

JOIN THE RIVER RATS

Let's run away to life on the Mississippi. And the Missouri, Ohio, Wabash, Suwannee, Hudson, St. Lawrence and the ICW and...?



Bring your Social Security or retirement (or savings) and a couple of changes of clothes, and your desire to mess about for a year or so. Follow the birds South in the Winter and North in the Summer.

The "purpose" (if you need one) is to do a series of cruising videos. Also still photos, articles, books, etc. Everyone shares in any profits. This is, therefore, a business with obvious tax benefits.

THE BOAT: I've worked up a preliminary design that I call RIVER RATS. It features:

- * Four single bunks in two cabins.
- * Three separate deck areas, including flying bridge. Awnings over.
- * Fully enclosed head/shower. Holding tank.
- * Adequate (read: small) galley, with grill on poop deck.
- * Plenty of opening windows and ports and hatches (with screens).
- * Cabin heater.
- * Ice chest in galley and on bridge deck.
- * Sufficient batteries for shore independence.
- * Economical 4-stroke, 75-HP OB. Speed to 20 kts. Range 400 miles.
- * Foam flotation and insulation throughout.
- * Easily (and cheaply) built of common lumber and plywood. Four of us can do it in a couple of weeks, if we can find a common building site.

ALL THIS IN JUST 18' LOA!

HOW NOW? If you're interested, write me. You'll be asked to contribute to the final design and suggested routes and schedules. You will be one-fourth owner, about \$3K. Plus a share of operating costs for food, fuel, etc.

If you want to play, send \$5 for program outline and study plans.

JIM BETTS

P.O. Box 1309, Point Pleasant Beach, NJ 08742-1309.

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Is anyone interested in a 7-day cruise on the *Delta Queen*? I did it last April and very much enjoyed this restored 1927 stern-wheeler. If we form a group (10-person minimum) there is a 25% discount. Your final cost about \$1,350 per person; two to a cabin. Space available in April, May and June. Memphis to New Orleans or Cincinnati to St. Louis. If you are interested, write me for full details and brochure.

Jim Betts, PO Box 1309, Point Pleasant Beach NJ 08742.

Enhanced Fantasy Life

Bolger's Retriever, the 22'6" plywood cruiser described in the September 1st issue, has enhanced my fantasy life considerably. Before I retire in 2003-4 at age 70, I would like to build, have built, or buy something like Retriever. It occurred to me that if you want to get somewhere, say a trip up the Connecticut or Hudson River, or along the Intracoastal Waterway, a small power cruiser rather than a small sailboat would be the way to go. Of course, all sorts of naive questions about power boats have suddenly given me food for thought.

It was not the best of sailing seasons in Fishers Island Sound this year. There was a lot of rain and fog, many days with too much wind and many more with none at all. I am learning how to enjoy just being at the shore, rowing or sailing my dinghy, or just taking in the view from the cockpit or the dock. I hope to be able to get in a sail to Napatree with Barbara later in the month before having *Chatterwug* hauled out in November.

Jim Lacey, Willimantic, CT.

The Oarmaster Trials

The Oarmaster Trials went well at Mystic Seaport with much banging of oars and snapping of tholepins rounding the turns. We rowed dories from the L.A. *Dunton*, more or less all alike but not known for their race prowess.

Jon Stratton, Groton, CT.

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Really Need the Fountain of Youth

I'd like to suggest that you add to your exciting life as editor/publisher by racing in your Seda Glider. It is a very fast kayak. I wanted one but ended up with the Seda Impulse, also a very nice boat but not quite as fast as the Glider.

I raced the Impulse in a 13 mile race around Wye Island in the Chesapeake. Now I've ordered a racing kayak, the Wave Excel, from West Side Boatshop of Lockport, NY. It will take me a while to adjust to the Excel and the new wing paddle that is used with it. My wife says what I really need is the fountain of youth.

Life is good and retirement is great.

Dick Bridge, Laurel, DE.

His Skiff

By Leonard Dell

Stroke, stroke, stroke, stroke both sides in unison.

Two batons rise and fix to pace his hymn. Prow up, prow down in smooth gliding rhythm

as his skiff slid where waters waltzed with sun.

Pull, pull, pull, pull, muscles so taut they burn.

Bright brass oarlocks creaked as hard wooden shifts dipped low in delicate cadence for dance as water whooshed round the planks, stern to stern.

He listened to the sound of true music composed by all he heard. The tempo found within him, but its source was his surrounds, crying gulls, humming winds, seas rough then slick.

Its great chest swelled again in rising breath, sighed with him, as he pulled upon his skiff.

Your Needs...

Long Copper Clench Nails

I am in need of long copper clench nails for the Pete Culler Good Little Skiff I am building. Strawberry Banke and Jamestown Distributors do not carry 1-1/4" or longer. Can anyone advise me as to a source?

Chet Griffin, 124 W Indiana Ave., Beach Haven, NJ 08008.

Looking for a "Back Porch"

I have a San Juan 21 that has served me well over the last ten years. The only problem is that its cabin is just not big enough. I was wondering if anyone could recommend a canvas shop that could inexpensively create a "back porch" that will enclose my cockpit so it would be usable as cabin space when the boat is anchored. I would also consider plans if anyone had recommendations.

Richard Hall, 1211 24th Ave., Altoona, PA 16601.

How to Make/Use a Yuloh?

The 26' F25A trimaran I am building will be easily propelled and I have thought about how nice it would be to do so without hearing the noise of my outboard motor. While watching the movie *Sandpebbles* I observed Chinese boatpeople casually moving their sampans around by manipulating a single oar at the stern. I'd like to do the same and would appreciate information on the feasibility of doing this, and also on how to make the oar (yuloh?) and use it.

Bill Kolesar, 513 Locust Pt. Rd., Locust, NJ 07760, (908) 291-9012.

Fuel Tank Filler Whistles

I always read the boating safety column, often for new ideas, more often with amazement at the situations described. My boating began in 1936 with a 15' round bottom cedar planked rowboat my grandfather had built. I still have its certificate on my wall, "Undocumented Vessel #31C241".

But back to safety. I think something that needs mentioning in connection with refuelling is the vent whistle made for in-board fixed fuel tanks. This goes into the vent hose and signals fillup is at hand. I put them into my 1994 C Dory as I had trouble with small fuel spills on previous boats. The whistles work, there is no excuse for a fuel spill with them in place.

I did have trouble finding them but located mine, Signo Model 8960, from International Marine Products, Inc., P.O. Box 2334, Springfield, MA 01101.

George Beck, Ketchikan, AK.

Why the Reverse Windshield Angle?

In the October 1st issue Bob Whittier asks why windshields have "reverse sloping" in airplanes and also in powerboats. I do not know a lot about airplanes but do know a little about powerboats.

Assuming in power boats you mean the pilot house windows, the answer is relatively simple. It is to avoid light reflection. When it is dark, a window straight up and down (perpendicular to the surface of the water when the vessel is not rolling or pitching) will reflect lights that are on the horizon. This will be the lights of other vessels, lighted Aids to Navigation, lights along the shore, lights on land, all sorts of light. This makes it difficult to identify which light you see when looking out, ie, is the light you see really the light or the reflection of a light? Very confusing.

To correct this they slope the top of the windows of a pilot house or bridge outward, what you referred to as "reverse sloping." Thus any reflection in the window would be from the deckhead of the pilot house. Since at night there are usually no lights lit on this deckhead, there is no reflection in the pilot house windows, you only see the real lights outside.

If the top were to slope inward you could get reflections from lighted equipment in the pilot house, such as the binnacle, radar, depth finder, et cetera.

My observation is that for commercial vessels, such windows are now almost a standard of design.

C.S. Wetherell, Vancouver, WA.

Your Projects...

Model Tug

This is a model tug I made over a couple of winters and finally finished. In *Scale Ship Modeler* magazine, October, 1987 was an article with pictures of the real *Angels Gate*. I believe it was from the port of Los Angeles. From these pictures I created a reasonable facsimile as you see it here, not to scale. The model is plank on frames (20), radio controlled.

I have taken it to Moran Tow service in Portsmouth, NH, and was given a tour of two of their tugs. Later I took it to Crocker's Boat Yard in Manchester, MA, where Sam Crocker and others there liked it.

The model is on display at Tug Boat Alley, a neat little marine oriented store next to the tugboat pier in Portsmouth.

David P. Doane Wolfeboro, NH.

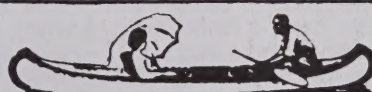
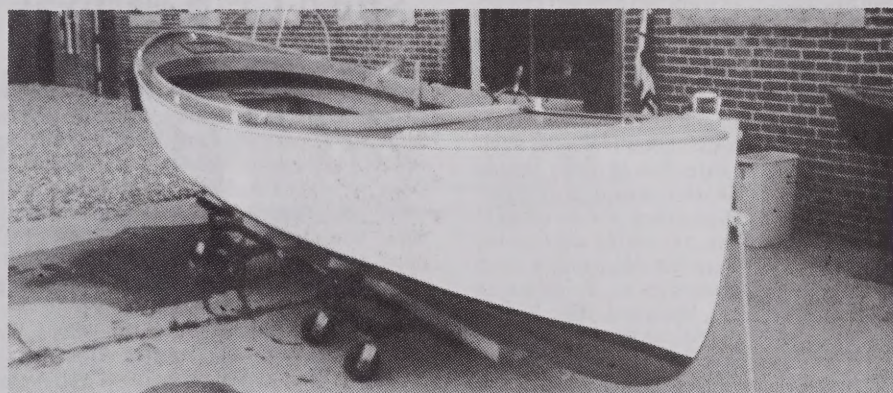
Classic Custom Built 17' Electric Launch Calls Lake Waramaug "Home Port"

A major two-year boat building project has just been completed by The Black Duck Boat Works in New Milford, Connecticut. A 17' classic fantail wooden launch commissioned by Bernard Dishy of New Preston was christened in Lake Waramaug on Saturday August 17th, 1996. The elegant boat was designed and built at the Black Duck Boat works at the historic Bleachery factory complex on West St. in New Milford.

The vessel, adapted from an original steam-powered design, was built by master boat builder, Don Metz, a partner in the unique boat shop which specializes in environmentally-sensitive human and electric powered boats.

Metz states, "the unique characteristics of modern electric powered boats, which include quiet running, non-polluting, low maintenance and high durability, make them popular for quiet protected waterways such as the lake and rivers of Litchfield County". Jack Russell, Metz's partner in the business, goes on to say that, "Electric-powered boats first became popular at the turn of the century when prominent families like the Vanderbilts, Rothschilds, Astors and Morgans entertained their guests on elegant electric powered wooden launches. Today modern version of these classics are becoming chic."

Black Duck also sells & rents other electric boats such as the Elco Serenity 14, an affordable small launch that seats four. The business focuses on "no-octane" boating opportunities to explore and enjoy the region's lakes and rivers including canoes, kayaks, and rowing craft. BDBW also hosts shows, tours, and clinics, and gives boat building & restoration classes. If you wish to learn more call (860) 350-5170.



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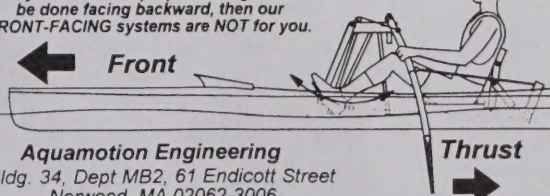
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It was a dark and stormy night...well, dark anyway. Sarah and I had started our trip to Saint Michaels after work and now our charge, the Rhodes Wherry *Olive Branch*, was bobbing squeakily behind us as we slowly trolled the main street of Saint Michaels looking for the festival. Saint Michaels was a quiet place on that Friday night and black street signs set well back from the street don't help the navigation. Having 20 extra feet of trailer behind your car reduces the interest in exploring narrow, possibly dead end back streets as well. On our third pass we spotted the sign for the Saint Michaels Maritime Museum, a third black street-sign-sized sign on the pole with the other street signs, Main and Mill.

We rolled slowly down the dark half lane road. There was the parking lot with a few cars left overnight, but no festival. Well, it was eleven o'clock. We stopped in the street, flashers blinking, and got out to scout around. Sarah found a caretaker who knew the small-crafters were "around here someplace." I followed a quietly talking group of people to the back of the parking lot and discovered dozens of tents and boat trailers. This was it! We soon had our car tucked into a corner of the field with my small yellow tent pertly beside it and us asleep within.

The next morning revealed an amazing mix of cars, tents and boats. The breeze had built through the night and everyone was glad to have a coat on. People of all ages were sleep-

The Mid-Atlantic Small Craft Festival

By Mark & Sarah Fisher

ily wandering around the field tending to various chores and drifting towards the Steamboat Building, where coffee and trays of doughnuts waited. As representatives of the *Maryland Dove* we didn't feel ourselves to be "real" small boat people and were somewhat shy about introducing ourselves or asking questions. I was impressed by the number of children, from babes in arms to teenagers, ebbing and flowing about the site.

We set up our display for the judges. We had brought the wherry *Olive Branch*, the *Maryland Dove's* tender and the inflatable *Beach Ball* (MAIB Vol. 12 No. 17), our sailboat's tender, complete with a sailing rig. We were surrounded by expressions of small craft enthusiasm. By the entrance smirked a new lapstrake mahogany hull, its layers of varnish glinting. Across the way sat a Montfort eight pound canoe with a collection of restored canvas canoes not far way. In the water, a further range of vessels was apparent, from an amazing 13-foot yawl yacht to an authentic crab skiff, complete with peeling Necco Wafer green paint and culling board.

Beach Ball proved to be especially attractive to ten-year-old boys with her jaunty bow-

sprit and leeboards, while *Olive Branch* attracted the attention of visitors interested in getting a character boat for a tender, the sort of visitor that didn't flinch at a \$6,000 materials cost. I moved inside for a sailmaking workshop, ably presented by Meade Breese, and was greeted by a fusillade of hammer taps as I emerged. The marquee was 60% filled with small people assembling wooden boats! George Surgent of Seaworthy Small Ships had brought "hundreds" of his rubber-band powered boat kits and the assembled vessels appeared everywhere for the rest of the show.

The cold wind continued. In the water, Saint Michaels' new bulkheading formed a lee shore and the interaction between the reflected waves from the wall and the already shallow water produced a vigorous and unpredictable chop. After the judging we brought the *Olive Branch* down to the shore and launched her. We were hoping to enter her in the rowing races, but were disheartened when "Oh and oh, to our surprise, the water in did spout." *Olive Branch's* 14" wide oak keel plank had checked and the cracks let little fountains through in at least 12 places. We took it out for a quick row and then pulled it up on one of the floats to drain the four inches of water out. As the time for the race came near, Sarah put on a life jacket and launched the *Olive Branch*. She was ready on the line for the start and pulled with the pack on the leg out to the turning mark, but dropped behind as she watched the water collect at her feet. The boat was equipped with a 17th century bailer entirely inadequate to the task. Staring at the water rising around her ankles in horror, she missed the finish line but was given the horn anyway as she crossed behind the judges.

I brought out the *Beach Ball's* sailing rig and set up the *Olive Branch* as a windsurfer. I was glad for the oar power to pull off from the lee shore, and got a taste of what Sarah had seen as I tried to concentrate on setting up the sail rig in that erratic chop with growing inches of water keeping me company. I succeeded in making a few reaches and gave up in exhaustion.

We left the boat behind on the floating dock, and went uptown to look for caulk. A hardware store provided a wax toilet gasket for 85¢ whose soft sticky wax did an admirable job of filling the checks without threatening to pry the plank further apart if it started to swell up. It was sticky enough to adhere even to a wet surface. Once payed into the checks, 95% of the leaks were staunched. Half

Top photo: Saturday's sailing race. Below: Them's fine lines indeed!



of the remainder fell before a second application to the beads of water that welled up through the wax.

We retreated from the cutting wind and "inspected" the other attendees. We saw a near sister ship to the *Olive Branch*, a sailing peapod built from Chapman's illustration #84. She was entirely hackmatack, finished in oil, and looking like she had just been brought in from the Banks. In contrast, *Olive Branch* was yachty with her two-year-old planks still gleaming under her often renewed oil finish.

That evening we convened under the marquee for a community dinner and awards ceremony. Crab soup, fried chicken and macaroni and cheese recharged the various dunked sailors and provided enough heat to stay for the awards ceremony. *Olive Branch* copped three prizes; third for traditional boats, third in women's rowing and first in "First time builder" (me, my photo book listed Clarke Poston as the master builder, but I had helped and I was the only builder currently present). There was an experimental category, but we hadn't officially entered *Beach Ball*, so no gold (we could have won it, though). We went inside for a talk by Hallie Bond about the evolution of Adirondack canoes and concluded the official evening with some unofficial talk about the future of the Wooden Boat Festival (rumored to be held in the Chesapeake next year).

We then tottered out the pier to a houseboat moored alongside, where steamed up windows and a heavy list to starboard indicated the size of the group inside. They were singing those portions of sea songs that they remembered, accompanied by wonderful fiddler, whistle and concertina playing. With that cap to the night we were off to bed.

The next day was quieter and gentler. Flags were hanging instead of snapping and you could see into the water. I hadn't realized it was only inches deep at the launching ramp. A second breakfast of doughnuts fueled us for the first 20 minutes or so and we decided to give *Beach Ball* a run. She rigged up in her customary 45 minutes. (Where does this string go? Pull on that one, no not THAT one, etc.) We were soon out beating to windward in the returning chop. Back at the dock, we transferred the rig to *Olive Branch* and found that four feet of extra waterline length really helped. What with the drag of her skeg aft, she didn't need steering to hold a course to windward, a good thing as we had only an oar in the sculling notch, a fairly awkward method of steerage while balancing a tippy rig with most of your attention.

We were tired, and, thinking of the great help in pulling the boat bystanders would be, I decided to pull the *Olive Branch* while there were some. Sure enough, with five willing helpers she was whisked up the ramp and on her trailer. We took our time saying good-bye, it was a pleasantly dizzing weekend, new faces and new boats in a pleasant mixture with the familiar traditional craft at the Museum. We finally packed up the rest of the gear, hitched the trailer and headed out. We faced a long drive home; first back to Saint Mary's to deliver the wherry, then another two hours to the Washington area. We felt a little sorry for ourselves, but others had driven much farther to attend. This was our first small craft festival and a new direction for "messing about."

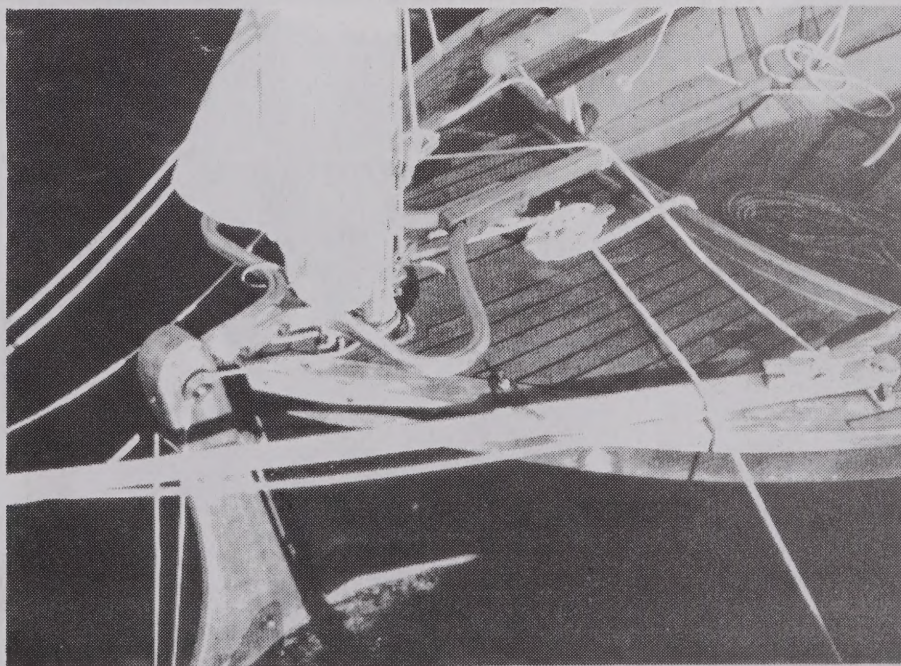


A little experiment, windsurfing the wherry (at right).



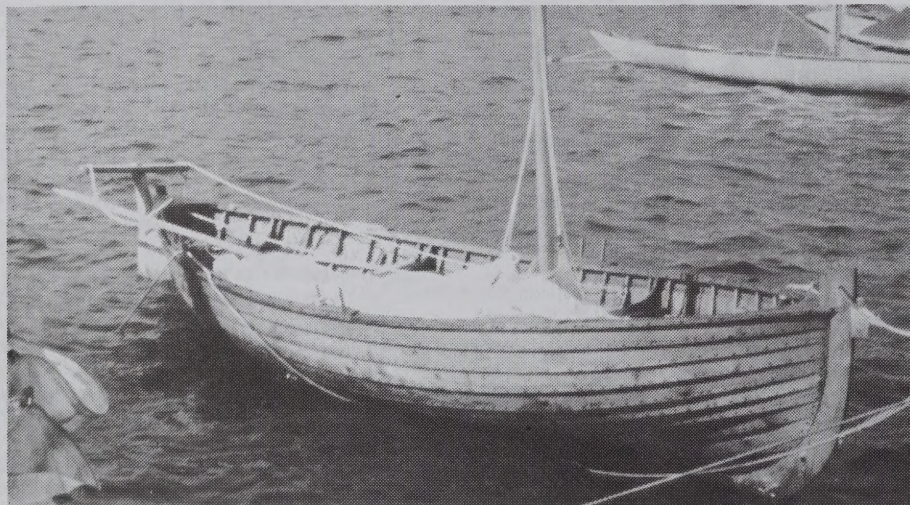
Sculling, a quiet, light and efficient auxiliary.

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Lineup on one dock before Saturday's race, which featured a fluky, gusty wind causing several capsizes, one dismasting, one broken mast step and lots of fun.



Sailing peapod built and owned by Thad Danielson of Redd's Pond Boatworks of Marblehead, MA. She's built of hackmatack, finished with pine tar and linseed oil. LOA is 15'4", beam 5'.

Boatbuilding in progress in George and Marla Surgent's small boat workshop for about 50 kids. The boats were built, launched and sailed over the weekend.



14th Annual Mid-Atlantic Small Craft Festival

By the Chesapeake Bay Maritime Museum

The Chesapeake Bay Maritime Museum in St. Michaels, Maryland, was host to the 14th Annual Mid-Atlantic Small Craft Festival (MASCf) October 4-6. The largest event of its kind on the East Coast, this year's gathering featured 150 boats and more than 350 participants.

On display throughout the weekend were one-of-a-kind canoes, rowing shells, kayaks and sailing skiffs, along with their owners and builders.

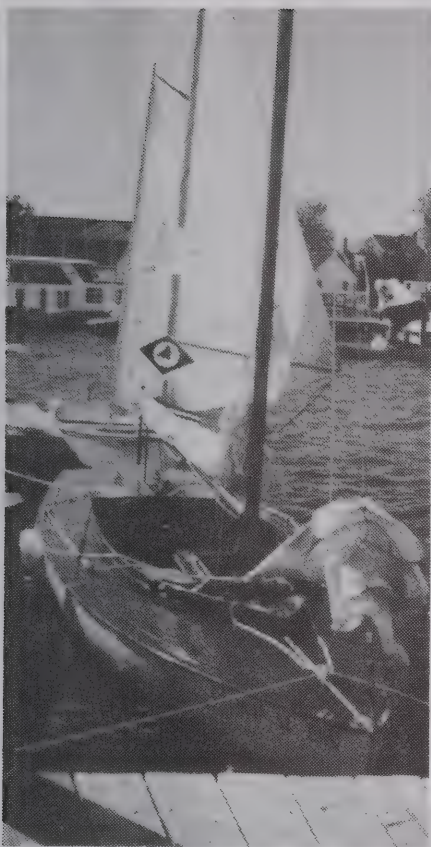
"It's not just the number of boats, but the variety," pointed out John Ford, director of operations for the Museum and organizer of the event. "There was a traditional Indian skiff as well as an old Chris Craft with a paddle wheel attached and a couple of really neat electric launches. It [Chris Craft] looked like a piece of fine furniture."

In addition to the spectacular array of boats, the weekend festival featured a kick-off oyster roast and concert by folk singer Chris Noyes, a lecture by the Adirondack Museum Curator Hallie Bond entitled, "Boats and Boatbuilding in the Adirondacks," workshops on sail repair, mast construction and double paddle design and construction, and the traditional Saturday afternoon rowing and sailing races on the Miles River.

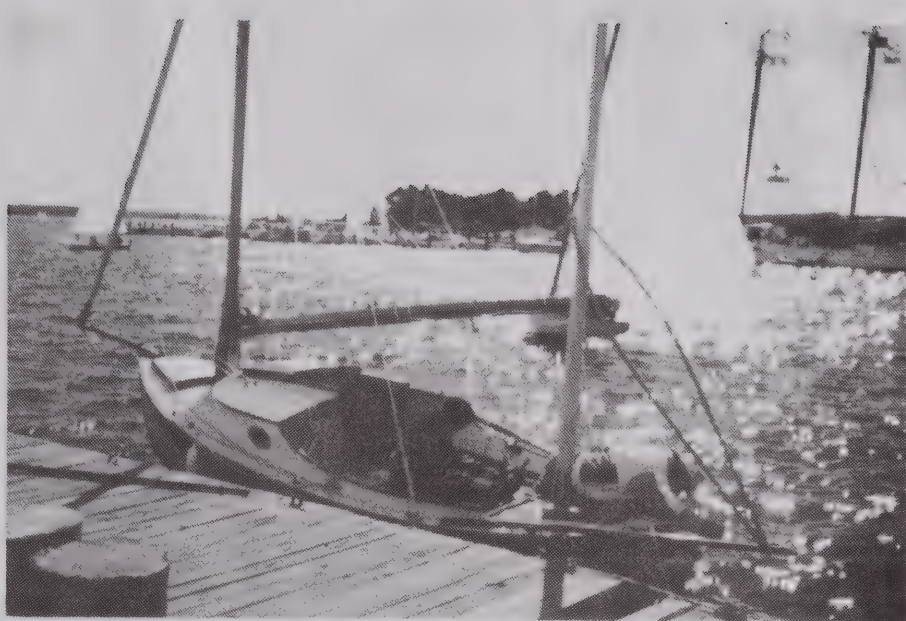
But for Ford, the festival is about much more than just boats.

"The Mid-Atlantic Small Craft Festival is not an event that puts boats first, but rather people first. It is a gathering of people who enjoy boats. First and foremost there's a sense of camaraderie at the Museum that weekend. It's very much a family-oriented event."

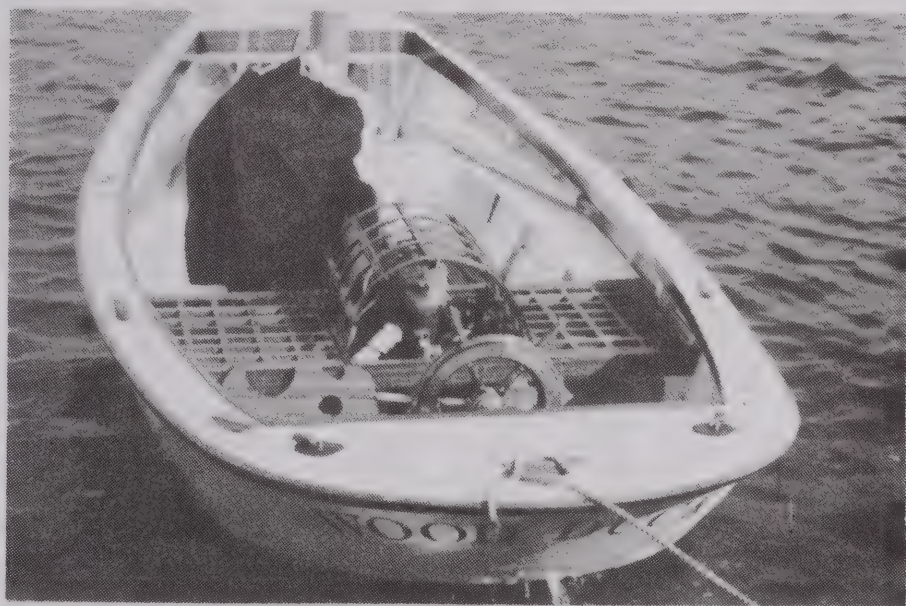
Next year's small craft festival, which is set for October 3-5, will feature an even greater collection of vessels as well as workshops on sail repair and celestial navigation. For more information on participating, call the Museum at (410) 745-2916.



Ron Gibbs' *Mudbug*, a Celebrity (modified Dutch design) daysailer/racer (LOA 19'10", beam 6'4", draft 10") has a sloop r ig and a hot molded mahogany ply hull.



Peter Balcziumas' *Katie Maru* was built in 1985 by Joe Peizo of the San Francisco Bay Boat Co. She carries a balanced lug rig with a roller furling jib.



Pete Peters' *Obadiah* is a gaff rigged catboat (LOA 15'2", beam 7'2", draft 6") designed by Joel White and cold molded in 1994 by Marc Barto.

John Bailey's *Wood Duck* is a sprit rigged Core Sound sharpie (LOA 19'6", beam 6'6", draft 8") designed by Bryan Blake and built by the Aexandria Seaport Foundation in 1996. She is powered by a 6hp two cylinder jump spark inboard.

Glenn Hudler underway in his long slender pulling boat.



About a year ago, Carol heard about a charter company in upstate New York that chartered bare boat barges. We booked our boat, *Hemlock*, a 33-foot long, 10-foot beam, 16,000-pound steel packet boat. She has a 50 hp Yanmar diesel. The barge is totally self-contained with a beautiful knotty pine interior. It has an aft steering station, using a 5-foot long polished brass tiller. The aft cockpit is covered with a Bimini top.

We picked up our packet boat at 1:00 PM, Sunday, September 8, 1996, on a rainy afternoon. Charlie, one of the employees from Mid-Lakes Navigation, took us on a check ride to the first lock outside of Syracuse which was in Baldwinsville, Lock #24. He was very informative as to how the boat worked and also how to go through a lock. After his check ride, even a non-boater could handle the trip. We tied up along the granite wall just outside the lock and spent our first night aboard. All of the locks are immaculate, have beautiful lawns and the lock keepers keep painting everything in sight. Their colors are bright yellow and royal blue.

The next day dawned windy and cool and we left Baldwinsville at 8:30 AM. The buoy system along the canal is fantastic. You just have to follow them to your destination and keep track of where you're going by their number system on your chart. The sun came up and we had a delightful ten hours of cruising, reaching Lyons at 6:30 PM. We went through three locks on this day. We had dinner at the Bridge Tavern with a retired doctor and his wife who were aboard another barge, *Skaneateles II*.

Tuesday was cool and misty in the morning. We reached Fairport at 2:00 PM and decided to go on to Pittsford. There were beautiful houses along that stretch of the canal and we arrived in Pittsford at 3:15 PM. Pittsford is a beautiful little town and their canalside is well-developed with shops and restaurants. We walked around town and then decided we would return to Fairport for the night. The day had turned sunny and warm. Fairport has a dockmaster and also a lift bridge. We called the bridgmaster on the radio with a request for opening the bridge. We also requested overnight dockage. Tony, the dockmaster, was waiting for us when we arrived. The only space available was about 40 feet in length. The people on the other boats ran up expecting us not to be able to fit into a space that size; however, Berk was able to back the boat in using the bow thruster and amazed and stupefied the other boat owners. Even the dockmaster remarked that he couldn't dock a boat that well. There were four other Mid-Lakes packets al-

Barging the Erie Canal

By Berk and Carol Eastman

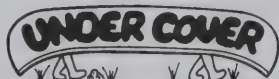
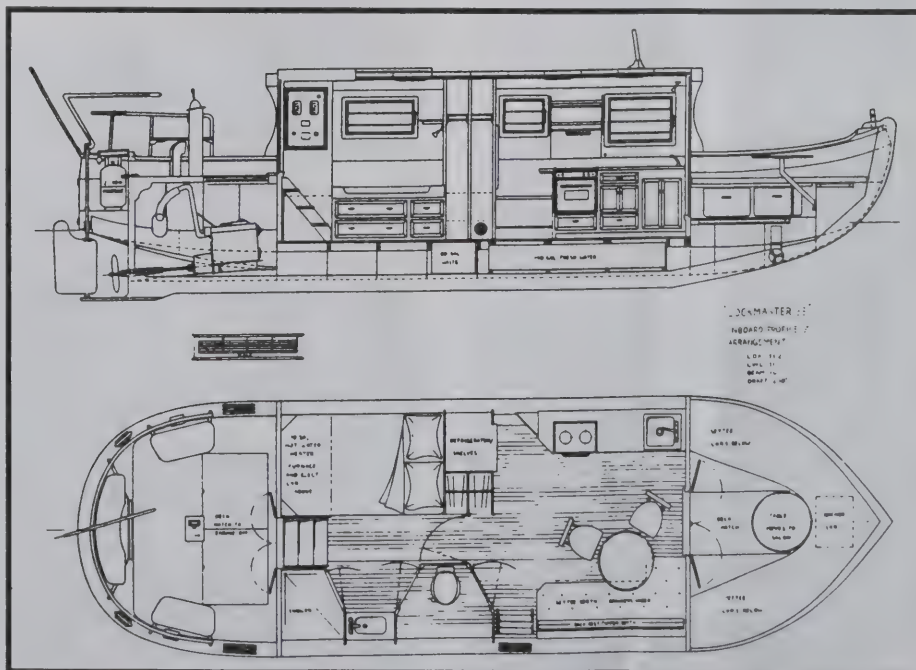
ready docked and we visited with all of them. There was a charge for dockage but it was worth it. They had great showers, which were a treat after using the hand-held shower on our boat. We topped off our water tanks. The surroundings were beautiful, lots of specialty shops and great places to eat. There were also some boats from Canada and Michigan docked there. Most of these people were on their way south for the winter months. They traverse the Erie Canal and then the Hudson River down to the Intracoastal Waterway. Quite a trip.

Wednesday morning, we were up at 7:00 AM. Berk walked up on the bridge to take a picture of all of the boats. A tall fellow with a kayak paddle over his shoulder walked up and asked Berk where there was a restaurant he could get breakfast. About an hour later we were having breakfast at the Boston Tea Party coffee shop when the same fellow appeared and showed us an article in the local paper telling about his trip on the Erie in a canoe. He started in Buffalo and had reached Fairport. His name is Peter Lourie and he writes children's books. He has written seven books on the Hudson, Amazon, Missouri and Yukon Rivers and the Everglades. He is now writing a book about his Erie Canal adventures. He started in Buffalo and will finish at his home in Middlebury, Vermont, about 500 miles. We suggested we give him a ride to give his arms and shoulders a rest as it was raining and we had a stiff headwind. We put his canoe on our cabin top. He traveled light with a pup tent, a sleeping bag, a suitcase full of camera equipment and a tape recorder. NYNEX donated a cellular phone and free calls, which he uses to call ahead to schedule appointments with newspaper people and do radio interviews. His only food in the canoe was orange juice and raisins. At Lock 30 he had scheduled an interview with the lockmaster. We sat in on the interview. Very interesting! There is a lot of his-

tory surrounding the Erie Canal and there are a great many stories to be written. We bade him good-bye at Lock 28B. That night we tied up on the other side of Lock 26 in Clyde. It was a very peaceful setting with a soft waterfall as background noise.

Thursday was a rainy day. We left Clyde at 8:40 AM and reached Seneca Falls at noon. The Cayuga-Seneca Canal has a completely different look to it from the Erie Canal. There are few trees alongside and more farmland. When we reached Cayuga Lake they were dredging and we had to stay close to the dredger while passing it. There was a lot of wind on the lake, but when we reached the canal it was very calm. When you reach Seneca Falls there are two locks together. Each lock takes you up 25 feet and it's quite a sight to be at the bottom of a lock and look up 25 feet to the top. Every lock is coated with green-black slimy gooey gook! Dockage in Seneca Falls was along the canal behind the main street. We walked around the town and visited the National Women's Rights Museum. We visited an old-fashioned hardware store with merchandise from the 1940s. Here in Seneca Falls we rendezvoused with two other Mid-Lakes packets. Across from our dockage was a knitting mill which was about 100 years old. They worked through the night making socks.

Friday was another very rainy day. We left Seneca Falls at 9:00 AM and made our way back to Baldwinsville. Upon arriving at the lock, Peter was there to greet us. He had heard our radio transmission to the lockmaster and said, "Oh, my friends are coming." He had paddled all the way in the rain and was drenched. Needless to say, we gave him a ride to his next destination, Lake Onondaga. He was meeting a group of people at Syracuse Boat Club. When we dropped him off, there were several eight-person rowing shells practicing. He blended in with them. We returned to Cold Spring Harbor for the night. We were a day early, but with the inclement weather we felt we had done what we came to do, cruised the Erie Canal on a packet boat. It was a delightful trip and we would recommend it to anyone.



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Barging has returned to the Erie Canal, although the barges that now ply the 170-year-old waterway carry cruising folk instead of freight and combine houseboat comfort with old-world charm. Mid-Lakes Navigation Company's boats are designed along the lines of the live-aboard canal boats much in vogue in Europe.

"We let people call them anything they want, barge or houseboat. We call it a Lockmaster hireboat," says Peter Wiles Jr., President of Mid-Lakes, in Skaneateles, New York.

Hireboat is the British word for this cruising version of a 19th century work barge. The tiller-steered, steel-hulled Lockmasters are 33, 41 or 44 feet long and 10 feet wide, much beamier than the English cruising barges because Erie's locks are wider. Wiles says charterers can meander about 150 miles in either direction on the Erie Canal from Mid-Lake's charter base on the north end of Cayuga Lake. Cruising at a top speed of six to seven mph, cruises stop at small historic towns along the route, places like Brockport, where Cyrus McCormick invented the reaper.

The more athletically inclined can hop off and bike, jog or bicycle on the tow-path and meet the boat in the next town.

The cost of a summer charter is \$1300 to \$2000 a week, including fuel.

This winter (December 1 through April 1), Mid-Lakes will put 41 and 33-foot hireboats at Moore Haven, Florida, on the west shore of Lake Okeechobee for cruises in the Okeechobee Waterway.

The waterway traverses both wild and rural country. "You have friendly towns, nice folks, lots of things to do and the fishing's good," says Mid-Lakes' Vice President Sarah Wiles-Ehmann. Wildlife sightings are one of the pleasures of cruising through the Everglades. Wiles-Ehmann says Mid-Lakes cruisers have spotted eagles, manatees, otters, alligators, a variety of birds and, on one occasion, a Florida panther, which is nearly extinct.

Mid-Lakes designs and builds its boats. It has put ten of the hireboats into service over the past eight years. Six are in its service and four are in charter with Collar City Charters in Troy, New York.

The Wiles say Mid-Lakes is building six more this winter for a new company, Erie Canal Cruise Lines, that has plans to operate as many as 12 boats at the west end of the Erie Canal. With a beam of 12 feet, these boats will be designed for full-time living aboard.

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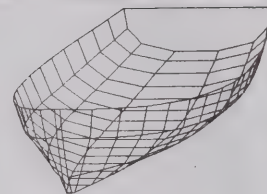
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 - Centroids of submerged sections
 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area
- **Prints out:**
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- **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:**

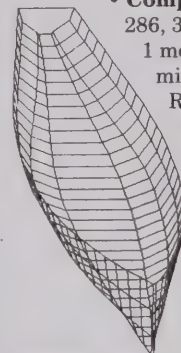
286, 386, 486, Pentium

1 megabyte RAM
minimum

Runs in DOS

No co-processor
needed

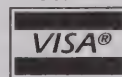
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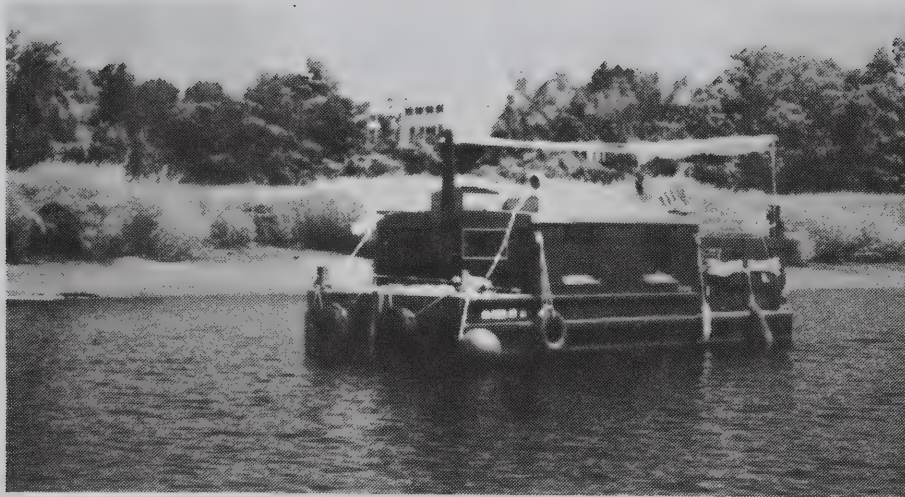
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After a long winter resting on the blocks in Larry's Marina in Amesbury, *Shoebox* was launched late in June. Although she still carries two long sweeps and a steering oar, *Shoebox* is no longer only a drifter on the world scene. An engine has been fitted and she may cruise purposefully or drift aimlessly as circumstances and the skipper's mood dictate. New cruising grounds are calling. The marshes, rivers and inlets of Plum Island Sound look intriguing. NOAA chart No. 13282 provided a wealth of fantasy cruising all last winter. Now it was time to do it for real.

A few short jaunts up the Merrimack to Rocks Village and down to Deer Island gave the new engine several hours of engineering sea trials. The Honda 25 HP four-stroke cycle outboard proved to be quiet, reliable and very conserving of fuel. Throttled back, less than half a gallon per hour will push her along at a cruising speed of four to five knots, a speed that gives me plenty of time to see what I came to see.

One other improvement was needed to prepare *Shoebox* for extended cruising. A 6'x11' white awning was made to order by Concord Canvas. It's a beauty and will shelter the intrepid crew of *Shoebox* in all weather.

Shoebox is a small, heavily constructed wooden houseboat that I built in my garage. As her name implies, she has the proportions of a real shoebox; 17-1/2 feet long and 7-1/2 feet wide. She's flat bottomed and draws less than one foot of water depth. Being squared off at both ends, many cannot tell her bow from her stern.

While her outside seems a bit odd, inside are many of the amenities of a much larger cabin cruiser. Extending across the forward half of her 7'x9' cabin is a six-foot couch that pulls out to make a large bunk with a firm six-inch foam mattress. In the after half of the cabin is a good two burner cook stove to port and a small Lunenburg cast iron coal stove to starboard. Oil lamps, a ship's clock, book shelves, curtains and an ample ladder make for a cozy cabin on a cool fall day. *Shoebox* is quite like many other small shantyboats that were frequently seen along the Mississippi and Ohio Rivers in years gone by.

Day One:

Last minute preparations completed, I turned in early for a good night's sleep aboard *Shoebox* as she lay alongside a float in the Powwow River in Amesbury. Sunrise showed a bright blue sky with a few thin cirrus clouds.

To Ipswich, The Back Way

By Tim O'Brien

At 0605 *Shoebox* was underway heading east down the Merrimack with a goodly ebb pushing her along. We took the southern channel through the Deer Island narrows and passed Eagle Island to port. The south shore is heavily wooded with some fine old homes sitting well back from the river.

The ebb was increasing and we had a fast trip through the anchorage south of Carr Island. I didn't relish a wild ride through the more crowded moorings off Newburyport, and so decided to remain above the Route 1 bridge until slack water. Turning across the current and working the new engine a bit harder, we entered the slough east of Ram Island. A bit after 8 AM we anchored in about six feet of water behind Ram Island just west of the entrance to Town Creek, lush marshland all around.

I spent some time stowing all the food supplies and then took the canoe down river to the nearest marina to get ice for the cooler. On the way back I made a short excursion up a small creek (no name on the chart) just south of Town Creek. At a little rocky island with a thick stand of oak trees I scared into flight a big old osprey. He took a circular diversion over the marsh and, as I left his area, he returned to the oak grove. I'm fascinated by the osprey's majestic and seemingly effortless soaring, and happy to see them once again in large numbers.

Later I enjoyed a quiet afternoon at anchor with a pot of O'Brien's justly famous shantyboat stew simmering on the stove. I hoped that few wake makers would enter this back water channel until the cooking was done. Several boats did come by and most had the courtesy to slow down, but one big sports fisherman came barreling into the inlet at full tilt. As he approached showing no signs of slowing, I got up on deck and gave him the double thumbs down salute. After slowing a little, he asked, "What's the matter, broken down?" I said, "No, I just don't like a huge wake when I'm cooking dinner." To which he replied with this classic: "Well, this is not a no wake area!" I asked if this was a "no common sense area," but I think he missed the point.

It began to rain and blow a bit. No more boats came by the back side of Ram Island. It was a good time for contemplation and eating

copious amounts of shantyboat stew. Excellent fare, if I do say so myself.

At high water I got underway and went up Town Creek about half a mile to the old Boston & Maine railroad bridge. Several soundings along the way showed at least six to seven feet of water. There are many other smaller creeks north of the bridge that would be fun to explore in the canoe. However, I thought I'd better get *Shoebox* back out into deeper water before the ebb emptied this creek, and so left for Newburyport.

Late that afternoon I eased *Shoebox* alongside the Newburyport town dock for the night. Its proper name, I found out later, is the Market Square Landing. Newburyport is a busy harbor. The swift tidal current and many interacting wakes make the floats of the town dock do a rather noisy dance. Never mind, I can sleep anywhere, and did.

Day Two:

I slept late, waking at 0640 to a beautiful mostly sunny morning with some cirrostratus clouds. I walked through the park to the Market Square area behind and got a few groceries, a bag of ice and a newspaper. The town has done a tasteful job of restoring the waterfront section of Newburyport, and many tourists as well as local folks are out strolling and enjoying the parks and shops.

Back on board *Shoebox* the weather reports are all calling for gale force winds later today. Looks fine now. As it turns out, I should have believed them this time. But finally at 1130, about two hours after low water slack, I decided to head east toward Plum Island. The plan was to move slowly southeast and cross the lower half of the Joppa Flats (all pea green and showing no depths on the chart). As the tide rose we would pass south of the breakwater on Woodbridge Island and enter the inlet just north of Plumbush. Plumbush is a little low island that carries the highway to the western end of the bridge that crosses the Plum Island River to Plum Island itself. I would then spend a quiet night at anchor and then proceed south down the Plum Island River at high water the next day. So much for the planning skills of mice and men.

Since it was then well before high water, I knew I'd have to delay some to have enough water to cross the very shallow Joppa Flats, so I went along very slowly. Watching a young man fall off his wind surfer and then walk around knee deep to recover it confirmed my understanding of just how shallow this area really was. The wind was picking up from the northwest and blowing us along faster than I wanted. I should have turned back but a short, choppy sea was rapidly making up, and that wouldn't be much fun in my flat-bottomed home. So I proceeded on, hoping to make it into the sheltering marshes around Plumbush.

The wind increased dramatically. The new awning lifted, filled and began to do a good spinnaker imitation; other things began to happen in quick time. *Shoebox* was sailing her spinnaker awning along toward some imaginary finishing line. We were really skipping right along. Putting the engine on autopilot, I had to cut some of the awning lashings to save it before it blew away completely. While thus occupied, we went into a thick patch of submerged marsh grass and the engine packed up. When I managed to get the outboard tilted up and the propeller partially cleared, we were entering Plumbush Inlet in a

great rush. Being a prudent fellow, I decided to anchor post haste.

Two left feet and all thumbs, you'd think I'd never done this before. I got all tangled up. The anchor line thimble (between rope and chain) would not go out through the big fairlead shackle at the bottom of the port stern post. With some wiggle work with the boat hook I finally did get the stern anchor down and, eventually, holding. But what a mess we were in! We fetched up in behind a small pier and in amongst several small boats at anchor or moored to this pier. These boats and the bank were all directly down wind (of course) and only a few feet away. Some pickle!

By this time the wind was howling, gusting well above forty knots, I'm sure. My canoe alongside was bouncing like a cork. It was far too strong a wind to think about going anywhere in the canoe. Taking a long line ashore or another anchor across wind was just not possible.

However, I did break out my two longest lines and made the bow anchor ready for use. I watched a small row boat as it was blown out of the water and flipped up on the float next to me. Marvelous! What's next?

When you perform so poorly, you hope no one is around to witness. However, in this case, I was happy to see a man come out of one of the nearby houses. He turned out to be a talented boatman. With few words and no fuss, he and his big outboard skiff picked up my bow anchor, towed *Shoebox* upwind as far as the other (stern) anchor would allow and dropped it. He then pulled up the stern anchor and moved it upwind a few hundred feet. On the way back to his landing, he passed by and remarked, "Well, I think you'll be all right for the night." What a good guy. No bitching. No fuss. Just did what needed doing and left.

It was now going on 6 PM and still blowing like hell. You would not believe the waves in this little inlet. I rigged a small plastic tarp over the hatch to keep out the wind driven spray and declared victory. I'm absolutely "pooped." So much for boating vacations with their quiet evenings at a peaceful anchorage. I made a hot toddy, ate a piece of bread and went to bed.

Day Three:

Except for one trip topside to check the anchors as the tide turned, I slept soundly until just before sunrise. A strikingly beautiful sunrise it was with bright red and orange stratocumulus clouds pushed along by a brisk west wind, and a church spire silhouetted against the sun as it poked itself up behind Plum Island. Since it was well past high water, I had some time to kill. I wanted to enter the very shallow Plum Island River with the water rising and the flood current helping me over the sand bars toward the Parker River entrance. Putting a kettle on for tea and heating the stew, I began to tidy the boat, a quiet morning with plenty of time to observe the scene.

Water, wind, grass and birds. The wind, still blowing from the west at 15 to 20 knots, has the tall green marsh grass waving like a wheat field. In the hours before low water many shore and marsh birds are feeding in the shallows, working the now bare mud flats. A snowy egret sheltering behind the bank upwind from me expertly plucks small minnows from the water while a large noisy great black-backed gull pulls apart what's left of a once sizable fish. The low sand bar north of

me has a number of black bellied plovers and sand pipers poking for food in the mud. It feels more like fall than a mid-summer day. Temperature is 61 degrees but feels colder with the wind. Mostly clear with some clouds to the north.

The tranquillity of this morning stands in stark contrast to the hectic antics of yesterday afternoon, a microcosm of life's ups and downs. I hate to leave, but this cruise has just begun and Plum Island Sound beckons. The willingness to risk is the price of adventure and so, after an hour of good exercise getting onboard two well dug in anchors, we're off to transit the bridge and enter the north end of the Plum Island River.

The flood current pushed us along and through the Plum Island bridge about 1140 on this fine, breezy Sunday morning. Oops! the engine's working too hard, engine stalled, we're hard aground on a sand bar just a few hundred yards south of the bridge. So much for a fast start, fast to the bottom, that is. It took some effort to get the engine tilted up and in a short time as the flood raised us, we floated free, but not for long. We went aground briefly three or four more times in the next half a mile or so and then the light finally dawned. "Being early is not always a blessing, O'Brien," we were still more than three hours from high water. So a mile below the bridge we anchored to await the flood tide. It's quite a flushing these tidal inlets take twice a day. The water level was rising a foot or more each hour. We were just north of an extensive shoal that runs between the entrance to Pine Island Creek and Pork Island a bit further south.

I watched as a big inboard/outboard cabin cruiser approached Pork Island. Her owner did a heroic job of cleaning his propeller in the mud for about a quarter of a mile, then gave up and anchored.

I made lunch, relaxed and watched the birds, they weren't in a big hurry, why should I be. Many plovers and mud "peeps" were foraging on a nearby sand bar. I more or less decided that when that sand bar disappeared so would we. After an hour and a half the big cabin cruiser got underway and passed safely over the shoal where I was anchored. So, up anchor and "aweigh" we go.

Plenty of water now but we still cruise along slowly. You need to pay close attention to the chart. So many creeks and inlets, all looking much the same but not necessarily the one you want to follow. The area south of Jericho Creek and Browns Island I found quite confusing. But by 1430 we were entering a fairly open stretch of water southeast of Cape Merrill. Looking northwest into the Parker River entrance I couldn't see any buoys. A stiff breeze was blowing from the northwest (naturally, since that's the direction we wanted to go). We headed across choppy, whitecapped seas to get in behind Dole Island before turning north and then west up the Parker River. The channel in the Parker River is nicely marked all the way up to the Route 1A bridge in Newbury Old Town. The chart notation warns that, "The Parker River is marked with uncharted seasonal, private aids which are frequently shifted. Use only with local knowledge." Absent local knowledge, I followed the buoys closely and on a still rising tide, had no problems.

At 1530 we arrived in Newbury Old Town, a fine open tidal estuary but a bit over-

crowded with boats and moorings. A flood tide was still running in under the highway bridge so I decided to explore the river and marshland to the west of town, at least as far as the railroad bridge.

Shoebox and I took a slow tour upriver about a mile to the B&M railroad bridge. Met a couple in a double banked, lapstrake dory rowing east. They said you could take a canoe all the way west of Byfield and into Groveland, about six or seven miles. Should try that sometime, but not today. Miles of marshland behind Old Town, heavily wooded Kents Island off to the northwest. Lots of birds of all kinds to watch, a neat place, but this afternoon the "greenheads" were working overtime to protect their turf from outlanders like me. These big, voracious marsh flies are a formidable adversary, you can whack them and they just keep on biting.

So we returned to town and went alongside the gas dock at the Riverfront Marina on the south side of the river next to the Route 1A bridge. The yard manager, a friendly guy named Skip Publicover, was quite helpful, let me use his phone, gave me a local knowledge chartlet showing the privately maintained buoys and even handed me a cool one while we talked for a spell. Can't beat service like that! As I was leaving, he said, "If you want to, take my guest mooring across the river next to my work barge." So I did just that. The two barges looked good together, and a free mooring is a lot less work than anchoring in a tide-way.

I noticed an open shower on the end of a marina float, so put on trunks on and went in for a wash. Although cold, it felt good. While walking back to the canoe, I saw on top of a tall piling a large dark grey owl like the ones you see put up to scare off sea gulls. It looked quite real but a bit odd, too. Its head was too short and flattened out. On closer inspection I thought, "Well, maybe part of the head got knocked off." Still, it looked pretty real. Then, very slowly, as I watched, the "flattened head" began to move, a long, snake-like neck uncoiled and the baleful yellow eyes of a crested cormorant peered at me. His head and some of his neck had been facing aft and tucked under his left wing. I had disturbed his nap. He was not amused, with a croak of disgust he took flight. Things are seldom what they seem!

Day Four:

Spent a lazy morning on the boat catching up on the log and doing some chores. About 10 AM took the canoe in to the marina to thank Skip Publicover for his hospitality and to offer to pay for the mooring. He wouldn't accept any payment saying it was a guest mooring and they were in business to make friends first, then money. I can see why Riverfront Marina is such a popular, well run place, they got the right man in charge.

Underway at 1305, heading for Ipswich. The run down the Parker River was uneventful, a sunny, bit breezy day but with the wind our initial track. Following my new local knowledge chartlet, we passed to the east of Dole Island and did not go through the much narrower cut called The Thorofare. Also didn't go into Hate Cove at the southwest end of Dole Island, Skip Publicover suggested it was a good little anchorage for a lunch stop.

Leaving the Parker River and entering the more open Plum Island Sound, I found the

buoys a bit far apart. They were hard to find as the "real" channel takes wide swings, first east, then west on its way south toward North Ridge. As a consequence of my inattention and a strengthening flood current, I passed by the east side of Middle Ground, between it and Grape Island. This is OK for a shallow draft boat like *Shoebox*, but for the normal size cabin cruiser the proper channel to the west is certainly the way to go.

The flood tide running up into Plum Island Sound was fierce. I thought initially that we'd have to turn in to the west and anchor in the Eagle Hill River. But with a good test of nearly full throttle, *Shoebox* made it through the crowded anchorage of the Ipswich Bay Yacht Club heading for Little Neck.

As we sailed south, we cleared the end of Plum Island to the northeast. The view out to seaward was quite impressive on this bright sunny day. The big sand dunes and long white

beaches of Castle Neck stretched out for miles to the southeast. As *Shoebox* made her labored transit across this wide ocean entrance, we could see Cape Ann eight or nine miles away.

Little Neck is a unique place, a small peninsula, almost an island, a quarter mile long, half as wide, but more than 120 feet high. It is connected to Plover Hill by a low sandy causeway on its north side. Lots of big old summer houses are stacked close together up the steep hill, looking seaward out over Ipswich Bay. Quite an old style summer resort area.

Rounding Little Neck and entering the Ipswich River, we found the last of the flood with us. What a pleasant change. The late afternoon cruise up the winding Ipswich River was a very enjoyable experience. Wide open marshes stretch out as far as you can see with several forested islands along the way. One called Treadwell Island seemed to be mostly oak trees while at another point there were many big birch trees backed by other hardwoods. This extensive stand of birch trees was just west of the entrance to a creek with the unusual name of Labor-in-Vain Creek. A pair of belted kingfishers were diving from vantage points in these overhanging birch branches. Neat to watch them work.

Several lovely old estates were set back in the trees along the north shore opposite the birch forest. Just to the west the river narrows dramatically, i.e., about 80 or 90 feet wide with far too many moored boats. I treaded my way slowly into Ipswich past the town dock and launching ramp. At a tight turn to the southwest we headed the last few hundred yards

toward a bridge which bore the chart notation "dam in ruins." At 1710 we anchored by the stern at the foot of Summer Street in five to six feet of water an hour after high water. As it turned out, not a terrific idea with this range of tide.

A man came by in an outboard skiff and said, "You know it runs flat out of here at low tide." He was right. The place was crowded with boats, almost all smaller than mine. To keep from swinging with the tide, everyone tossed out a stern anchor after picking up their mooring. While I was considering taking the bow anchor out in the canoe, a man ashore called to me and said, "You can pick up my mooring if you want." I accepted his offer and took a long line out in the canoe, slipping the bitter end through his mooring pendant and then back to *Shoebox*. Pulling in about half of it we were snug for the night, or so I thought.

Putting on some clean dungarees, I took the canoe in to a private boat club float near a launching ramp also marked "Private Members Only. Ipswich Sticker Required." I acted like I owned the place (there was no other place to go) and calmly locked my canoe alongside many other dinghies. I had read the name Reynolds on the mooring I had picked up earlier and hoped he was a member. When an old "grouch" came up and asked what I was doing here, I said blithely, "I'm a guest of a member." Now I ask you, is that balls or savoir faire? Brass ones, I reckon.

In any case, I thought I'd better confirm my nebulous "guest" status before I went into town. I picked the house at the end of Summer Street near where the stranger had hailed me from the shore. I knocked and asked the young lady who answered if Mr. Reynolds lived here. She said he did indeed and called him. Tom Reynolds turned out to be a big, friendly, full-bearded man in his forties.

I thanked him for the use of his mooring and asked whether he was a member of the boat club where I'd tied my canoe. He was. He then drove me into town where we shared a few jars with his friends at the local watering hole. I bought some Chinese take-out and Tom took me back to the boat club before the tide was all the way out.

Shoebox began to feel the bottom about 2320, not a mud bottom either but a hard, rocky one. Tom had told me where the bigger, more unfriendly rocks were. With the steering oar I tried to shove *Shoebox* away from the worst location, not sure my efforts made much difference as we were pretty much positioned by the mooring arrangement. In any case, we grounded out solidly by 2345. I was exhausted and did the most sensible thing, went to bed and to sleep almost immediately. We stayed "on the hard," as my Brit friends say, for only an hour or so. I felt her lift off. No damage done, none evidenced by leaking at any rate. Since high water was about 5 AM, I set the alarm for 4:00 and hit the bunk again. We would leave early since I didn't want to test *Shoebox* on this rocky bottom again.

At 0430 I lit my father's old combination side light lantern, slipped the mooring and headed east in dawn's first light. So much for my short but interesting visit to this lively port of call. *Shoebox* and I had done what we set out to do, reach Ipswich the back way.

(To Be Continued)



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Looking back on it now, it was probably a foolish thing to have done. Three Atlantic hurricanes had already aligned their dangerous paths towards the East Coast, with Westport Point a not impossible landfall for at least two. Indeed, the first of the three, Eduardo, seemed destined to make its rendezvous with our southern New England coastline, just to the west of Westport, placing us in the most dangerous quadrant. That it finally turned seaward to follow the warmer currents of the Gulf Stream was no guarantee that its sister storms heading our way from the south would also miss us. It was September, East Coast hurricane season. Westport's exposed tidal rivers and shoreline face most tropical depressions as they come up the coast. Nearly every small boat owner in Westport had already pulled out their craft before Eduardo was due to come ashore. In Wicks' Cove our Beetle Cat, *Santolina*, was no exception. As we sailed off for an early trailer haulout at the Point, the younger members of our families were already pulling ashore the heavy sections of our portable docking with the remaining dinghies still afloat in the exposed cove.

Two days later, under an unsettled sky and with high surf still breaking around our harbor's entrance and offshore reefs, Targ and I decided to relaunch *Santolina* for the week of vacation we had planned. Napping comfortably inside the boatshed amidst a trailerload of other small sailboats, *Santolina* seemed surprised, almost reluctant, to be so awakened from her temporary winter storage. Perhaps it was the thought of leaving her winter boat friends as much as the idea that she could be the only small craft left bobbing at a mooring in Wicks Cove. In any case, *Santolina* resisted being pulled out of the shed into this late afternoon awakening.

Working as a team, with *Santolina* finally traileered obediently behind, we drove the reverse takeout route back to Leach's launching ramp at the front of the street. No one was there and hardly a larger vessel off Tripp's anchorage stirred in the river. It took us a predictable hour or so to rig spars, lines through blocks and stays into straining turnbuckle connections with chainplates, *Santolina* looking on skeptically. We only rigged the peak halyard backwards once. Reversing its line through running blocks happened almost before *Santolina* could further tangle more lines to slow our pace.

There was hardly a splash as *Santolina* slid easily back into the drink, then bobbed like a mallard along her waterline! She did

More on Hurricane Season

By John Spicer

seem excited to be in her element again. To us, at the end of a summer of light wind sails, this relaunching felt more like the beginning of a crisper season. Sailing with *Santolina* was again ahead of us and exhilaration prevailed. We were bound NW for Wicks Cove!

The announcements of Hortense, the eighth Atlantic hurricane to approach the continent, were well advanced, dire and congratulatory. She blasted across Puerto Rico's bottom early the very next week, her whirling blasts grew to a hearty 140 mph and she had the wholehearted support of every learned forecaster from the Bahamas to Boston. She seemed sure to come in on us next Saturday afternoon. That she didn't and went well out to sea, again following the Gulf Stream off the Banks, didn't occur as a surety to any until Friday. By this time, back in Vermont we had galvanized ourselves into a return trip, "Au Succour," back to the Buzzards Bay shore Thursday night, to find *Santolina* alone at her mooring wondering where we had been.

We had had in the interim, following Labor Day, only three desultory sails in *Santolina*. A vacation week with shifty south southeasterly light breezes, it had not been inspiring. The shifting fog bank along the shore, moreover, was too close to the recent summer of mold and cold for any solid enjoyment afloat. We had stayed pretty much ashore that week and worked indoors.

Back at Westport Point that mid-September evening of the hurricane's approach, we were well "booted and spurred" to sail our little craft next day to safer harborage and a pullout near the next high tide, before the extended gale of Hortense approached too near. Next morning we were surprised to discover high tide was but an hour after we had awoken. It had rained considerably through the night, and a particularly heavy shower was gathering way as we departed with our niece Peg to plant a traileered car at the foot of the village street. The wet by now was driving across our path in wind sheets. Peg next drove us down to *Santolina*'s anchorage in the cove two miles up river where the downpour worked up a healthy beat on our hooded slickers. The high tide which greeted us at the dock site, now only submerged rocks there extending out to water-filled *Snail*, was a "spring

tide," nearly a foot above the average mark. *Snail* sagged heavily at her tether a good 15 feet out from dry land.

Snail's recovery and emptying, *Santolina*'s tow ashore and sail-hoisting and our casting off from one of the outer dinghy posts all happened with remarkable speed in the downpour. We knew what we had to do and did it. The sail, along a flooded indistinct shoreline, around familiar landmarks, past surprised cormorants and herons, was exhilarating. Standing in our slickers in the cockpit, with our backs to gusting northeast squalls, we shared with *Santolina* one of the best sails of the season. She received each squall beautifully on her three-quarter slant to the wind. The water coming down handsomely didn't seem to deter our magnificent forward speed. *Santolina* was riding high, surfing the chop as she ran on her fastest quarter. The village docks and its small boat anchorage arrived through the haze within a breathless 30 minutes. That sail made it all seem worthwhile and the extra efforts justified.

As we secured *Santolina* to a tall piling and floated her with the spring tide onto her trailer cradle, the torrents of rain began to ebb. And as we pulled her ashore, the squally weather subsided, almost completely. Was it a lull in the circling tropical system, or was the storm actually turning away from us?

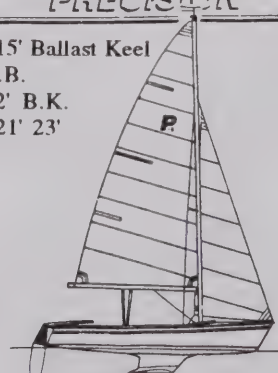
In a stormy season of hurricane warnings, you may know what happened to Hortense. Westport's local boat owners who watched the storm move away from land certainly do, especially those who were able to follow late bulletins on the storm, not even bothering to check their mooring lines. For those of us who live some distance away, the vagaries of trying to second guess the paths of hurricanes is a chancy business, so caution usually prevails.

Our son Doug up in Boston did get into the spirit of our adventure, however, when he called next evening and asked, "So, Dad. Are you going to put her back in the water?"

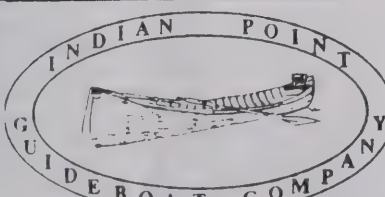
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Ex Nihilo Nihil: Our goal was to offer a collection of plans for stitch and glue construction covering the most popular types of small boats, all very easy to build, all taking full advantage of the epoxy/plywood composite properties.

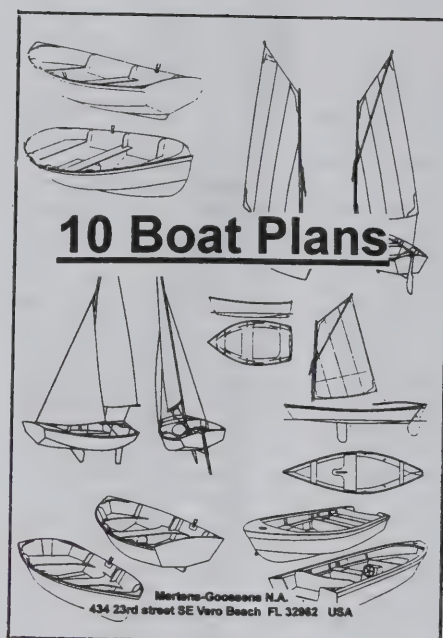
Plans for boats of this type of boat already exist but generally for traditional wood construction or "classic" plywood with beveled chines etc. Instead of adapting old plans to new materials, it made sense to design most hulls from scratch taking advantage of the superior properties of epoxy and fiberglass composite construction and engineered specifically for this building technique. This produced lighter and stronger hulls, easier to maintain, faster and less expensive to build than the original types they emulate.

Ease of building was a priority and all designs include expanded plates drawings. Lofting is never required.

Names and Types: To try to categorize things or people and then pass judgment on them based on that classification does not work too well: "It's a dory, therefore it must be seaworthy...."

Categories may help to describe something but rarely fit perfectly. As these boat plans had to be presented in a certain order, we sorted them by length. The names were given during the design or by the first builders. We don't pretend that they are historically accurate. They may not be exactly a dory or a sharpie but that's their name.

Compromises: Whatever some advertisements proclaim, there is no perfect compromise that gives you the best of ev-



everything but there should be a compromise that's ideal for you.

If you want the rowing performance of a racing skiff in a boat with sufficient capacity and stability to take the whole family sailing on the weekend and also room for an outboard and fishing gear because snook season is almost there, you will have to set some priorities or build three boats.

This last solution is not such a bad idea. Epoxy/plywood boats are inexpensive and fun to build, why not have several of them? Each boat in this file was designed with one or two priorities: Recreational rowing, dinghy service, planing outboard boat, family sailing, row and sail or easy to build utility. Know what you are going to use your boat for, know your building skills limit and the choice will become easy.

Capacity, Safety and Seaman-ship: A remark about capacity: When we say that a dinghy can carry 3 persons, it does not mean that it satisfies any Coast Guard requirements for that number of persons. Nor is that statement based on any industry standard. That statement is our opinion, based on hydrostatic calculations and experience. It means that it will safely carry 3 reasonably experienced and intelligent persons of a normal weight, in what I consider normal conditions.

I did read somewhere that Pete Culler once measured the capacity of one of his well proven and seaworthy boats by Coast Guard standards and that he came up with 1/3 of a person!

If you need capacity calculations as defined by the NMMA for professional building of one of the boats included in this file, contact me. As a member of the ABYC, I routinely calculate, for professional boatbuilders, capacities and all other specifications as defined by our benevolent government through its knowledgeable and friendly bureaucrats.

The U.S. Coast Guard distributes a free pamphlet for amateur boat builders listing most of the federal safety regulations and registration requirements. Call them at

their Hot-Line (800) 368-5647. Fortunately, most of these laws do not apply to sailboats or boats less than 16'. Check local regulations for registration and other taxes disguised as user fees.

So, capacities mentioned in my descriptions are a personal opinion. For example, I rate the Dory 12 at 1 person but my daughter and her husband used one as tender for their 60' schooner. They routinely ferried the whole family of 2 adults and 3 children in it, from the anchorage to the shore, in good weather. But they had some experience, 2-1/2 circumnavigations. What was safe for them could be very dangerous for an inexperienced crew.

Boating is a very safe activity. The number of injuries from boating in 1992 was 3,967 but 580,119 persons were injured while riding bicycles, 150 times more! Lawnmowers are 17 times more dangerous than boats with 62,000 injuries. The number of fatalities per boat is not only extremely low but steadily decreasing. But legislators apparently love to regulate boating and the specialized press publishes a disproportionate amount of articles about safety.

Boating is safe because most boaters are self reliant, responsible individuals but as with any activity, ignorance, negligence and stupidity will provoke accidents.

When I earned my captain's license, I had learned that whatever happened would always be my full responsibility, that there will never be any excuse or reason to blame the boat, the weather or the crew. Today, this is considered politically incorrect thinking but to apply that principle is the best safeguard against accidents.

For a true seaman, the bottom line is simple. As a captain of your small boat or dinghy, you and only you are responsible for the safety of your boat and your crew. If you have doubts about your boat's capability to handle a certain situation or a certain load, don't leave the dock. If you don't know what is safe, take a course, get some experience sailing with friends but don't take chances.

Sailing Rigs: The sprit rig is the preferred one for most of our small sail boats. It has many advantages: Economical and easy to build by the amateur, short spars easy to store and set up, low center of effort, good looks and surprisingly efficient.

We also show sketches of a sailboard rig for the smaller boats. Sails and masts are easily available and inexpensive. The mast base can be adapted to our boats with an aluminium sleeve or wooden insert. The wishbone must be replaced with a simple sprit boom. This rig is not strong enough to counteract the weight of a two persons crew in a breeze but then, these boats are a little small for such a crew anyway.

Outboards: These small boats require very little power to move at a good speed. Most of them will be very happy with a 3.5hp outboard or less. Larger engines will be too heavy and sometimes dangerous. The 10' V-bottom dinghy and the Flat Skiff 11 can take slightly larger engines up to 6 hp. The 15' outboard is designed for 25 hp but a 50 hp version is available.

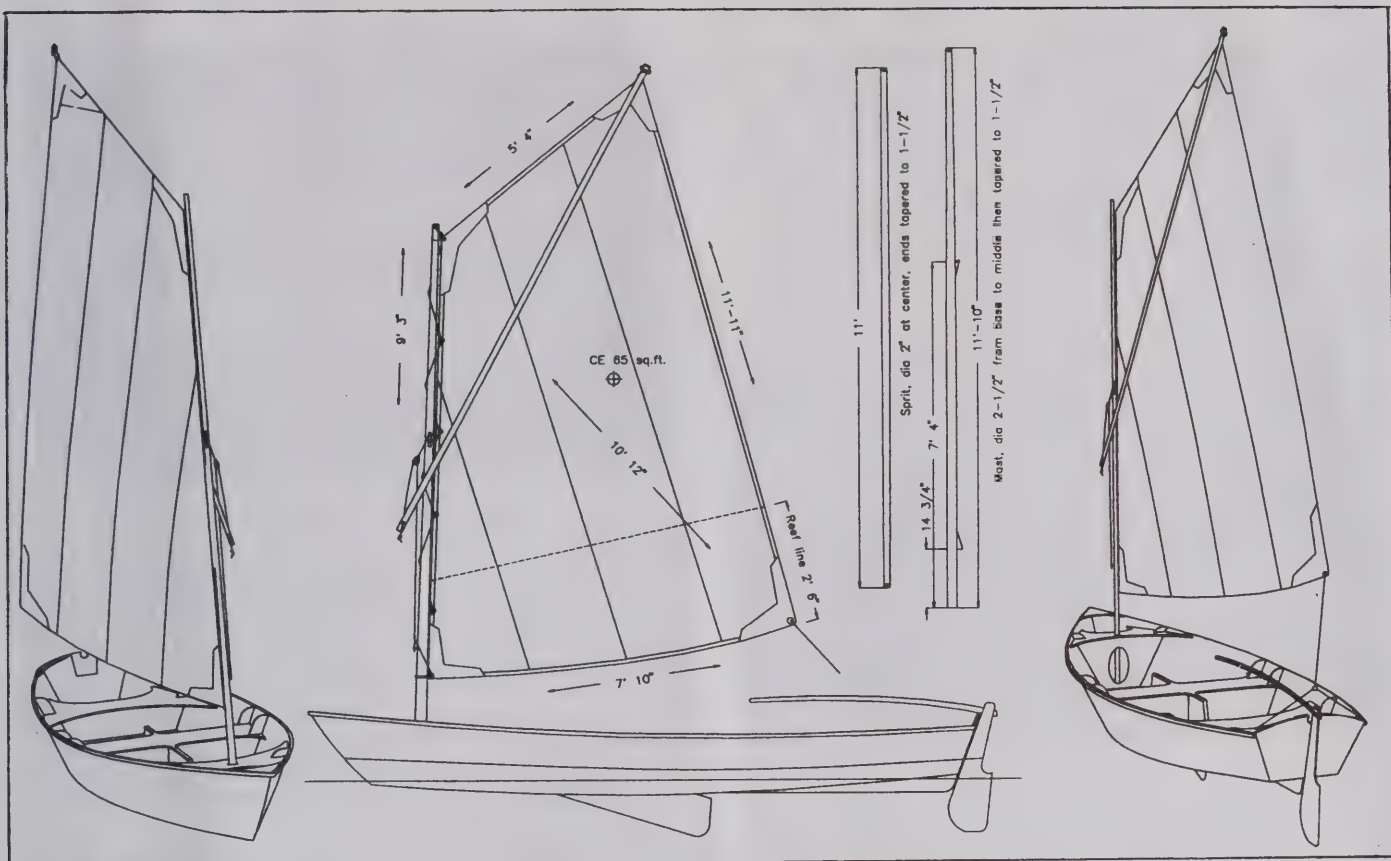
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We needed a sharpie in this file. Our design offices are along the Indian River in Florida and it's the perfect place to sail a sharpie. This one is a good sailboat, decent row boat and can also take a small outboard.

We designed it for sailing first, rowing a close second but the possibility to use an outboard was given low priority. This explains the pinched stern: Beware of it's limited buoyancy if you work on the outboard. But this boat does not need an outboard: she rows and sail well.

As in most other boats, we show only one rowing position: Too many unpleasant compromises were required in the layout for a second rowing position. If it was not for the hypothetical outboard, we would have given much more angle to the transom which would look much better.

14' Sharpie

Drawing # 98 14' x 4'6"

Note the rear seat position, don't move it towards the transom.

The main sheet can go to a traveller made of a ring on a line between the transom knees. It is shown in the perspective drawing. The spars store inside while rowing.

Beware of the oarlock level, it must be of the top mount type and raised as shown otherwise, your knuckles may hit the centerboard case.

There is nothing difficult about building a sharpie. A flat bottom boat like this one goes together fast and easy. Note that the bottom is made of 3/8" plywood.

The centerboard can be made from plywood or 1/4" steel sheet. Adjust the

width of the trunk accordingly. I like the notch instead of a hole for the centerboard pivot, it allows you to remove the board for cleaning. Keep a knot for the right board depth in the painter.

The painter can be secured to a cleat but a more simple and efficient solution is to use a stopper knot that slides through a keyhole type notch.

The small scale drawings don't show the pivot assembly or the painter but it does not take a rocket scientist to figure out how to put these small parts together.

The small spars can be shaped directly in one piece from spruce stock available anywhere. In short, an easy to build multi-purpose boat, large enough to take the family out in protected waters.

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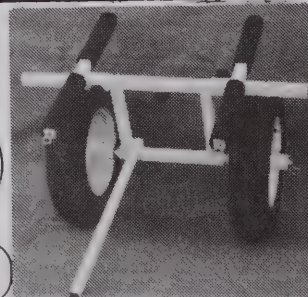
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BUILDING TOAD HALL

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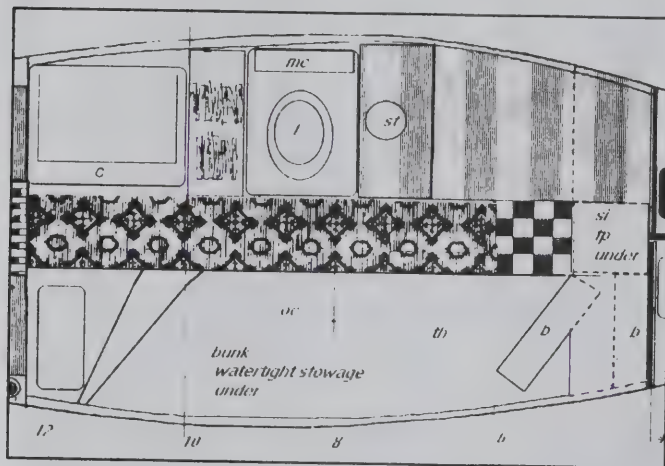
by David N. Goodchild

PART 10

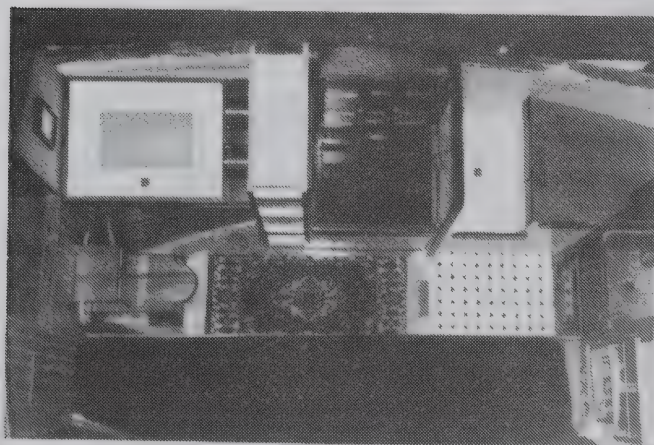
(conclusion)

THE ACCOMMODATION

In the first part of this long-delayed chapter, I said that in building the mock-up for the accommodation I discovered that this is by far the most complex and demanding of all the functions that I had attempted thus far in building *TOAD HALL*. This is still true! In addition, it is easily the most time consuming function in all of boatbuilding. All the books tell you this and I found it out to my dismay. The pace is absolutely glacial! But it's done at last!



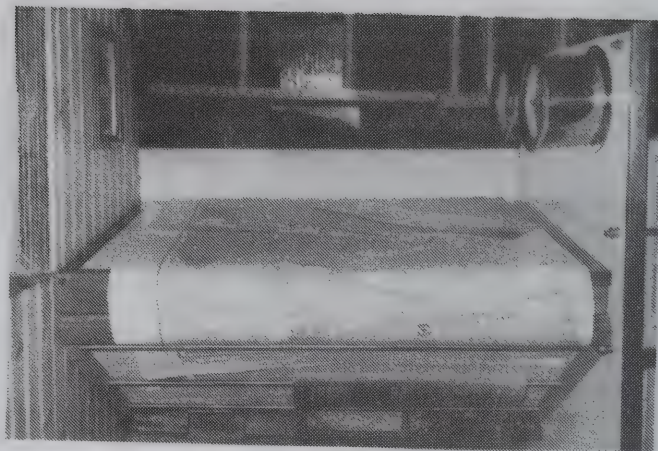
PROPOSED CABIN LAYOUT



FINISHED CABIN IN PLAN VIEW

If we look at the finished product in the same way as we viewed the mock-up so long ago, we can see that there are no significant changes. The companionway-step/navigator's seat is in place, and on the port side the chart desk and the navigation library occupy the spaces designed for them; the head and the medicine cabinet show up next and finally the galley bridges the gap between the head and the #4 bulkhead. On the starboard side, the two bookcases are situated as planned and the bunk takes up the remainder of the space. Now for a more detailed look.

Starting from the foot of the companionway we can see the chart desk. This measures 28" X 19". This is sufficient to hold the largest NOAA chart folded in half and many of the smaller charts opened fully. The top edge of the chart falls



DETAIL OF CHART DESK

behind the desk at the rear and the bottom edge tucks under brass rods beneath the chart desk. This keeps the chart contained. Under the lifting lid is plenty of room for instruments and tools and a pencil box lives on the right side. A piece of translucent white plexiglass is let into the lid which, when illuminated from below, acts as a light box and allows me to sort slides. Directly beneath the chart desk is the chart bin. The brass rods on the lid of the chart bin allow stowage of a couple of additional charts or chart books on the outside of the bin for ready reference. The photograph on the bulkhead is that of Robert Manry and *Tinkerbelle*.

The navigation library sits right next to the chart table. In the mock-up I had designed this to hold forty volumes of the large *Defense Mapping Agency Sailing Directions* and *Planning Guides* as well as the requisite *Light Lists* and *Pilots*. In the finished example I managed to enlarge this to fifty-six volumes, by finding a way to use the top shelf. To do this, the space between the top of the wooden bookcase and the overhead will be filled with two pieces of automotive safety glass, shaped to fit the space. These will be made after the cabin top is on and the space is better defined. This makes the top shelf usable but doesn't make the cabin feel too closed in. The two pieces of glass will be chemically etched with scenes from *The Wind in the Willows*. Above the chart desk is space for the radios, a second compass and the GPS and Loran. On the side of the bookcase is the clock and barometer.

Forward of the navigation station is the head. Located here is a compact Wilcox-CrittendonTM marine toilet which pumps to the holding tank. In the drawings of the mock-up, the holding tank was shown in the Port Side Lazarette. This involved too much plumbing to suit me and I was not



CHART STOWAGE AND NAVIGATION LIBRARY



FRONT BOOKCASE

REAR BOOKCASE

The remainder of the starboard side accommodation is taken up by the bunk/settee. This is 22" wide at its widest point and has a three-inch cushion. The backrest is two inches thick and hangs from the ceiling through the use of Velcro™ tape. The back cushion is designed to serve as a bunk extender when in harbour. This is accomplished by folding the lee-boards out flat and placing the back cushion on them. My wife did a beautiful job of making the cushions from wine-red crushed velvet and they are button-tufted. On the sole is a small oriental carpet.

The ceiling is an addition. I originally just painted the inside of the hull gloss-white but it was too stark so I made up a varnished yellow pine ceiling to relieve it. Much better!

THE COCKPIT

The cockpit is both smaller and larger than in Stevens' original 1888 design. The entire cockpit is larger since it carries out to the topsides but the footwell is much smaller for safety at sea. The remaining space is taken up by the two water-tight lockers on either side which provide seating. The footwell measures just 18" X 24". Line and fender stowage



THE COCKPIT

is in these two cockpit lockers, with much greater stowage in the two lazarette compartments. These will also be water-tight with flush-fitting water-tight hatches. The cockpit and lazarette hatch covers will be built when I build the deck.

In the mock-up/plan I had anticipated having only the port-side locker accessible from the cockpit with the other locker accessible from inside the cabin. Don't ask why! It was of course much easier to simply build in two cockpit lockers and that is what I did.

The compass is to be located in a small brass binnacle right under the helmsman's eye on the pedestal. Beneath the cockpit are two additional water-tight stowage compartments accessible only from within the cabin. The access port for one of these compartments can be seen in the photographs of the

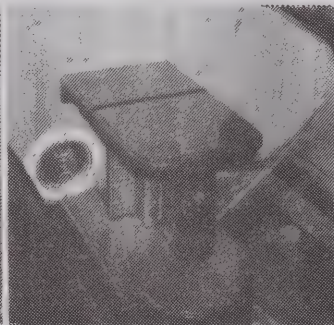
navigator's seat/step. Beneath these two lockers are two tanks in what would be the deadwood in traditional construction; one is for lamp oil and one is for kerosene. As with the water tanks, these have been filled and tested. They hold exactly three gallons each. The spigots for each are in the cockpit lockers and *not* in the cabin, to prevent in-cabin spillages. They can be seen in the cockpit photograph.

COMPANIONWAY

Because *TOAD HALL* is intended for use offshore, the companionway is small with a high sill. Below the sill is the double step with the top half hinged in such a way that the fore-and-aft portion can be enlarged so that the navigator has



THE STEP



THE SEAT

a comfortable seat at the chart desk. The bottom step forms the battery box. This box/step is sized to fit a large capacity gell-cell battery and is through bolted into the 1 1/2"-thick plywood cabin sole. The heavy battery is then contained by the 3/4" plywood and steel angle-reinforced battery box.

Everything in this boat is designed to stay in place while upside down!

CABIN TABLE

The cabin table is a shaped piece of 1/2" plywood which stows under the bunk cushion when not in use. To dine, the table is brought out and its after-edge placed on a fold-out support which appears from the galley bulkhead. The foremost edge sits on the front edge of the sink. This arrangement can be seen in the photograph. This minimal arrangement suits me very well and two can use it if a folding camp stool is placed in the passageway at the end of the table.



THE DINING TABLE DEPLOYED

NEXT

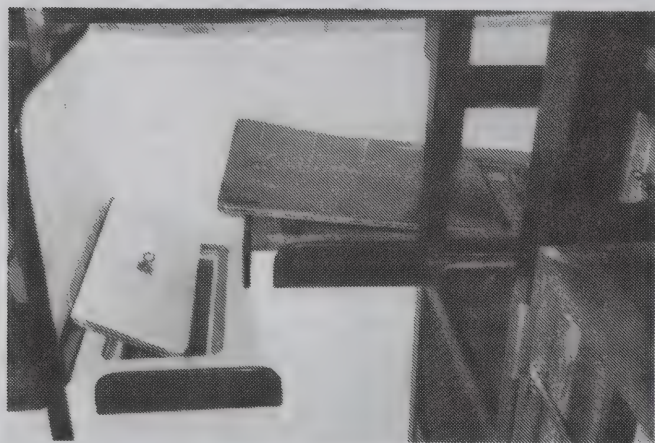
There are only two installments left in this series; *THE DECK AND CABIN TRUNK*, which will be next and *BOAT SYSTEMS*, which will conclude the series. The deck and cabin trunk chapter will be pretty straightforward but I think I can promise some surprises in the boat systems chapter.



THE HEAD

confident of the toilet pump's ability to move so much material so far. I found however that there was enough space directly alongside the toilet to install a 3 1/2 gallon, portable holding tank, much like a Porta-Potti™. The toilet is concealed by a removable front panel and by another hinged panel which forms a seat. Behind and just above the toilet is the medicine cabinet.

Forward of the head is the galley. This includes a Force-10-type, gimbaled, single-burner kerosene stove,



THE GALLEY

the watertight galley cabinetry and the sink. There is considerable stowage in the cabinet although there are no fixed shelves, no drawers and no doors. All shelves are canvas. Their location can be adjusted at any time and any shelves not needed can be rolled up and stowed without taking up much room. All utensils are in canvas rolls. Access to the galley is through watertight hatches beneath the stove and in the counter top as seen above.

The sink sits just under the foredeck and the two brass faucets (salvaged from an old claw-footed bath tub) are situated high-enough to allow the insertion of large pans or buckets and are fed by two day tanks (one cold, one hot). I had originally planned for two one gallon tanks but I decided to increase the capacity to three gallons each. These are filled from the main water tankage which holds 53. With the additional two day tanks, I now have a total fresh-water capacity of 59 gallons.

The sink is a change. I had originally planned to make up an all copper sink which would sit directly on the top of the fireplace/stove to function as a warming oven for baking bread. (You need a warm, draft-free place to allow the bread to rise before baking). However, a friend gave me a stainless sink so I decided to use this instead. This actually created a bonus. I filled the opening in the forestructure between the top of the fireplace/stove and the sink with some expanded metal and ended up with a neat heating grate. And the sink is still large enough for a warming oven!

There are a couple of other unique features to this sink. As it happens, the bottom of the tailstock is below the waterline. This means that not only would the sink not drain well, it could (in certain situations) admit copious quantities of seawater into the cabin. I solved the problem by adapting and soldering the tailstock to some 3/4" copper pipe which I routed to the toilet inlet through a "Y" valve. Depending upon my lat/long, the sink can either be pumped directly overboard with the toilet pump, or into the holding tank.

There's one final unique feature to the sink. I had planned everything very well I thought and everything fit well and worked out well in practice. *But*, I had forgotten to allow for the smoke-pipe for the fireplace/stove/hot-water heater. As it turned out there was only one place for it to go; *through* the sink! Call it inspired improvisation or poor planning but a combination of 2" copper pipe and flanges made it possible and kept the sink watertight. The bonus here? Two of them! If the stove is in use the sink is filled with water and the smoke pipe then makes hot water in the sink, and because the smoke pipe itself is then cooled by the sink water, no water-iron is needed where it goes through the deck.



STOVE AND SINK

Directly below the sink we can see this fireplace/cabin stove/hot-water heater. This was welded up from 3" X 1/4" steel angle. I had originally planned to line the wooden spaces behind and on the sides with rigid foam insulation, but I decided instead to make up a heat shield from white ceramic tiles glued to rigid asbestos mill board. These stand away from the wooden structures about an inch and the entire heat shield is open at the top and bottom. It is bracketed to the steel forestructure

and because of this there are no screws into the wooden surrounding structure and thus no hot spots. The heat shield both reflects the heat and promotes a cooling upwards flow of air thus substantially reducing any fire hazard. A copper pipe waterback in the rear of the firebox provides lots of hot water. (There is actually a fire burning in the stove in the photograph, but the camera flash washed it out).

In front of the fireplace in the drawing of the mock-up I showed a tile hearth made from blue Delft tiles and the same tiles lining the area in back of the sink as a splash-back. When I priced the 4" Delft tiles I found out they were \$27.00 EACH! That ended that idea! Instead, I lined the space behind the sink with T&G pine and made up a tile hearth from bathroom floor tiles as can be seen. (The tile hearth is actually a lift out panel for access to the water tanks beneath the sole). The entire area surrounding the Force 10 cookstove is also tiled for fire-resistance.

To starboard of the sink/fireplace combination is the recreational library. As can be seen from the photographs these bookcases are doubled and the after one can swing out via sturdy hinges, to allow access to the forward one. This maximizes the use of space for this library.

Building Paradox

Part 7

By Don Elliott

Boat Building Books: Have you ever noticed most boat building books never have anything new to say? One book is much the same as another, typically, showing someone describing cutting a notch that ten other people have already explained before, or worse yet showing how to do something that you'd never use in a zillion years.

On the library shelves there sit many outdated boat building books, depicting materials that no one even uses any more. Books that are unaware of the new methods and techniques that have been in use for the last ten years. The ultimate redundancy is the new book that comes out repeating that same, useless stuff.

The most injurious, and in need of criticism, fault is that of omission. These books fail to answer real problems. Constantly while building, you have to deal with many problems that need good answers. It never enters their minds that those things are important. Who cares for the millionth time about the size of lumber, or picture of the same old tools taken from a new angle.

Here is the type of instruction that is needed. In order to set the bronze nail head just below the ply surface, hold the flat face punch against the nail head, apply pressure with the punch against the nail head. Using a heavy hammer, (not a standard model) tap repeatedly, do not swing wildly. Using the tip of your fingertip check position of head. When the head is below the surface, move to next nail. Caution: Do this before epoxy cures.

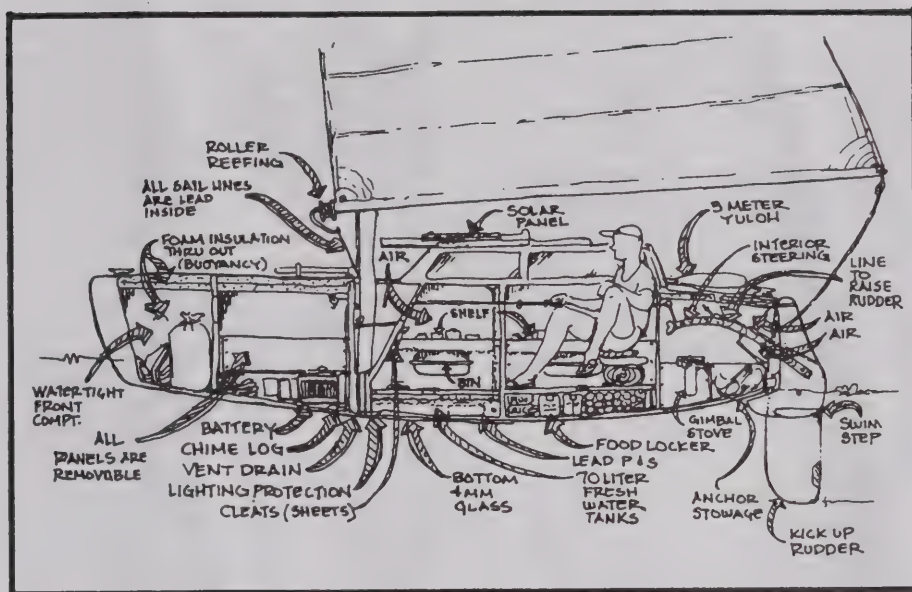
This type of instruction is just as important, maybe even more than a notch in a piece of wood, or using a certain tool. A boat building book should include complete building information, covering every step, making certain there are no omissions. Is that too much to ask for?

Sharpie Marker: This item is made by Sanford. Its a laundry marker, ultra fine point series 37000. Get a black one and a red one. The marker is not used for layout of lines, the lead pencil is definitely the best thing for that job. Where the sharpie shines is making lines highly visible. These dark lines go on faster than any other marker. You can put the tip right against an edge and it'll still draw. Make sure you get the ultra fine point.

You have to draw slower than with a pencil to allow the ink to flow, also rotate the pen in your finger as it moves. If the pen picks up dust while drawing a line wipe the tip clean and continue drawing.

The red sharpie is used to bring my attention to something, to highlight an item, or to warn me to be cautious. It is never used to draw a line. It's generally drawn as a circle, as cross hatching, or used to write words of caution.

An example of the use for the black marker would be to make critical lines stand out, like the alignment lines of the side panels. Don't concern yourself that the marks will be showing later. The



marker lines will never be seen with insulation on the inside and paint on the outside.

Look at the section, "The Stem", in this series. When the stem was made, the curve at the bow face was drawn with the black marker, it made it easy to see even while viewing it at an angle to the surface.

By the way, never cut into a surface without a guide line there to tell you the limits of the material needed to be removed. You may ruin the part by going too far without a line to stop you. The markers were introduced here purposely, as they will be used extensively from here on.

Wooden Ruler: The ruler should have been mentioned earlier. It was overlooked until it was remembered while writing the section on the side panels. They cost 25¢, so get two. One of the scales on the ruler is in inches, however the other side is metric. Cut one of the rulers off at the 16cm mark, that goes in your pocket, the other goes in a tub on the workbench. The wooden rulers come, made the way we want them, flush with the zero on its end, allowing it to be butted against a face if need be.

It's far handier to make short measurements with these stick rulers than with a tape measure. Tape measures can be awkward. They sometimes become a problem to handle with their bent tip and snapping closed at the wrong time. The wooden rulers become so handy that you'll soon leave the tape measure behind.

A few examples of the ruler's use are coming up when the side panels are being put together, and then later to add the chine runners to the hull. It would be a great understatement to say it would be hard to accomplish these tasks without the wooden rulers.

Assembly of the Side Panels: The success of gluing scarp joints correctly depends on understanding totally what's going on. The end results should be kept in mind, the base line should be straight, the length must be controlled to ensure correct frame spacing. Said another way the panels should end up the way we want them.

What goes wrong during scarp making is that things move all over the place. If you recall in an earlier installment ("Rudder Blade") "Epoxy Float and Creep" were described. They were bad enough, now we have something much worse. It's called "Slipping and a Sliding". Imagine a flat board with grease on top of it, press your palm down hard on the grease, your hand moves around. Now tilt that same board, as you press on the surface, your hand shoots down quickly.

The two slopes of the scarps want to slide down and off that ramp. These tendencies are strong. In addition, they would like to go sideways, but to a lesser degree. What can be done to prevent such movement? Basically, what's done is to lock one panel down to prevent it from moving at all, then position the second panel in the correct position and lock it down till the glue dries.

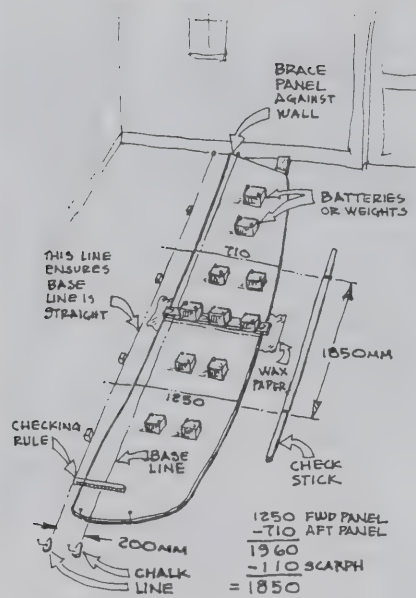
Now, a complete detailed instruction for the entire operation. On a level surface snap a chalk line, 4.8m long. Parallel to that line, snap another line, 200mm away from the first line. Place unmoveable objects along that line spaced 120cm apart. (see illustration).

Place the end of transom against an unmovable object (a wall, stick or brace going to a wall, just so the panel cannot move backwards). Align the base line of the panel with first chalk line, now place heavy objects (lead pigs, batteries etc.) to prevent the panel from moving.

Lay a straight edge across the panel at the 710mm mark on the side panel, draw that line accurately on the floor, at both sides of the panel. On a long straight stick, mark a line, measuring from that mark, make a mark on the stick 1850mm from the first mark. That stick will be used to maintain correct relationship between the two panels.

Measure 1850mm along the base line from the 710mm, draw that line on the floor. This corresponds to the 1250mm line on the forward panel. It controls the panel's length.

When you're doing a job as important as a scarp, do not concern yourself with time, or wasting epoxy, or anything else.



JOINING SIDE PANELS

Focus, be methodical, be prepared. For this type of task recruit help. They will assist you, but mainly, they are bulldogging for you. They must understand the complete process. They will be alert to the correct amount of resin to hardener in the epoxy mix, the correct stir time, etc. When I do a job like this it's the only one I do all that day.

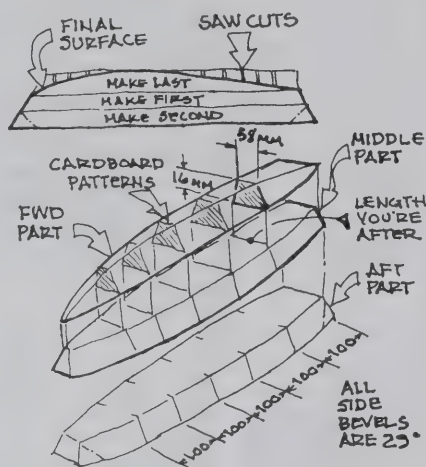
The epoxy mix is a little different for ply scarphs. End grain ply drinks up epoxy. When you are fresh and clear of mind, mix up a small batch of epoxy and coat both faces of the scarphs. Let it soak in about five minutes. With the resin you have left re-coat both surfaces. Go away for at least an hour. When you come back you are ready to put the panels together. Mix a larger batch. Stir well.

Now, add to the epoxy a small amount of micro fibers and stir. Finally add cab-o-sil so it's about the consistency of mayonnaise. Put a 1/32" coat on both panels. Turn the forward panel over to the correct gluing position, align with base line (check several places), to 200mm position line (fixed blocks). Next ensure 1850 mm (use the marked stick) marks line up. Add some weight to hold it there (block forward end to prevent moving forward and aft or drill a hole in concrete and install pin.) Place a board and weights on top of scarphs. Clean up. Keep an eye on it for an hour or so. Do not let anyone kick or disturb these panels, lock the door and go away.

Next day, handle the now full side panel gently. Place it against a wall. Leave it to cure at least a week to ensure a total and complete cure.

The Stem: Paradox's stem is made in layers. The natural inclination would be to make the forward piece first. Actually, it's better to make the middle piece first. If you attempt to do the forward piece first, you'll have problems holding the part and difficulty shaping the face and cutting the side bevels.

What to do is make five cardboard patterns. To make the first pattern, make it 16mm high and 58mm (2x29mm) on the top. Now at each end of the 58mm line, draw the 29 degree bevel. That's the uppermost pattern. What you're after is the width of it's base (see illustration). Make the other four patterns.



MAKING STEM

Find a piece of board for the middle board. Measure a series of 100mm distances, place each pattern on its proper line, line up with their centerlines, mark the widths. With a batten draw the two curves.

Install an extra wide blade in your saber saw (a narrow blade will be cutting at an ever changing angle). Cut the bevels on the middle part. Now you can use the top curve of the middle part to make the forward part, and the lower curve to draw the curve for the aft part.

At this time, don't concern yourself with the notches in the aft part. Just make sure they're long enough. For the bevel at the bottom, just measure the angle on the stem view of the drawing.

Now it's easy to make the forward part. Don't attempt to shape the bow curve until all three parts are glued together. After the glue has cured, clamp the stem down. Now, mark off the heights for the bow curve. With the sharpie pen draw the two curves. Make a series of saw cuts down too that line (see illustration).

If you want to and have the skill, chisel material away until you're close to the line, then plane and sand it down. If you use a big grinder and a 16 grit disc you'll be done in a few minutes and the saw cuts are unnecessary.

Liquid Magic: Somehow it seems the liquids used in boat building take on the characteristics of tools. It's hard not to think of them in that way. They are definitely as useful and some times even more important than any tool. They should be in your tool kit.

The most used liquids used for boat building today are distilled white vinegar, rubbing alcohol (70% isopropyl), denatured alcohol, acetone and of course water. Chemicals used for painting won't be considered here, narrowing our focus on ones used for building only.

Some are good and some are evil, it's best to sort them out, finding their assets and shortcomings.

Before we look at the aspects of liquids, it's important to have a good idea of methods for handling a fluid. In some cases it's better to transfer it from the container it came in to a more useful device. Vinegar should be transferred to two different types of containers, one should be a spray bottle of the trigger lever type that can be easily operated with one hand, the other would be a ketchup bottle with a small cap. The first is used to localize the fluid, the second is to use it in large quantities or to apply to a cloth.

For water there should also be two containers. One should be simply a bucket with something placed over the opening, that can be knocked off with the back of your hand. Some workdays the lid is left off so you can quickly get to the water. The other is a small one with a pop-up lid, operated with your thumb. This has to be handy and quick to move with you where you go.

The remaining liquids may be left in the containers they came in. Denatured alcohol, rubbing alcohol, and acetone are used the least of all the liquids. As Goop has been already covered in an earlier installment it will only be mentioned briefly.

Without a doubt vinegar is the shining knight of boat building liquids. It's an acidic liquid obtained by fermentation of wine. It has been with us a long time, at least 10,000 years. On a pH range of acidity of one to seven, vinegar is a two.

If you recall the story of Queen Cleopatra dissolving a pearl in vinegar, it tells us people were well aware of vinegar's properties long ago. You can drink it, soak your feet in it and use it to preserve food. The acidity in the vinegar is what's useful. Its referred to as nature's cleanser.

Consider all the other liquids as back-ups to vinegar. Think of rubbing alcohol as a weak denatured alcohol and acetone as the strongest of them all.

Acetone being the the most powerful solvent is also the biggest villain of the lot. It's deadly to people, it can be absorbed into your skin, highly dangerous to breathe, a fire hazard. Minimize its use. Don't let it get on you. Try not to use it at all. If you have to use it, use it with great care.

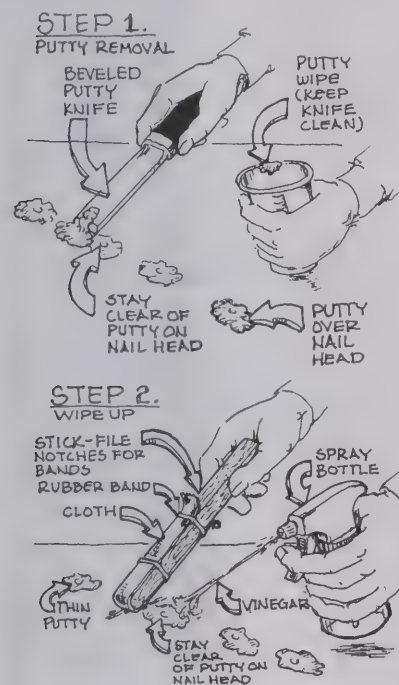
Denatured alcohol is also a solvent, it can deal with epoxy resin before it reaches gel stage. Rubbing alcohol does the same job but not as well.

The liquids are used to remove and clean up epoxy in its different forms. The tools to do that are the liquids mentioned here and the devices used with the liquids that are aids in picking up and removing the epoxy. Those are rags (not paper towels), sponges, putty knives, and some special tools (see illustration).

Two different forms of epoxy are, epoxy with fillers in it, and epoxy with no fillers in it. There is one other that will be dealt with in another installment because of its rare occurrence.

The first form is the easiest too clean up as it's not pure epoxy. The fillers break

up the epoxy making it less sticky to deal with. There are generally two cleaning circumstances to deal with, on tools and on parts. For cleaning a tool take it to the water bucket. Dunk the tool into the water, soak a rag with water then wipe it clean. If it's still not clean, spray with a little vinegar and wipe with a dry towel. Try not to scratch the putty blade surface, the gouges will give the epoxy something to grab onto.



Cleaning a part requires more work. There's no point trying to initially pick it up with a rag, you'll just be knocking yourself out. The best way is to take a putty knife, but not just any one. It has to have an edge bevel. Use that first to remove the putty, then, either put the excess in a cup or wipe it on a rag. Whatever you do, don't keep trying to pick up gobs of putty without first wiping the knife clean or you'll be putting gobs back onto the surface you're trying to clean. After you've finished, spray knife with vinegar, wipe it clean.

The second form to be removed is pure epoxy. It's harder to remove from parts and tools because it is stickier than in any other form. The procedures are the same as above, with a few exceptions. You must use stronger liquids and use a little more care in removal. If it's in an open area spray it with vinegar and wipe it up, if it's not, put vinegar on a rag or tool and get it that way. If it's still hard to pick up, use progressively stronger liquids (see illustration of epoxy clean up tools). Always wipe with water any surface that you've worked on after the epoxy has cured. When you touch the surface and you no longer feel stickiness, you're done. For another use of vinegar see "Fabulous Fillets" in the next installment.

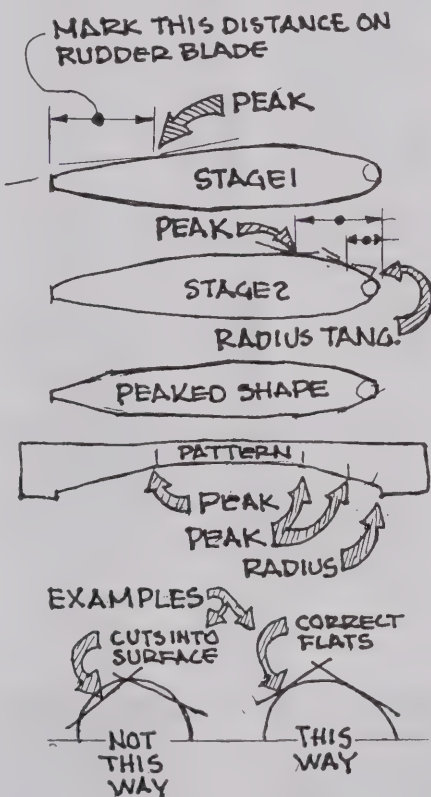
Shaping the Rudder Blade: To shape the airfoil shape onto the rudder blade it will require six things: The big grinder with a 16 grit disc, a belt sander, a template, a batten, and a good concept of

what the shape is and then a method to achieve that shape.

A description of an airfoil shape for boat rudder blades goes like this: The leading edge should be a radius. From the tangent of that radius the line curves to the blade's maximum thickness, which is approximately one third of the way back from the leading edge. From there it should curve downward to end, not in a sharp tip, but a small flat at the trailing edge.

The above describes a NASA airfoil shape which has proven best for use on underwater foils. The flat surface at the back creates a slight drag which is essential, as it's the drag that pulls the water onto the blade's surface, necessary for good flow. If it ends in a sharp point, it was found that it creates turbulence that disturbs flow.

To make the foil, it's best to rethink the idea of it being a continuous curve, and think of it as a series of flats. The strange looking template is made to discover the peaks of the flats. The radius on the leading edge ensures a round shape that is needed there. What you're doing to make the blade is first making a series of flats connected to a round front.



Draw the finished shape on cardboard full size. Matt provides the shape on Drawing #11. Follow the steps in the illustration (the shape has been exaggerated to make the point). Convert the curve to a series of flats, pick up the peaks, transfer those peaks to the rudder blade. Draw lines with sharpie pen, the peaks on the blade surface.

Through this process, you may have gained enough understanding to proceed without the aid of the template, however it would help a great deal to know where the peaks are.

After the flats have been cut, sand down the peaks to the final shape. Through the sanding constantly check the surface with the batten. Although the batten can only check a portion of the blade it is a real aid in fairing the surface. **Caution:** Avoid creating any hollows into the curve.



The photo shows the blade being shaped. I left the rear area with high spots purposely to show how the ply layers will appear when the surface is not fair. The ply lines should be straight. This was difficult on my blade because of a knot on the surface. Care had to be taken to get the surface right.

Eventually the blade will be sheathed with fiberglass cloth. The next installment will deal with fiberglassing so the blade should be prepared for that. All the corner edges must be rounded slightly to allow the cloth to wrap around them. Cloth doesn't like sharp edges. Now also is the time to round the edges to final shape for the V-groove haul up line. Now is the time to putty any holes, splits, or any other surface irregularities.

The next installment will include "Leading of the Blade", "Photo's and Illustrations", and "Applying Putty".

(To Be Continued)

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The CataCanoe Hull Twinning System maintains the supple feel of the canoes and allows them to work more efficiently together. The single, flexible coupling bar provides all the relative hull movement needed to safely and gracefully ride out even a large powerboat wake that could instantly capsize any lone canoe.

Families who have used the CataCanoe Hull Twinning System appreciate the safety when children are on board. Without the "tippiness", older folks can get in and out of the canoes with confidence, and soon lose their fears of capsizing when the children rock the boat. To relax and enjoy the beautiful wilderness around the shores of a quiet pond or marshy river, first you must relax. CataCanoe offers an elegantly simple way to let you do that.

Photographers appreciate being able to stand up in the canoe at any time, so they can get an "impossible" shot of large marsh birds taking off out of the bulrushes, or to get the best angle on scenic reflections in the water.

When it's necessary to canoe through a narrow cut the canoes can be uncoupled in a few seconds, and as easily rejoined on the other side. The port and starboard canoes may be interchanged, coupled to other canoes, or several canoes may be joined together at any time for a floating picnic lunch and chatting without lines or anchors.

The photo shows both the brackets and wheels on canoes underway on the waters of Great Herring Pond (near the Cape Cod Canal). Note that the canoe on the right, actually the middle one of three (see the bow at the right edge of the photo?), has its wheels in the stowed position at the gunwales, while the canoe on the left has its wheels removed and stowed inside the boat. The three canoes were being powered by a 2hp outboard at about 1/4 throttle when the photo was taken, and

Quiet Water Motoring With a CataCanoe Hull Twinning System

By James Denker



speed was about 5mph, judging from the bow wave rising between the hulls.

A 3hp outboard will drive a pair of canoes at least 8 knots, and the bow waves crest-up a little higher than the gunwales before receding back under the sterns of the canoes, leaving virtually flat water behind. The outside bow waves are very small compared to what a single canoe would produce at the same speed because the sterns are pulled slightly together by the hydrodynamic forces. The energy left behind in the overall wake seems to be a good deal less than one would expect, which also seems to be borne out by the very low fuel consumption noted during all our powered outings.

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Hull bracket installs on canoe in seconds without tools before launching.

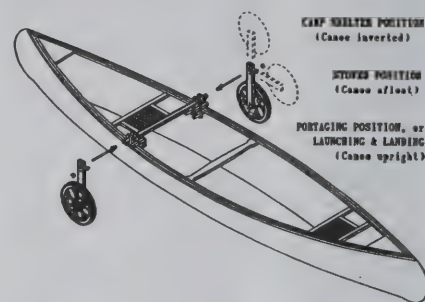
Fiberglass coupling bar is easily installed or removed with canoes afloat.

Coupling bar is hollow and sealed. It floats if it is dropped in the water.

Non-marring ash jaws have 3:1 mechanical advantage for a secure grip.

Easy Shoreside Canoe Transporting With a CataCanoe Wheel System

By James Denker



So light in weight, the wheel assemblies float. So rugged, they can carry a loaded canoe (up to 200lbs) through sand or mud or over rough ground. So well engineered, just one person can easily portage, launch, and beach a fully loaded canoe on its CataCanoe wheels, in most cases not even getting wet feet. So easy to install even a child can do it because the canoe need not be lifted off the ground. Unlike all the strap-on contraptions and dollies, which must be placed underneath a raised-up canoe, the CataCanoe Wheel System has nothing at all under the hull. This allows free movement through tall grass, reeds, bulrushes, and scrub that would snag the axle and frame of any other canoe carrier and stop you right in your tracks (or pull the rig out from under your canoe).

The 16" wheels have PVC tires that can never go flat. You can run them into salt water because they cannot corrode. They roll freely through loose sand and soft mud that could bog down and stop any strap-on rig. The widely spaced wheels and the low center of gravity of the canoe allow you to negotiate steep banks that would be impassable with any other wheeled device available.

Should very large ground clearance ever be required, the CataCanoe wheel assemblies can simply be rotated to the "up" position and locked, and the canoe inverted to put the wheels back on the ground. With the wheels in this position, the upside-down elevated canoe hull also can serve as a quick, spacious emergency shelter. Add an ordinary tarpaulin, and you'll have a great camping shelter.

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Hull bracket installs on canoe in seconds without requiring tools or lifting.

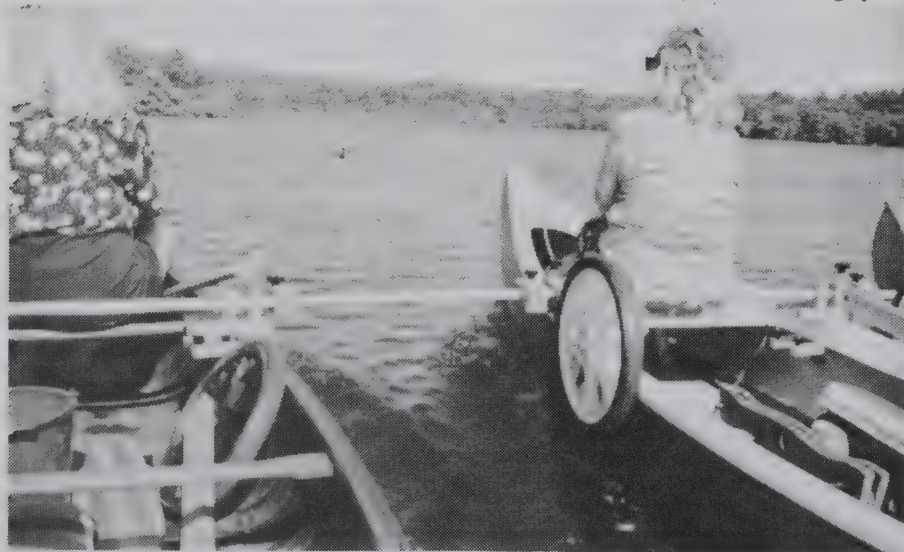
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Bolger on Design

Views on Various Rigs

We're often asked for our views on various rigs, and sometimes find something taken for granted that we think is not true, or not always true.

My book, *100 Small Boat Rigs*, is back in print, available from Dynamite Payson, Pleasant Beach Rd., S. Thomaston, ME 04858.

We've been working with some unorthodox rigs lately, but we haven't changed our minds about the comments in this book for a long time. We'll be running selected chapters from the book off and on for the next few months; our ideas on those rigs that have stood a fair test of time.

Rig 33: Gaff Cutter With Boomless Mainsail

A lot of ink has been laid down over the distinction between a sloop and a cutter, but the most useful one is that a cutter is a sloop with two or more working headsails, trading complexity and cost against reduced tension and better redundancy. The cartoon is meant to be like a small Thames bawley, a type used for trawling. It was never used by yachtsmen and was not called a cutter in its time.

The boomless mainsail is characteristic. A real bawley had a triple-sheave, wooden-shell block on the clew, and they say the helmsman used to dive down the companionway as the lethal flail came over in tacking. As with all boomless sails, a wide sheeting base is needed. The sail has to be much shorter on the foot than a boomed sail on any given boat, although it might be longer than the one shown here to keep the sheet lead more nearly vertical and prevent the gaff from sagging when the sheet is started. It can't be carried very high either or the gaff will go forward too much when reaching and running. The mainsail has to be small for the size of the boat. The working bawleys all had top-sails, the only way this rig can be enlarged to drive a boat without an engine. They also used brails to the gaff and sometimes dropped the peak of the gaff to control the area while trawl-

ing. A boom would have slowed down some of these adjustments but, of course, the main reason it wasn't used was that it would have been in the way of the fishing gear.

As with most European fishing boats, these had to be designed to crowd together in small harbors. The bowsprit runs inboard, almost its full length, to be out of the way. The jib is set flying with the tack on a ring running on the bowsprit. The sail wouldn't stand well on the wind in a breeze, but it would be powerful reaching.

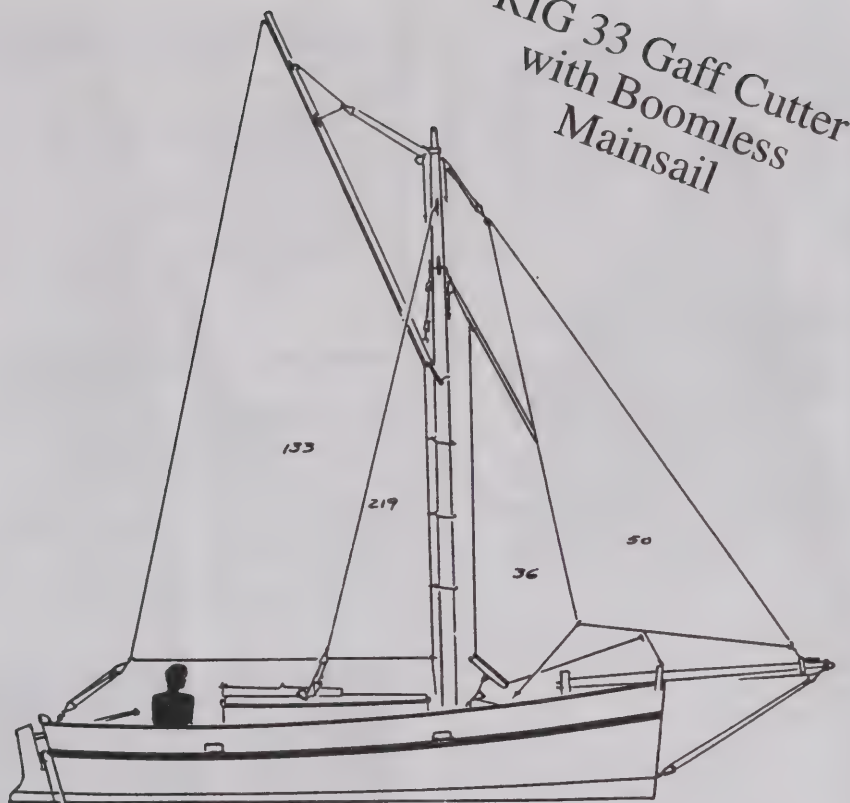
The forestaysail is sheeted to a horse across the deck to be self trimming in short tacks. It would need tending to draw well. The whole rig is designed to be controllable for maneuvering in strong, puffy winds and close quarters. It would be desperately slow in light airs. It died an unmourned death as soon as

reliable engines became available.

The small club on the clew of the forestaysail adds a little area to the sail without increasing luff tension. The original object was to distribute the stress at the clew, no problem with modern sails.

The cartoon is meant to be a motorsailer. She's compact to go into a marina berth and has a shorter mast and less standing rigging than a modern rig with the same capability. She would be interesting to sail in strong winds and not likely to get out of control, as long as nobody got a bight of the mainsheet around the neck.

"The late Peter Taugvald told me that the loose-footed gaff mainsail works but with more down angle on its sheet; that is, the sail should be longer on the foot with the traveler location shown. P.C.B."



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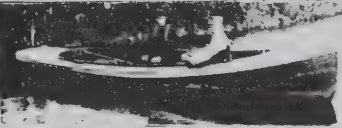
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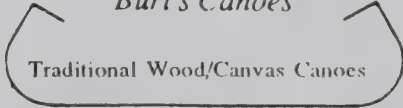


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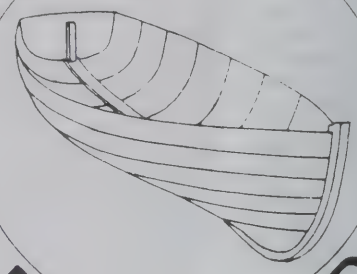
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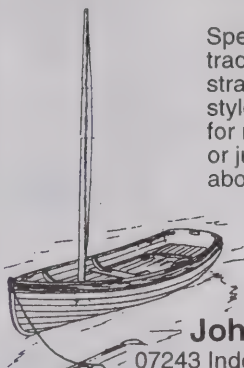
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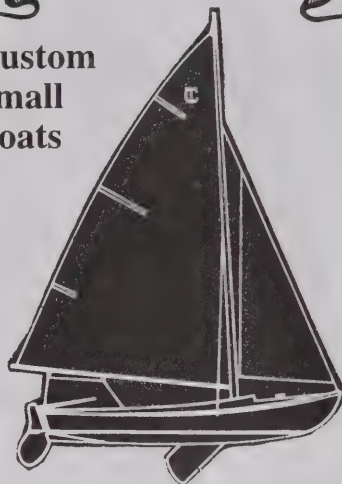
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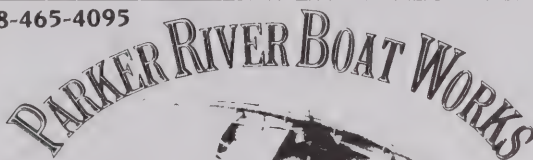
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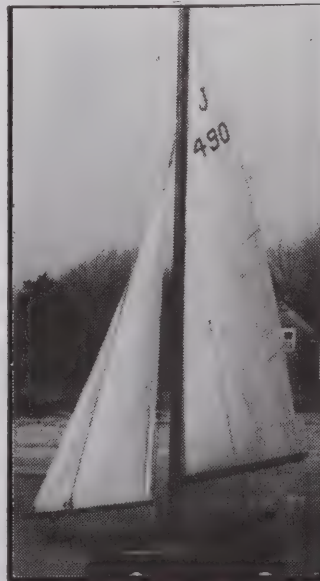
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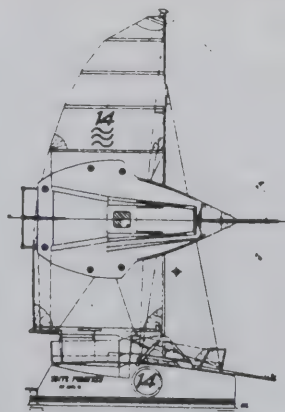
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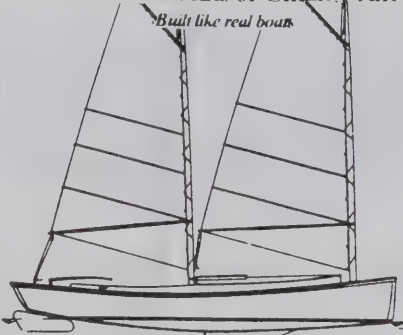
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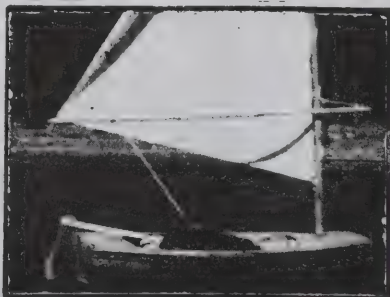


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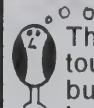


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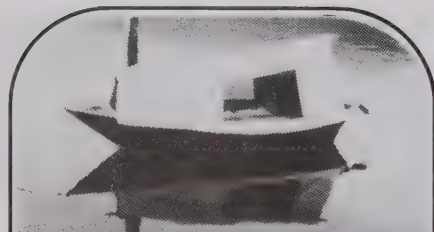
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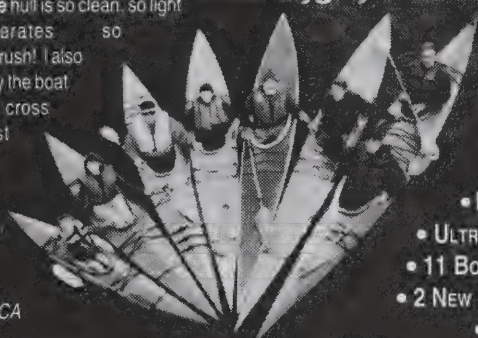
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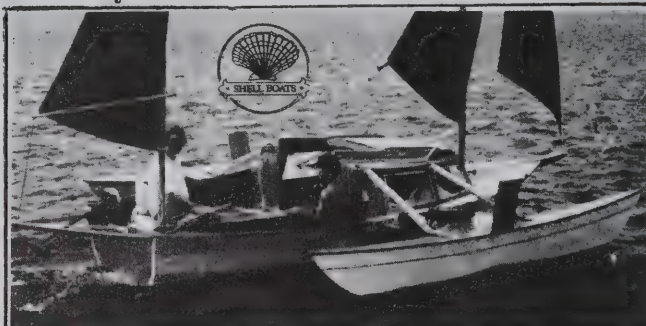
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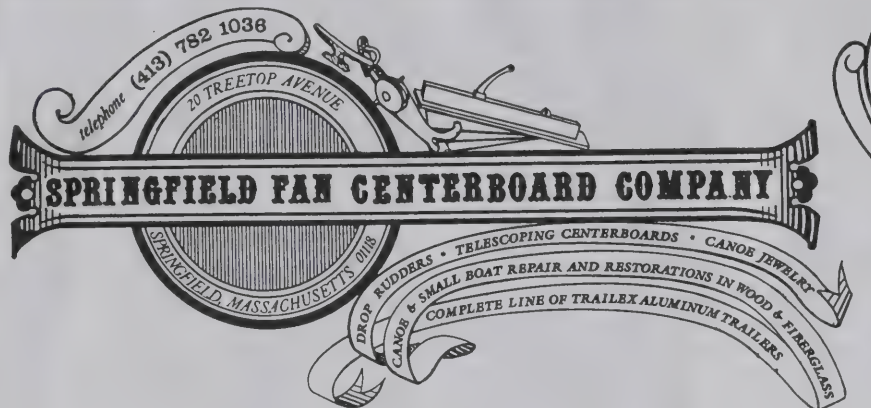
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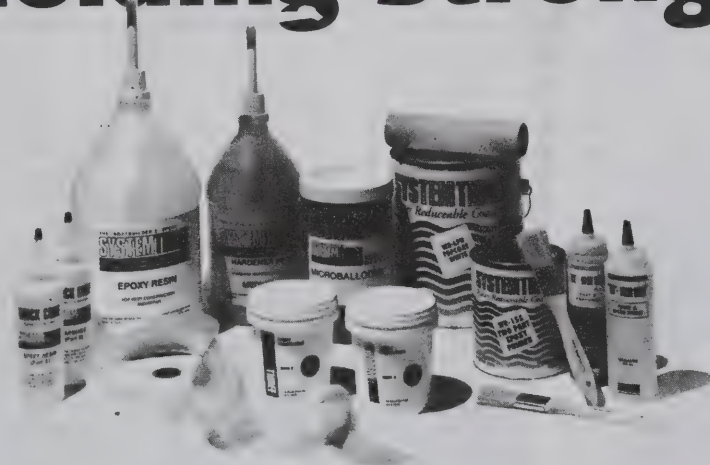
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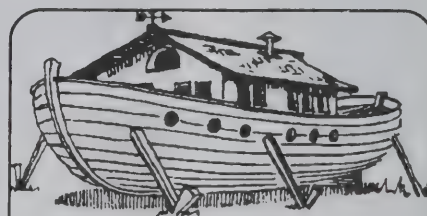
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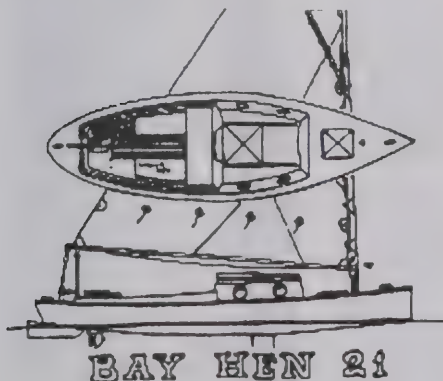
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18' Gaff-Rigged Sloop, cuddy cabin, shallow keel, on home-blt trlr. \$650. We have spent many happy hours on this cool, salty little vessel, which now stands unused as we sail our 30 footer. Float is FG over plywood, maybe 35 yrs old, shaped like a Lightning but a little smaller. 6' cockpit, 6' cabin, 2 port-holes on each side, sitting headroom below. Iron ballast shoal keel (abt 2' draft). Mast is varnished spruce, pivoting in a sturdy mahogany tabernacle, & is easily raised & lowered by 1 person. Permanent gallows at the stern. 1' bowsprit. Sails incl gaff main, & a jib, both in quite gd cond, plus an optional loose-footed marconi main. Set up time is about 20 minutes. The afterdeck is cutout for a small OB. Recommended for lake or protected bay sailing, not an ocean pounding. Over-all condition is fair; the boat is basically sound, but mechanical & cosmetic details will nd attention each year to stay ahead of deterioration. Tlr is home-made of heavy iron w/wood supports & automobile tires. It works but is pretty ugly, & replacing the wood w/welded metal would be a good idea.
BOB McNALLY, Rockaway NJ, (201) 983-9153. (16)

Nimble 24 Yawl, '90 tropical/offshore version w/ galv DA trlr, 8hp Honda w/alt, tanbark sails, 155% genoa. 26' LOD, 8'3" beam, 20"4'5" draft. Lead shoe. FG hull w/plenty of teak, bronze, brass. Salon cabin drs, painted spars, teak grate. 6 opening ports & fwd hatch w/screens. Indrs winters, FW berth. Gunkhole w/style & comfort. Seeking \$18,500.
CHARLIE & RUTH PEARSALL, Binghamton, NY, (607) 648-4541 eves. (16)



'87 Stur-Dee Cat, 14'5" x 7'0" Edson Schock design. FG hull w/mahogany & oak trim. Well-appointed camp-cruiser incl fitted canvas boom tent, compass, head, Danforth w/chain and nylon rode, teak and SS boarding ladder, 130sf marconi main w/2 sets reef pts, 4hp Johnson w/ wrap-around fuel tank, & galv trlr. Cruising history incl Lakes Superior, Huron, Michigan, & Erie as well as Cape Cod, Mystic, and Cayo Costa, FL. Lovingly maintained. Must sell, nd larger catboat. \$5,500.
TONY WOODRUFF, Cutler, IN, (317) 268-2287.



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)

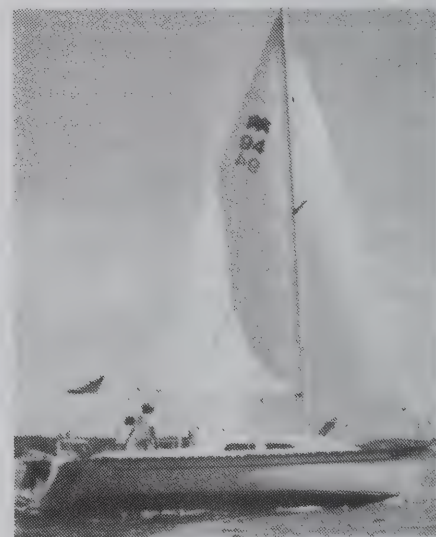


21'6" Great South Bay Catboat, '90 replica. Nat Wilson hand roped sail 322sf, cedar on oak frame, wooden mast, boom & gaff. Gd cond, located Swansea, MA. Asking \$4,999.
JACK GREENLEES, Watertown, MA, (617) 489-1448. (15)



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)

21' Dovekie Hull #001, same sharpie used in brochure & in SBJ, CW, etc reviews. Grn hull w/tanbark sail, beautiful mahogany leebs, spruce mast & sprit in exc shape, std reefing, 2 - 10' oars, trlr, 8 yrs of Dovekie newsletters. Located Philadelphia PA area. \$4,500.
ALAN, Bellevue, CO, (800) 517-2273 or (215) 947-2415. (16)



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 wkdy 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/canvases, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (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)

'66 Tylcraft 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)

18' Drascombe Driver, English blt, FG day sailing gunter yawl w/oiled teak trim. Powered by 4hp "Shrimp" IB w/feathering propeller to minimize drag. Shallow draft (1'5") sits upright on tidal flats w/twin bilge-keels. Perfect family boat, stiff & stable (6'1" beam), w/full flotation. Fully equipped w/3 tanbark sails, (roller furling jib), oars & locks, life jackets, on a solid trlr. Boat weighs 730lbs, trailers easily. Exc cond. Asking \$4,300.

STEVE BROOKE, Farmingdale, ME, (207) 724-3576, E-mail at sbrooke45@aol.com (16)

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

'72 Flying Dutchman, 19' daysailer, 2 sets sails, trlr, 2.5hp Sea King OB. \$850.

GERARD KUFNER, Rhinebeck, NY, (914) 876-8718 eves. (16)

18' Swampscott Sailing Dory, compl w/sprit tanbark sails & spar, jib, oars, flr brds. Sturdy, fun to sail. No trlr. Asking \$800.

PETER RADZINSKI, Rockport, MA, (508) 546-6986. (16)

Mass Bay Indian Classic Sloop, compl, nds refastening & cosmetic restoration.

Danvers, MA, (508) 762-6202 or (617) 631-2324 for appt & directions. (16)

10' '37 Dyer Dink #84, mahogany on oak, all orig hrdwre, blue marconi sail. In gd shape, nds vy little work to be restored. \$1,200.

SAM MESSINA, Ipswich, MA, (508) 356-7897. (16)

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)

20' Rowley Skiff, from Winninghoff Boats w/85hp Johnson & trlr. \$3,500. **28' Winner Flybridge Cruiser**. \$7,500.

DICK DUDEK, Waterford, CT, (860) 277-2858. (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)

20' Shock Surf Dory, FG, w/trlr, sail rig, motor, oars. \$1,200.

HARRY MILLER, Sacramento, CA, (916) 925-1615. (16)

15' Old Town Moosehead Lake Model, exc cond overall w/exception of garboard strakes 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)



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)

Sailboat Design, small, twin keel, offshore capable, sailboat that can be built in sheet ply. 18' to 22' LOA. Prefer light to medium disp. Where can we find a list/catalog of Maurice Griffiths designs? BUTLERS, P.O. Box 1513, Hamilton, MT 59840, E-mail to pbutler169@aol.com (16)

Wooden Drascombes, Lugger, Peter Boat, Longboat. Prefer west coast. Also seek plans or any info re woody Drascombes.

BOB SIMMONS, P.O. Box 2010, Sandpoint, ID 83864, (208) 265-5419. (16)

Wenamet Kitten, by Bigelow of Monument Bch, MA. For revival. Also interested in info regarding coastal skiff bldg & bldrs.

C. TRAINOR, New Bedford, MA, (508) 636-2375. (16)

International 10sm Decked Sailing Canoe, prefer NE location.

JEFF GREEN, Sioux Falls, SD, (605) 330-1608. (16)

FG Folbot Dble Kayak, or other vy high volume dble kayak.

DICK DUDEK, Waterford, CT, (860) 277-2858. (16)

Lg Used FG Cntr Console, located in VA, MD or DE.

REID DIGGS, Jr., Machipongo, VA, (804) 678-7748. (16)

GEAR FOR SALE

Sextant, C Plath Classic, w/mahogany case. \$750.

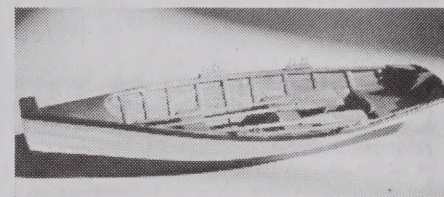
30" Ship's Wheel, brass w/teak handles, made in England. New, \$100. **Taffrail Log**, Mark II by Walker. \$100. **Anchors**: Danforth 20-H, \$35; 22-S, \$25. **Shore Power Cord**, Marincos 25' w/pigtail & Y adaptor. New, \$40 for all. **Tension Meter**, new, gd for setting up rigging. \$15. **Snatch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

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)

Canoe Gear: Grumman OB bracket. \$10. Poles, wood paddles, anchors, etc.

NELSON DOWNS, Esperance, NY, (518) 875-6360. (15)



A HOLIDAY GIFT IDEA! This wooden model of Cape Cod Dory is exact in every detail! Hand-made and expertly painted, the dory is equipped with two sets of oars and a life ring. 11" long, 4" wide. A very special holiday gift. Item #W523 \$34. S&H \$5 when you mention *Messing About In Boats*. ORDER TOLL FREE 1.800.985.4421, Fax 207.985.7633. Visa, MC, American Express. 1997 rowing gear, accessories & gift catalog \$2. FREE with your order. WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043. (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.

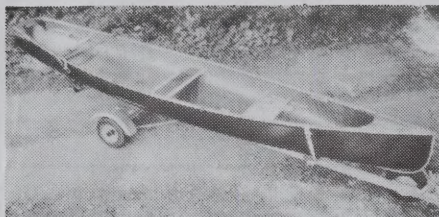
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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 Dorries.

J. GIULIETTI, Vernon, CT, (860) 643-7075. (15)

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)



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

Trolling Motor, electric 12vdc Shakespeare Model 30, 5 speeds & fwd-reverse switch, in exc cond. 30lbs thrust w/sturdy dble clamp bracket mounting. \$100. Also a **Battery Charger**, 2 ranges: 2a or 10a, incl timer to prevent overcharging. \$20. Both items, if purchased together, \$115. JOSEPH RESS, Waban, MA (617) 965-7714, before 9pm. (16)

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

2 Steam Cylinders, 8"dia x12" stroke, w/valves, con rods, crank etc from steam winch. Ideal for steam engine for boat or 2 steam engines for 2 boats. Trade for smaller steam equipment or sell. W. HUNLEY, Alexandria, VA, (703) 836-0456. (16)

150 lb. Mushroom, \$100. DICK DUDEK, Waterford, CT, (860) 277-2858. (16)

Automatic Pilot, for small sailboats (up to about 25'). Raytheon Autohelm, Model 800 w/instruction book. Runs on 12vdc, in exc cond. JOSEPH RESS, Waban, MA, (617) 965-7714, before 9pm. (16)

Polytarp Sail or Boat Cover Kits, for small boats. \$39.50. Incl 9' x 19' 3-ply blue polytarp, 36 yds 3" wide industrial strength white vinyl tape, grommet kit, 150' 1/4" poly rope, cutting knife, brief instructions. Other tarp sizes available in blue or green priced accordingly. DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106. (16)



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

GEAR WANTED

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)

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

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

Cast Iron Shipmate Stove, or equivalent. **Tanks**, for diesel fuel. **Anchors**. **Hvy Duty Trlr**, for 26' boat. DAVE GILROY, 48 Hatchet Hill Ln., E. Granby, CT 06026. (16)

SAILS & RIGGING FOR SALE

Catboat Sails, lg selection of Thurston & 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)

Roller Furling Headsail &/or Gennaker, used but usable for a '73 O'Day 22. Also interested in any decent used O'Day 22 gear (sails, spars, hatches, manuals etc). MICHAEL POLLARD, Hingham, MA, (617) 749-5583, e-mail: pollardm@umbssky.cc.umb.edu (16)

Penguin Rig, spruce mast & boom, mahogany rudder & CB, dacron sail, SS stays & all sheets & halyards. Wood parts fair to good, all nd refinishing. Sail serviceable. \$110 OBO. Damaged FG hull also available for free. ALAN GLOS, 4298 Syracuse Rd. Cazenovia, NY 13035, (315) 655-8296 eves, E-mail: "aglos@center.Colgate.edu" (16)

Harken Roller Furler Unit "O", w/150% RF Genoa. 22.5' luff & 26' headstay from Westerly Nomad 22 (located in eastern Long Island). Sale or trade for Britannia Folding Dinghy, small radar? ANDREW MOORE, (718) 486-8049. (16)

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)

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



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)

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)

Out Your Backdoor #8, is finally out with the boatist bunch of boating (many from MAIB), biking, skiing, exercising, fishing, tree planting, poetic, & other unbestseller tales. 64 stunning pages, legible layouts. "I just discovered OYB. Where have I been?" Living in a cave? \$8 for 4 issue sub. OYB, 4686 Meridian Rd. Williamston, MI 48895. (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)

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

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

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

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



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)

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

Collection of Canoe Magazines.
NELSON DOWNS, Esperance, NY, (518) 875-6360. (15)

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)



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.
ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

BOOKS & PLANS WANTED

Pete Culler's Boats by John Burke, International Marine, '84. Top \$5's paid.
STEVEN ROSSI, 106 Kent Dr., Cortlandt Manor, NY 10566, (201) 573-2270 days, (914) 736-5354 eves. (16)

Small Boat Journal, Issues #4-#30.
JAMES KEEL, 99 E. Bluff Dr., Quitman, AR 72131, (501) 825-7830. (16)

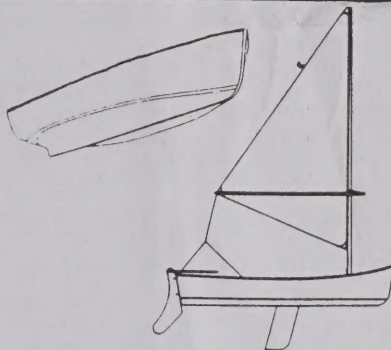
OTHER MARINE RELATED ITEMS

Native Watercraft Society, P.O. Box 26221, Wauwatosa, WI 53266. For builders and students of traditional kayaks, canoes, currags, bullboats, dugouts, reed boats. membership \$20/yr, incl 3 issues of Journal. Send for brochure. (TFP)

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen* (Half Moon) seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.
BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Mobile Home on Waterfront, 2 bed, 1 bath in adult park. Dock & davits. \$17,000 sale or lease.
P.A. TINGLEY, 327 Traylorama Dr., North Port, FL 34287, (941) 423-1358. (16)

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
 Rowing & Minimum Drag When
 Towing

Two Rowing Stations

Row & Sail Models

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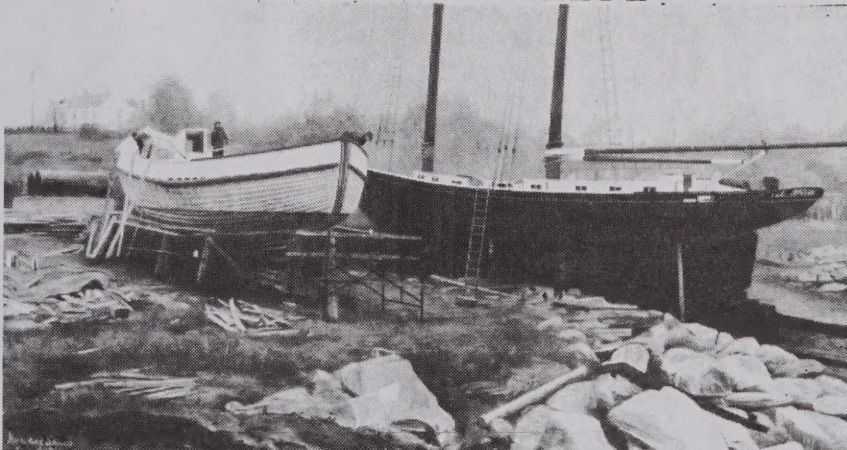
INDOORS
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COMPAC 16'-19'-23'
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MARINE CONCEPTS

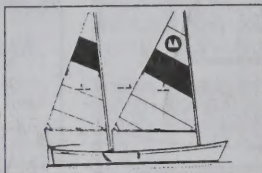
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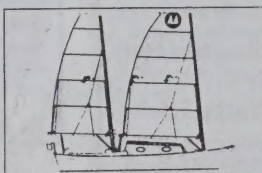
Windrider (personal trimaran)
ComPac (full line)
Sinbad (8 ft. row or sail dinghy)
Bauer (8 & 10 ft.)



Sea Pearl 21

Boats Built To Order

SeaPearl 21
SeaPearl TRI-21
SeaPearl 28
Rob Roy 23
Sunseeker 23



Sea Pearl 28

Brokerage Boats

1992 14' Wayfarer Dinghy	-1983 21' Sea Pearl L/B
1987 15' Montgomery	1995 21' SeaPearl L/B (demo)
1995 16' Windrider (demo)	1985 23' Rob Roy w/ diesel
1986 16' SeaPearl (motor sailer)	1986 23' Rob Roy w/ Honda 8 hp
1988 21' Sea Pearl L/B	-1976 30' Catalina (diesel)
1981 17' Marsh Hen	1996 16' Compac (demo)
1976 17' Watkins Daysailer	1991 28' SeaPearl w/ Honda
1995 19' Seaward Fox	1991 28' SeaPearl w/ Yamaha
1983 33' Hunter (diesel)	-1976 33' Presto (diesel)
1981 21' Luger Sloop	1991 40' Brown SeaRunner TRI
1984 17' Mud Hen (camper)	



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March 21, 22, 23, 1997

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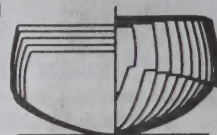
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