



messing about in BOATS

Volume 14 - Number 23

April 15, 1997

Special Features This Issue
"Mr. MacCubbin & the Laws of Salvage"
"Snow Row '97" - "A Summer Abroad: Bantry Bound"



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In Our Next Issue...

Bruce Hall tells about the Penn Yan "Home Again II" gathering and John Smolenski introduces us to the "Mini-Transat".

Marilyn Vogel reports on "Canoe Sailing in Any Weather", Freida Fenn follows up her recent "Wineglass Wherry Expedition" with some photos of "Another Look at Bowron Lakes", and Bunny Fernald muses on "The Tides Are Getting Higher".

I report on an ambitious 65' schooner project in "Frame Up in Essex", Greg Grundtsch reveals the truth about the "First Time Builder", and Don Elliott concludes his long running series in "Building Paradox - Part 16".

Gary Clement presents his cruising sailboat "Bahama Mama", Morton Ray extolls "Electric Cruising", Doug MacNary details minimal boating in "Wee 3 Skiff", Renee Phoenix chronicles "Have Wayfarer, Will Travel", and Phil Bolger brings us a discussion of "The Galleys".

Sam Overman contributes his "Oarmaster II User Report", Bob Smithson brings us "More About Making Sails", Bob Young discusses food afloat in "Beach Cruising Bon Appetit", and Bill Kirk continues our recent investigations into foundry work with "Bunsen Burner".

On the Cover...

The first really big new pulling boat to appear on our New England waters in recent years turned up at the Snow Row on March 1st in Hull, Massachusetts, and we see *Saquis* on our cover getting off on what would be her winning effort over a fleet of 40 boats. Full story and photos within.

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Commentary...

In my March 15th issue Commentary I discussed the resurgence in interest in open water rowing in traditional boats, focussing on the Oarmaster Trials and on David Stookey's desire to promote more public interest in this form of rowing sport. As seems to happen in the way each issue comes together here, the subject of such rowing blossoms further in this issue, with my coverage of the Snow Row supplemented by Ed McCabe's comments on how his rowing program has impacted on inner city kids drawn into it, and with Phil Bolger's essay "On Rowing".

I guess I've mused before on what a weird sort of thing this is, rowing a boat for pleasure. It's a form of boating that goes way, way back, early Mediterranean nations adopted rowing as a means of moving ever larger boats, and applied the "no substitute for muscle mass" principle to their designs of multi-oared, multi-banked really big vessels. A recent Greek project replicating and learning to row an ancient trireme design is perhaps the most outstanding recent focussed effort on such "traditional" rowing.

When I happen to be talking rowing to others I often remark on how I have been unable to come up with any other form of activity in which we indulge backing up. The nature of the application of the propulsion power of rowing requires us to look where we've been, not where we are going. That's weird.

Another weird aspect of this is that rowing is really work, until about 150 years ago it was almost universally done as labor to move a boat somewhere for some utilitarian purpose. Recreationally it was enjoyed by potentates who had the hard work performed by others, be they employees or slaves. The actual rowing was, and still is, a chore. So why do we today find amongst us people who do this for pleasure?

I suppose this is just a part of an overall cultural attitude we experience in which some of us indulge in old fashioned ways of doing things for the fun of it now that we no longer have to do them for survival or economic reasons. The eschewing of today's motorized pursuits by a significant part of our population in favor of human powered efforts is viewed as righteous by adherents, and when the new and the old clash on a common playground, the new way guys are stigmatized by the old way folks as being wrongly motivated. Witness the latest thing, the personal watercraft. Not well liked at all.

Also interesting to me is the rather rigid conceptualization of what rowing should be. It became recreational when colleges and clubs formed by graduates developed rowing shells as relatively high speed versions of rowboats, and contests of speed were undertaken. The rowing shell became very far re-

moved from the rowboat, being reduced to a minimal craft of tiny beam and long length, fitted out with the mechanical advantage of the sliding seat to bring the powerful leg muscles into play, and capable of carrying up to a ton of muscle pulling on eight oars and achieving hull speed for the long splinter shaped hulls.

Then development ceased, today's rowing shells are pretty much just evolutionary refinements of those of the 1880's. In recent times the introduction of the sliding rigger concept at a world championship in Europe brought consternation to the establishment when the new way proved demonstrably faster with equal power input. The sliding rigger was summarily banned from organized competition, and just hasn't caught on recreationally amongst those enamored of sliding rig rowing.

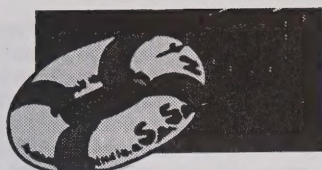
Then there is the forward facing rowing rig concept. Early on, bright minds realized that this going backwards thing was not necessarily set in cement as the only way to get the muscle power to the oars. Articulated oars were developed permitting one to row nicely along facing forward. A firm in Tennessee still makes today a very industrial looking gunwale mounted geared rig a hundred years old in concept into which the cut-in-half oar pieces may be inserted and forward facing rowing achieved.

When canoeing was rampant on Boston's Charles River at the turn of the century, the metropolitan police assigned to patrol the river, jammed with several thousand canoes on a summer weekend, rowed Rangely Lake style boats with forward facing oars so they could see where the capsizes were and get there through the crush.

But the idea was never accepted, and hardly appears anywhere today. Ron Rantilla of Aquamotion Systems is the most recent entrepreneur to try to change this mindset. His rig, in which the oars are pivoted on the boat centerline, and can be leg assisted via pedals and linkages, has demonstrated a nice turn of speed and maneuverability while the rower faces the way he is going, and like sliding seat outfits, brings into play the powerful leg muscles. Ron is still having trouble attracting any adherents, lots of curious interest but then shrugged off as being weird.

And so rowing moves on, essentially unchanged now in over a century. The sliding seat emphasis on rowing as exercise continues to enjoy popularity, but it seems that people who like boats as boats and not as exercise machines still would rather get into bigger, heavier craft, often self built, to indulge in this unique form of recreation.

I'm happy enough to see this and you'll continue to read about it in all its permutations on our pages, even if I prefer to paddle so I can look where I'm going.



Small Boat SAFETY

Being a "Victim"

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

I spent several hours on each of the past two Tuesdays being a "victim." It was all part of the training of boat crews for regular Coast Guard at the local station, many of whom are new to the Service and lack small boat experience. Very properly, the Officer In Charge wants his people thoroughly trained before the start of the "boating season." Those of us in local Auxiliary flotillas provide recreational boats two days each week to be "in distress" and "needing assistance" from the 41-ft. twin-screwed utility boat whose crews, sadly, will have all too many calls that are not drills in the months ahead. The Auxiliary is able to provide vessels of different shapes and sizes for the Regulars to practice with, a process far more effective than working with another 41-ft. utility boat.

The two vessels on which I crewed were a 27-ft. deep keeled sloop and an elderly, high sided, single engined 28-ft. cruiser. Understandably, each presented quite different problems for the rescue vessel as their reactions to wave, wind and tide were dramatically different.

To say that the training was thorough is an understatement. We were de-anchored, taken in stern tow, moved to alongside tow and laid alongside a dock again and again. The Coast Guard coxswain rotated duties among his trainees. They learned to make their instructions to the "disabled boat" clear and concise. Each of the three generally approved methods of passing a tow line (alongside, 45 degree approach and "crossing the T") was done and done once more until the coxswain was satisfied. Very properly, he was not an easy man to please.

Our role was simple. We took orders, handled and secured lines as directed and tried very hard not to anticipate what we knew from our own Auxiliary training would be the next step in the process. We also learned. In an average summer of roughly 100 hours of safety patrols, I am apt to do only one or two tows a season in addition to my annual

re-qualification training. To go through the process repeatedly, even as a "victim," will help me do a better job if and when called on.

I do not know if the practice of using Auxiliary vessels and crews in the training of regular Coast Guard personnel is widespread. I hope so, since I can testify from the experience of the past two weeks that it is effective. When those young men and women on the 41-ft. UTB are called on a real emergency they will know exactly what to do. We in the Auxiliary are glad we can help them improve their skills. Every boater, recreational or commercial, benefits from their expertise. While I hope I never need their assistance in a real emergency, it is reassuring to know they are "semper paratus" and it was very satisfying to have played even a minor role in making them so.

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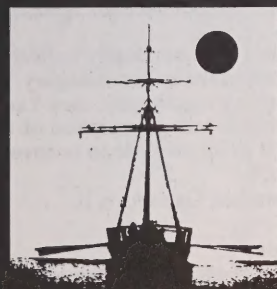
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Your Experiences

Telling Us Something

These boats in this photo have to be telling us something. The shape, compare to lifesaving surf boats, whaleboats, etc. Does it relate to the shape of the waves, a way to get through the surf? Dorries are a different approach.

Van Gogh painted some nice boats but they were not quite as voluptuous as these!

Stephen DuPont, Osprey, FL.



Flinched at the Sight

During our recent floods a sad sight on the TV was a scene of three houseboats and a fishing boat being crushed against a bridge by the high water. The entire dock they had been cleated to came loose! The TV showed this scene repeatedly and each time I saw it I flinched.

John Parks, Sacramento, CA.

Extensive Cruise Planned

This summer I will be making an extensive cruise in a homebuilt powerboat of my own design. It is a 26' outboard powered mini-canal boat. I plan on cruising the Mississippi, the Tenn-Tom Waterway, Florida, possibly the Bahamas, up the east coast, the Erie Canal and Great Lakes. I'll probably live on my boat for at least two years.

I plan to send you articles about the design and construction of my boat and about my experiences on my trip, but right now I'm too busy working to save as much money as possible before I take off.

Mark VanAbbema, Boonville, MO.

Model Boats at Woods Hole

A Model Boat Show is to be held on the 19th and 20th of April in Woods Hole, Massachusetts, the Saturday and Sunday of Patriots Day Weekend. The show is being sponsored by our Historical Museum to raise funds for our recently-opened Small Boat Museum and we hope make friends also.

Models of all kinds and sizes will be exhibited in the Museum, the Woods Hole Library and in the Community Hall just

down the street. Adjacent to this hall is a 60' long tank in a building of the Woods Hole Oceanographic Institution where radio controlled model submarines will be demonstrated. The Oceanographic will also exhibit models of their research vessels in another building across the street. Sea Education Association will have on exhibit models of their sail training ships in their nearby Woods Hole facility.

In addition to the exhibits there are planned workshops on modeling techniques, radio controlled model sailboat races (weather permitting), and Skinner, Inc., auctioneers, will be here to appraise the value of models (only photos are needed) and other marine artifacts.

Paul Ferris Smith, Exhibit Chair, Woods Hole Historical Collection & Museum, PO Box 185, Woods Hole, MA 02543, (508) 548-7270.

Another Traditional Small Craft Day

The Hulbert Outdoor Center's Canoe Day on Saturday May 31st on Lake Fairlee in Thetford, Vermont is our way to celebrate warm weather, open water and the beginning of paddling season. This day of workshops, demonstrations, activities and displays offers something for canoeists of all ages and abilities. Join experienced canoeists Polly Mahoney, Kevin Slater, Geoff Burke, Bart Howe, Rollin Thurlow and the staff of the Hulbert Outdoor Center at demonstrations of birch bark canoe building, quiet and white water paddling strokes, poling, trip preparation, outdoor cooking, flycasting, camping techniques, children's activities, how to make a wooden canoe paddle and much more. Feel free to bring your traditional small craft for display.

The Hulbert Outdoor Center is a non-profit environmental/outdoor education center located in Fairlee Vermont. For more information and a listing of events, please call.

Deb Williams, Hulbert Outdoor Center, Fairlee, VT, (802)333-3405.

Whistling Man Schooner Co. & Wooden Boat Gathering

I have recently started the Whistling Man Schooner Company. This business purchased the 38' 1964 Gerald Stevens schooner *Liberty* from the Lake Champlain Maritime Museum. We have renamed the vessel *Northern Spy*, and I will be skipping a daysail business from Perkins Pier on the Burlington, Vermont, waterfront.

Northern Spy is a traditionally designed and built boat. She is carvel planked pine on oak frames and has a beam of 10'6" and draws 5'6". Her mainsail is marconi rigged, foresail is gaff rigged and she flies a staysail, jib and fishermans sail up top. I am told the marconi rigged main is a typical winter rig for some schooners.

I am also planning my Second Wooden Boat Gathering for Saturday August 23rd. The event will be held at the Burlington Community Boathouse as it was last year. Boats wishing to attend should plan to arrive the night before or the morning of the event. People wishing to bring their boats should

plan on a small entry fee of \$5. This money will go towards food for all who attend. Any type of wooden boat is welcome, be it large or small, sail, power or row.

As it was last year, this event will be rather unstructured. All boats participating should arrive and sign in by 12 noon. The next few hours are spent socializing, visiting other boats, and eating lunch. We will have some other activities (boatbuilding demonstrations, etc.) going on at this time as well. At 3:30 the sails go up and we cruise up and down the harbor and out to the broad lake.

I believe it is a good way to get lots of people with similar interests together to talk and visit other boats. Last year's event was a huge success and I think all who attended went away looking forward to the next gathering.

Anyone planning on attending or looking for information is invited to contact me.

Mike LaVecchia Whistling Man Schooner Company, PO Box 1811, Burlington VT 05402-1811, (802) 864-3734.

Your Opinions...

Dismayed By Erroneous Information

I was pleased to see James Watson's note in the March 1st issue. I had been becoming increasingly irritated and dismayed by the erroneous information and usage in Don Elliott's series on "Building *Paradox*". If someone wants to write an ill-informed piece on how she or he became expert by sailing a converted soap box three times on Lake Credulous, fine; no one is hurt except the writer in other people's minds. But when one sets up to be the end all and be all, the word from on high, on construction, that person had better know his or her stuff because others can be hurt by their ignorance and arrogance.

As Watson's note so clearly indicates, Mr. Elliott is not in the expert category. At the risk of sounding reactionary, may I suggest the old professional prescription of extensive research as an antidote to re-inventing square wheels.

John Pazereskis, Galesburg, IL

For Every Expert...

WEST SYSTEM comes across as being a little stuffy in Mr. Watson's comments in the March 1st issue, "Some Things That You Should Know". *Messing About in Boats* is colloquial and Gougeon ought to be glad for the mention instead of complaining about the way their customers refer to them.

When an article, like the *Paradox* one, tells me that "this is the only way to do it", I take it with a grain of salt, particularly when I know other people do it other ways. I feel the same way about WEST SYSTEM's pronouncements. As the saying goes, "for every expert there is an equal and opposite expert". The trick is recognizing equal experts. Anyway, I think we're capable of using more judgment than WEST seems to think.

Wyman W. Trotti, Jr., Cayce, SC.

A Few Points of View

Here's another note from a very satisfied boat builder reader to express a few points of view. Overall I am most satisfied with content, format and regular receipt of *Messing About in Boats*. I frequently photocopy articles of interest to file in my system for easy access when I find I want to look back for something. It would help if the volume and number (or date) of each issue were printed on the bottom of each page, much as scientific and trade journals do.

I would also like to say "amen" to James Watson's comments in the March 1st issue in "Some Things That You Should Know". Mr. Elliott's style is a little too swinging for my taste. He suggests that he has discovered for himself that which has taken many good men a very long time to discover through shared experience. I stopped reading him after about stage six as I felt his style was so pedantic, and he seemed to want to share with us everything he ever learned as his.

Keep up the good work, I really look forward to *Messing About in Boats*. I admit that I will be happier when you run through your fascination with cats and tris.

Walter Hubner, Cazenovia Boat Works Unltd., Cazenovia, NY.

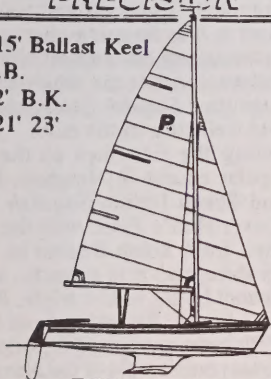
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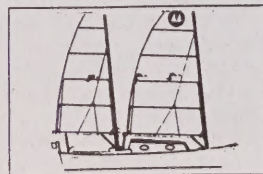
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1965 19' O'Day Mariner
1995 19' Seaward Fox
1989 20' Sovereign
1986 21' Dovekie
1989 21' Sea Pearl C/B
1995 21' Sea Pearl Tri-21

1996 21' Sea Pearl (demo)
1977 22' Catalina
1986 23' Rob Roy w/diesel
1986 23' Rob Roy
1970 27' Morgan
1991 28' Sea Pearl
1995 28' Sea Pearl (diesel)
1979 30' Catalina
1977 33' Hunter
1976 33' Presto (diesel)
1971 36' Gulfstar Motorsailer
1978 36' Prout Catamaran
1991 40' Brown SeaRunner Tri

Snow Row '97

By Bob Hicks

Even hardened open water rowers respond more enthusiastically to moderate weather conditions, and so the 17th Annual Snow Row at Point Allerton in Hull, Massachusetts on March 1st, a mild day for the season, turned out a pretty big field, 39 boats and about 160 rowers. Lots of big multi-oar boats were there.

On hand were about a dozen of the bigger boats, those with three or more rowers. And standing out on the beach was the gleaming deep green hull, with its swoopy sheer and bright varnished interior, of *Saquish*. A new boat, built traditional style, copper riveted lapstrakes, 38' of pilot gig. She reminded me of when *Kittery* made her debut several years back.

No surprise, for builder Ron Genest had constructed *Saquish*, named for the summer colony on Duxbury Bay where his family summered in his youth, on the molds used for *Kittery*. A true copy of a pilot gig. And so well done.

The rest of the beach was lined with big boats too, and amongst them were scattered many smaller single and double traditional boats, a half dozen Alden shells and one double sea kayak. Many nice small craft, but the big boats sorta dominated the scene, not only with their shoreside presence, but with their promise of some good serious hard pulling open water racing.

The boats are pulled up on the beach bow in for the LeMans type start, crews racing on foot down from the crest of the beach and leaping aboard. It's chaotic as they all struggle to shove off and get turned around. And it was *Saquish* that got the jump, by continuing on well off the beach rowing backwards while the others did their 180's. By the time *Saquish* finally made her turn she was well clear of the mob.

Rounding the first turn of the 3-3/4 mile triangular course in Hingham Bay to pass behind Sheep Island, *Saquish* had a good lead over Hull's *Pilot*, with the amazing Irishmen from South Boston in 3rd in one of their three-man skin currachs, and the Artisans School bright yellow triple, *Banana Split*, a close fourth. Emerging from behind Sheep in fifth came another of the pilot gigs, *Port of Boston*, built in '94 at the Navy Yard Rowing Center in Charlestown and rowed today by a youth crew from that outpost of the Hull Lifesaving Museum's rowing program.

The row past Peddock's Island back towards the crowd on the beach saw the leading group apparently still fairly closely bunched, but until they crossed the swift incoming tidal current of Hull Gut for the final run to the finish off the boathouse at the end of the beach, it was hard to tell how close.

Saquish hugged Peddocks to get well opposite the boathouse before turning across the current, *Pilot* took a more direct shot, sort of a hypotenuse to *Saquish's* right angle. But *Saquish* had a lead to begin with and even though she covered more water on this final maneuver she had the thrust of the current ferrying her while *Pilot* was quartering into it.



The *Port of Boston* is launched down the beach by her youth crew.



A study in plywood. A big Banks dory at right towers over a slender Gloucester Gull.

Two women teamed up in this Gloucester Gull type dory.



And so they came across in quick succession, with the fastest of the three currachs holding off *Banana Split* for third, and a bit further back *Port of Boston*, rounding out the top five finishers.

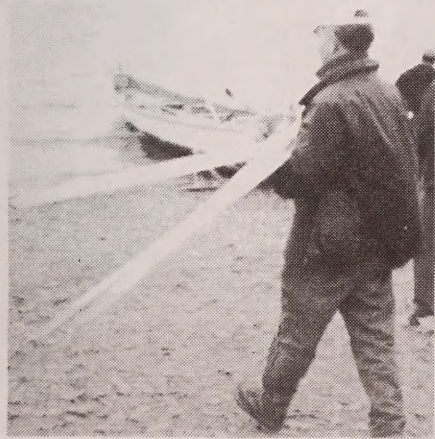
First small boats to arrive at the finish were a pair of Alden doubles despite the delayed start of the sliding seat boats. The leading Alden failed to properly cross the line, however, thus dropping to 2nd spot. Then came the traditional doubles with Dan O'Reilly's Piscataqua wherry just edging Jon Aborn's Monument Beach wherry at the line. First solo traditional to finish was a stretch Gloucester Gull dory rowed by Bob Powers.

Oh, yeah, that swoopy sheer? Well, one of the photos shows it pretty well, the sheer rises towards the bow quite dramatically, then does a sort of swoop back down towards the stern. Kind of graceful, actually, even if it was due to a planking error on the part of Ron and his help on their very first ever boatbuilding project. When he saw how it came out, Ron was going to take the whole boat apart and start over to get it "right". But Ed McCabe persuaded him to try the boat out for a while at first. The swoopy sheer didn't slow *Saquish* a bit, in fact it gives her quite a bit of flair (not flare), especially since she was so convincingly a winner.

Ron and his crew are off to Great Britain later this year for the world gig rowing championships. They cannot afford to take *Saquish* along, too bad. She's a great piece of boatbuilding, how much better can a boat do on its first outing?

And here they come across the finish: *Saquish*, *Pilot*, the Boston Irish Rowing Club's currach, *Banana Split* and *Port of Boston*.

Those currach oars are hard to believe, just straight pieces of framing lumber flattened on the end. But do they work!





The Big Guys On the Beach

Quite an array of big pulling boats!

On this page from top left we look over the pilot gig *Saquish*, new kid on the beach and soon to be a winner; *Pilot*, the Hull ultra light pilot gig that couldn't quite hold off *Saquish*; *Kittery*, another pilot gig still struggling for crew from race to race but always showing up; and two Boston Irish Rowing Club currachs, amazingly simple, amazing light, amazingly fast.

On the opposite page, clockwise from top left we look over *First Constitution*, Connecticut's River School boat; *Banana Split*, an original design from the Artisans School in Rockport, Maine, and a good thing it's fast with that bright yellow paint job; another pilot gig, *Port of Boston*, built and rowed by youth from the Navy Yard Rowing center in Charlestown. *Egalite'*, one of the original 38' gigs built at Lance Lee's Apprenticeshop that started this big boat stuff way back when; and *Third Century* and *Sacred Cod*, both from that busy Navy Yard Rowing Center, copies of Floating the Apple's New York Harbor pilot boat.

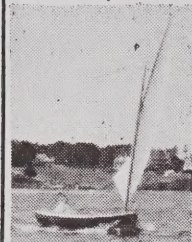




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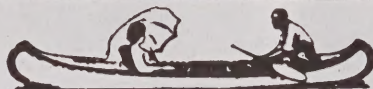
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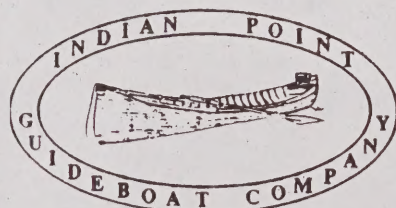
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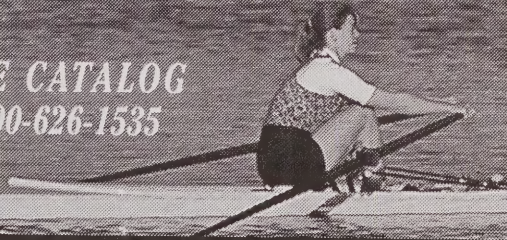
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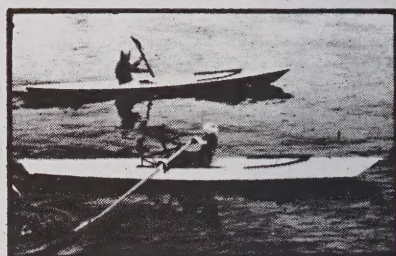
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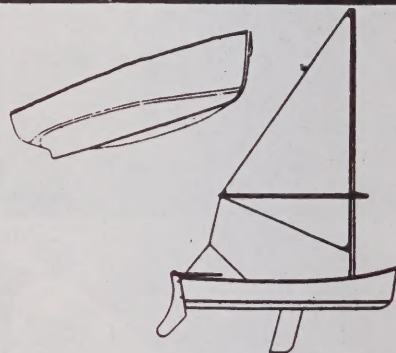
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Last year's New England Youth Rowing Championships, *The Icebreaker*, represented the real flowering of a long-standing goal of the Maritime Program, to create maritime cultures in the communities in which we work. In Hull, fishing families, sailors and rowers have sustained echoes of the town's maritime heritage. But in towns such as East Boston and Charlestown, the communities are alienated from their maritime legacies by 50 years of urban redevelopment. The result is that few young people even know, quite literally, that there is a harbor out there, let alone that it belongs to them.

The dominance of the Hull crews in the grueling series of races that comprise the *Icebreaker* is not a function of some rowing hormone in the water, rather the product of layers of effort on the part of young and old alike. For nearly 20 years, young Hull kids have come to the boathouse because older Hull kids were there doing something that looked like fun, and turned out to be that and a great deal more.

So many youngsters now row in the Open Water circuit, that this fall we divided crews into something akin to skill categories. We also divided crews by town, so rowers struggled with being separated from good friends, both on the basis of skill and geography. However, once practices got into full swing, everyone tools up the bit with real passion and got down to the business at hand, becoming crack racing crews. Witness the fight for a coveted seat in a town's First Boat (varsity equivalent), the teeth gritting determination when it appeared that one was on the cusp of moving up a level, and the sometimes guilty elation when illness opened a seat.

In the *Icebreaker*, the First and Second Boat events were won by Hull crews populated by kids who were in their third or fourth *Icebreaker*. These kids have grown up on the water pulling an oar and have learned how to convert individual effort into group victory. The same can be said about nearly half of the competitors. The Deer Isle-Stonington Maine crew, who battled for victory in the First Boat races, was full of kids who I remember from the launch of their boat, the *Rock and Row*, nearly four years ago. The eventual winners of the Coxed Four event came from the perennial fox among the hens, the Sound School,

Creating a Culture

By Ed McCabe

who we first met at a Snow Row six years ago when they came to see what all the fuss was about. The crews from Hingham are catering their second year afloat, and the Cohasset crews are redeveloping in the wake of an earlier dynasty's graduation last year. The mental discipline and maturity the races demand of these 11- to 18-year-olds cannot be overstated.

The most exciting event in a day of incredible courage took place in the final race when Deer Isle, who operates in a vacuum up north with no other rowing team within seven hours, took on the now-legendary Hull First Boat. After three heats, the numbers in the round robin event were nearly in the bag. The Hull team had won three of the four races with a sufficient margin to assure victory, short of some total meltdown. In second place, Deer Isle found itself in the day's fastest boat, the brand new *Saquis*. The Hull crew, on the other hand, was in a boat completed the day before the race in Deer Isle and as yet unnamed, the *Generic Gig*. The *Generic* had not put up fast times during the day, so the Deer Isle crew saw a chance to snatch first place in one heat and walk home with pride intact. Deer Isle blasted out off the line and clearly flustered the Hull crew who were left flat-footed. The Hull kids put down the hammer and moved off the mark with a will, three times in two minutes, staging heroic charges at the Mainers. Ultimately, the Maine kids held them off, setting a course record, securing second place overall for the day and assuring that every kid who rowed was a victor.

In the midst of all of this Jovian rowing, a small, intense heat burned among the city crews rowing out of the Navy Yard. The concept of a maritime culture struggles in the metropolitan area for many reasons. There is little or no sense of the sea and its traditions, so coming to the harbor, even for a season, still seems anachronistic. But deep within the hearts of a bunch of kids from Charlestown, East Boston and Revere, a muted pride is beginning to ignite that is a joy to watch. Our city kids perceive a dichotomy between their

own mean streets toughness and the relative sophistication of their suburban counterparts. In reality, of course, neither the toughness nor the urbanity exists outside of the imagination. But this season, for the first time, the Navy Yard kids had two new assets: leadership, in the forms of three youth veterans, and pride. What these vets represented to the new Navy Yard rowers was a well of experience from which to draw strength, a sense of tradition and the feeling of doing something "normal." The crews were made up of a fascinating collage of kids, including four bad dudes from Revere who came to us by way of the Department of Youth Services, and the remarkable Moses family of Charlestown. The dudes fought losing their cool indifference in the face of 75 other enthusiastic kids, the latter fought losing their lunch in the face of the exquisite ecstasy of being a part of the *Icebreaker*. Both crews attacked the daunting series of races without blinking, both overcame meltdowns and frustrations to finish higher in the standings than any Navy Yard crew ever before, and both passed through the crucible not only intact, but stronger and resoundingly more confident than when they awoke that morning.

Reprinted from *Station Log*, the newsletter of the Hull Lifesaving Museum.



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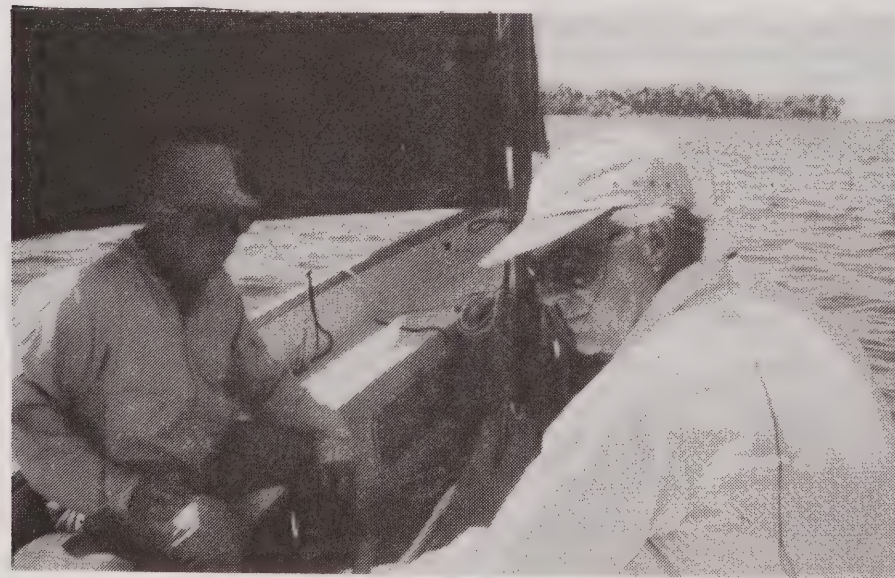


On the beach at Atsena Otie Key.



Kaselehla on North Beach on Atsena Otie Key.

Ned Sharples (right) in *Kaselehla* in '94.



Cedar Key, A Friend Lost & Other Treasures

By Hugh Horton

While some rowers, paddlers and sailors may yearn for a bit of organization, the Cedar Key Boat Meet each May will likely remain organized largely by weather and tide. Our goal has been to provide an opportunity to boat and enjoy Cedar Key's relative isolation and natural charms, and to chat. Cedar Key has shallow waters sheltered in most conditions, and offshore islands at convenient distance from the central key. So weather affects sociability among styles of boats. If tides are not considered, patience may be required.

Quiet boaters everywhere can rejoice. Exquisite and sublime Atsena Otie Key has been saved. The Suwannee River Water Management District has bought Atsena for Levy County and the town of Cedar Key to purchase eventually. Some readers may recall the island, only a half mile from town and often mentioned on these pages, with its dividing channel through which I try to paddle daily when visiting Cedar Key. The Atsena battle has gone on for years with heart wrenching ups and downs. As the late J.P. McCarthy would have said about the family owned island, "Money wasn't the issue. It was the amount!"

This year we'll miss Ned Sharples. Ned, 62, passed away last summer from cancer. He introduced hundreds to the sensibility of light, solo cruising canoes from his Canoesport store in Ann Arbor, Michigan, and with many essays and articles. He also wrote poetry, history and children's stories. During the Korean War he was in the army as an enlisted non-combatant intelligence worker. His PhD was concerned with the sociology of amputees; he became a professor of medical sociology. He had homes in Vancouver, Vermont and Cedar Key. He was a Quaker and, particularly, a consummate gentleman.

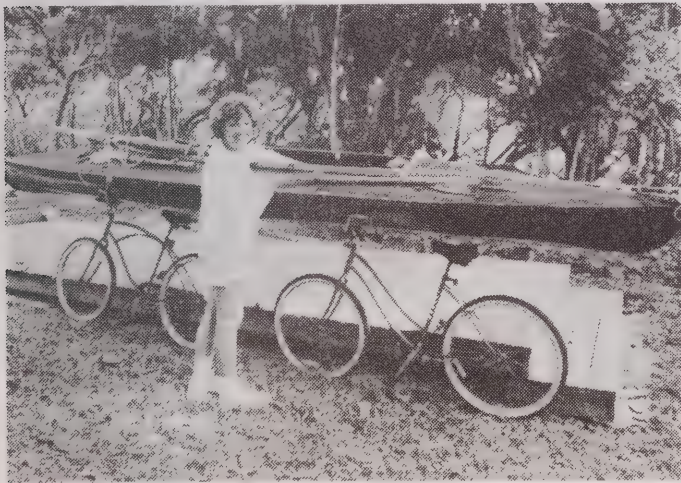
Near 4pm on July 31st, after slipping into and out of consciousness all day, he managed a clear word, "outside". One of his four sons, a friend and a nurse urgently carried him to the open porch of his stilt house in Cedar Key. He died a few minutes later, eyes gazing over miles of salt marsh as the top of the tide lapped the pilings of his home. Ned's intellect and good fortune, and even his illness, never seemed to dim his compassion, empathy or kindness.

The other treasure is Green Turtle Cay, Abacos, in the Bahamas. Last November Kayann and I spent a week there in the cottage Ida Little recommended in her book about beach cruising. This proved to be the best waterfront digs we ever rented. Our rig for the Klepper worked like it should with 20+knot winds. This rig is meant to fit into a Klepper long bag, so the mast is in three pieces, the sprit boom two. We sailed Green Turtle's lee (west) side as the wind increased day by day.

The 1997 Cedar Key Small boat Gathering will take place on the weekend of May 3-4. Contact the Cedar Key Chamber of Commerce for details at (352) 543-560.

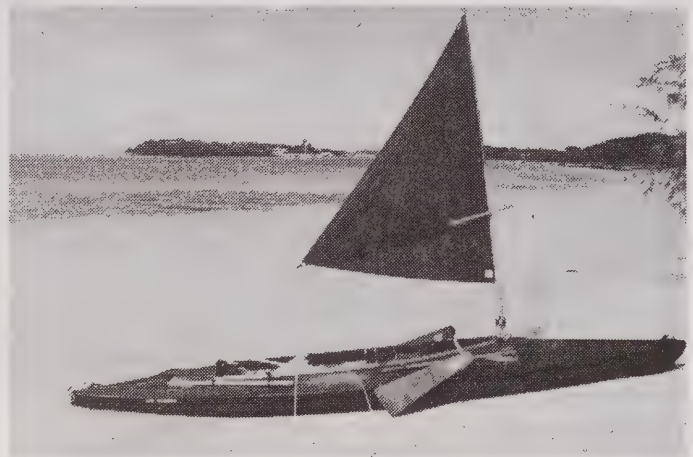


The view from our cottage on Green Turtle Cay.



Klepper transport by bicycles. Kayann holds it all up.

Close reaching in the lee of Green Turtle Cay towards White Sound.



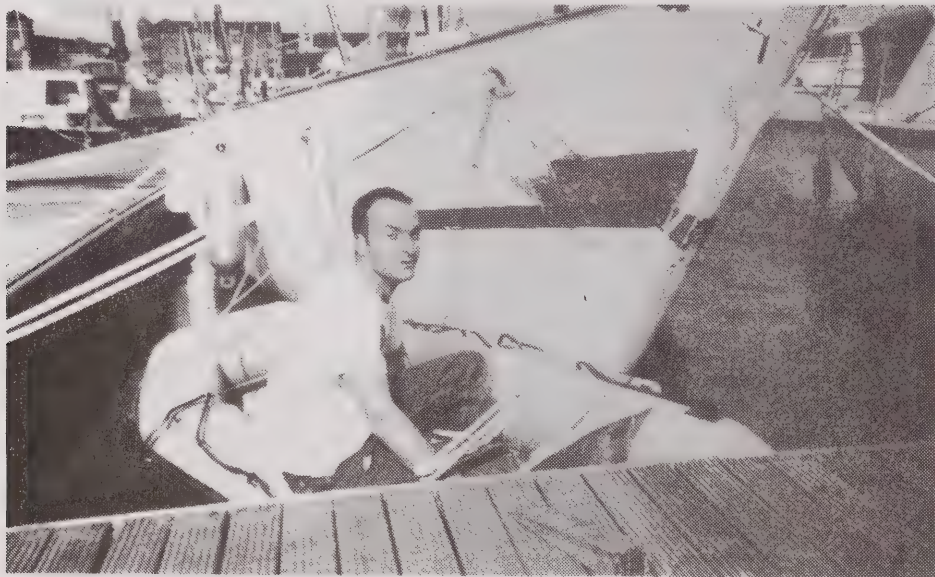
New rig on Klepper has short lower mast with cleats, aluminum mid-section, sugar pine top section. Sprit boom is carbon fiber over foam outboard end, sugar pine inboard end.

The wind picked up steadily all week building up this surf in front of our cottage.





Brumel's Bridge over the Avon Gorge, *Earl of Pembroke* ahead.



Jean Marc and the planking job.

This must be Ireland.



A Summer Abroad - 2 Bantry Bound

By Jim Thayer

We cast off Wednesday afternoon and followed the *Earl of Pembroke* down harbor to make the 4pm lock opening. We tied up briefly and three passengers came aboard.

Bristol Harbor is the channel of the Avon River enhanced by various dams, locks, dikes and canals. With the tide out, the Avon is just a muddy ditch with hardly water for a row-boat.

With the river chock full, the gates opened and we powered out and under the famous suspension bridge built by Isambard Kingdom Brumel. Remember him? He built the *Great Eastern* and the *Great Britain*, first screw propelled steamer, which is on display in Bristol.

There were bunches of people gathered at good vantage points all the way to the mouth. I am accustomed to people waving at me because I usually have such a little boat, so this was a bit of an ego trip.

Out in the Bristol channel a side-wheeler, the *Waverly*, comes near to give people a look at us. We are bucking into a large swell, so the motion is quite regular and not uncomfortable. Supper is fried pork mixed with boiled potatoes and onions, quite good.

During the night the engine stops and I assume we are sailing. When I pop out at 5am we are motoring toward Swansea because one tank has unexpectedly run dry. Bad gauge. We have no chart so our English passenger is called to the radio to get lock info and directions for finding fuel.

After fueling up, we are stuck until the afternoon lock opening, so I have a quick look around town and a shower. We lock out into a stiff breeze and a boisterous sea. We make sail and set off beating westward. It is fine sailing but it soon becomes apparent that we really aren't going anywhere. After supper, a very light supper for me, I take to my bunk and hear the engines start. Sometime during the night I notice that the motion is less but there are occasional thuds as though we are hitting the bottom. I finally get curious enough to peek out the hatch and find that we are tied alongside a large ship.

Morning brings bright sun and word that we have torn up the guards where the aft shrouds land because of fender failure. Also, a good storm is howling outside so we lock back in and settle down to patch the damage and wait out the weather.

The other passengers are the Englishman and a German couple. He is about seven feet tall, thin as a rail and wears a funky bell-bottom corduroy suit with vest. He is a journeyman blacksmith and has been roaming Europe for three years. He falls naturally into the rigging project.

Although we are in behind the dunes and some buildings, the wind has enough weight in the rigging to heel the ship appreciably. To get the lay of the land, I fire up my GPS and make a long circuit through town and back along the beach, getting closure within 70 yards.

June 1: Some sun and plenty of wind. The captain favors white bread, so we stock up a bunch of Wonderbread type in Bristol. For breakfast the German gal, Mai, would have none of it. She pulled some really heavy whole grain stuff out of her pack and loaded it up with cheese, sliced cucumber and sliced garlic! Looked like a real eye-opener.

I took a long hike to the top of a hill behind town and on the way happened onto a monument to the world's first use of reinforced concrete. I also took in a good museum with a bunch of looms banging and clacking away. Along the quad were a number of Welsh speaking kids who considered it warm enough for swimming. There are some Welsh speaking schools, which are much sought after for their high standards.

The *Anna* has a number of special friend boats. One, *Mad Fal*, a 40-ft. cutter, crawled in last night somewhat the worse for wear, having run into the same storm we are waiting out. Her anchor had gotten loose and, swinging back and forth, had sawed a semi-circular slot through the planking. Jean Marc, one of our crew who wants someday to sail his own boat around the world, had taken on the job of fixing the hole.

Next morning he mentioned that perhaps I could be of help. Thinking it a short term job, I happily tagged along. Three pieces of planking had been cut away and some nice mahogany procured. It developed that since I was a known boatbuilder and the only guy with any real experience, I was to be lead carpenter on the job. Tools consisted of two chisels, a hammer, plane, screwdriver and saw. Remarkably the edge tools were very sharp. We were working out of a rubber dinghy between boat and dock. I wonder now why we didn't move the boat. Must have been some reason.

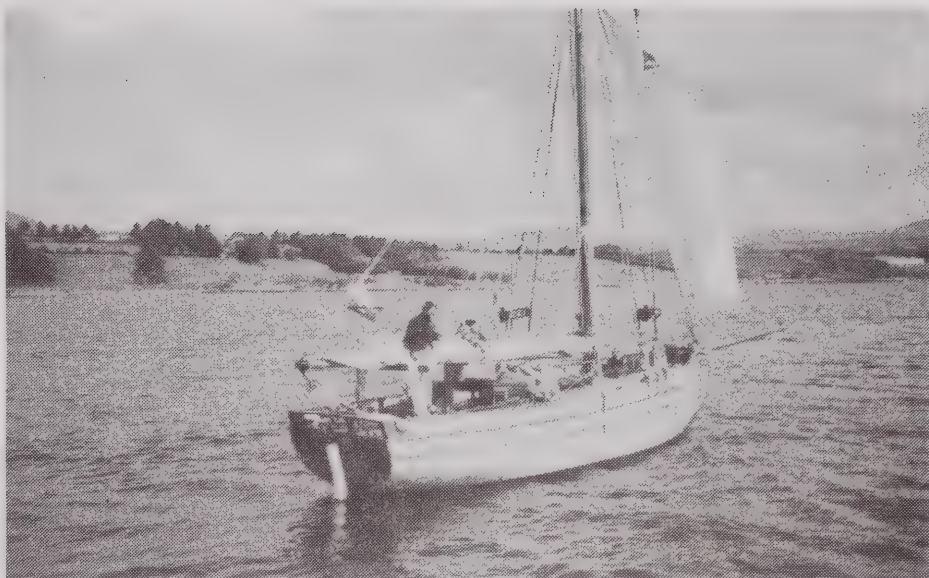
Things were going well until somewhere in mid-project Jean Marc dropped the good chisel into the deep dark water. This produced a torrent of classical French from which I could extract only one word. The large magnet drew a blank. A crab net with various handle extensions and trawl rigs was tried sporadically for a couple of hours by various engineers with the same result.

After a very nice lunch served up by Sonja, the mate, we started installing the planks. The bowels of the ship yielded up a breast drill which served for screw holes but putting the screws in was an arm breaker. I sent out a search party for a bit brace and one was soon in hand, along with a pack of assorted power driver bits. The largest one was just the ticket. I ran a bunch of screws to show how it was done and, when I straightened up to admire my work, I let the brace hang down and the bit took to the deep. The number two was hardly up to the job but we managed to finish.

We didn't have time to worry about caulking for our captain was calling us to leave. Thenceforth, the *Mad Fal* was my favorite boat, for the lovely Sonja offered up both cheeks whenever we met.

As we were dropping in the lock, some alert soul, probably the captain, noticed that the yard was hanging over the control tower. There was momentary panic and much shouting until we stopped with maybe a foot to spare and shifted ship.

The bay wasn't all white as it had been, but there was a goodly sea running and plenty of wind. The next day was more of the same.



A nice cutter approaching Castletownbere.

We had some sail up to steady the ship and maybe give us a little push, but the *Anna* wouldn't have gone anywhere without the Volvo.

I spent some time on deck watching the action but even wearing everything I had, including oilies, I was shivering. My metabolism is no match for the Irish sea climate. The bunks on the *Anna* had no lee cloths and the sides were only about two inches proud of the mattress. It was worth your life to try hanging in one on the weather side, so the crew hot-bunked the lee side and I staked out a settee in the saloon. The Germans in the great cabin aft had bunks for all occasions.

Near dark we could just make out Mizzen Head as we turned the corner and came on the wind. This gave me a lee bunk and I was happy as a clam until we head east into Bantry Bay. We had the rest of the night to kill, so the Volvo went off watch and we rolled our gizzards out

mooching along downwind into Bantry Bay.

Next morn through the mists we could just make out the neat green fields of Ireland as we powered uphill toward Castletownbere. The very large anchorage between Bere Island and the mainland was now empty, but during the season it is full of factory ships and large Spanish trawlers as well as smaller fry. In town there were posters complaining about the rest of the EC members stealing Irish fish. There was some sort of joke about Irish herdsmen putting out sheep decoys to be counted by satellite to increase their subsidy. On balance Ireland evidently comes out well ahead.

There wasn't much of our fleet in port when we arrived, most of them having holed up somewhere during the storm. After a short wait for boat shuffling, we tied up to the quad and I put on my hiking shoes (figuratively, I only had one pair). Over the next week I hiked all over the place, seeing stone circles, ruins,

The western entrance, Bere Island on left.

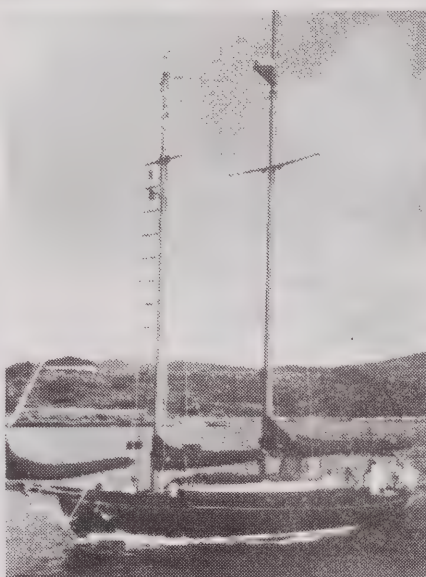




Matthew tied up at Castletownbere.



Above: *Matthew*, fierce planking bends. Note outrigger for sheet.
Below: Furling the main.



Bob Fitzgerald's 1924, 42-ft. Alden, Talisman, only U.S. yacht at the affair.



gorgeous flowers, lots of sheep and various items of interest unknown in Colorado.

One morning word came round that the *Matthew* was coming through the narrow Bere Island entrance. Since she was to occupy our space, we decided to go out and meet her. On the way out we met *Mad Fal* with her crew and a piper playing on the foredeck in full regalia. The luck of the Irish, or something, gave us a beautiful sunny day with just a nice wind. The *Matthew* was indeed a fine sight as she came bowling along under full sail. We followed her in and she barely had a line ashore before we came alongside a bit too exuberantly, and there was a disconcerting entanglement of yards and strings. It was soon sorted out with no harm done.

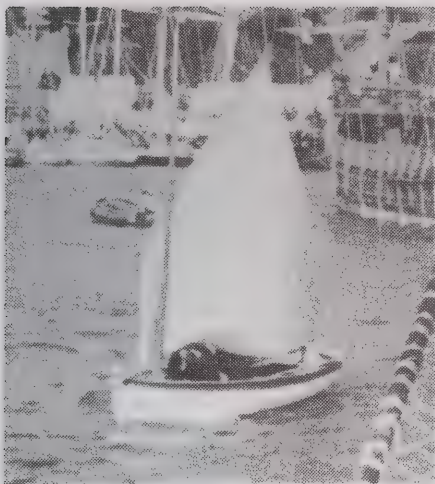
The main yard on the *Matthew* is let down to within 10 feet of the deck so that the main can be furled without going aloft. I discovered among the crew Trevor Potts, the honcho at Bristol who had worked so diligently to get my Limpet delivered.

Sunday, the 9th of June, was hardly a typical day but illustrates how nicely things can go when your luck is lined up. Didier, our other French crew, had made arrangements to do some videotaping on the *Rose*. He asked me to come along as interpreter. Arriving on deck, we were informed that our scheduled guide was up at the crosstrees. The OD clearly didn't want to be bothered with us but he did have somebody round up a kid to show us through the ship. I noticed an older fellow tagging along and we exchanged a few comments. At the end of the tour it turned out that he was the kid's dad, down for a visit from Dublin. General boat conversation revealed that he was the interpreter between *Mad Fal* and the Irish caulker who had worked on our planking job. With this bond we repaired to the *Anna* to slosh some tea. He brought along a French singer from several boats outboard of the *Rose* who he had gotten to know from her trips ashore. His French was quite good because, among other things, he had made the pilgrimage to Campostela, a project somewhere on my list also.

I wrote quite detailed (it seemed at the time) letters on a almost daily basis which were to be saved so that I would know what I had done. These were a little short on syntax, structure and literary niceties. In the spirit of real sailors who quote from their logbooks, I'll run through the rest of the day.

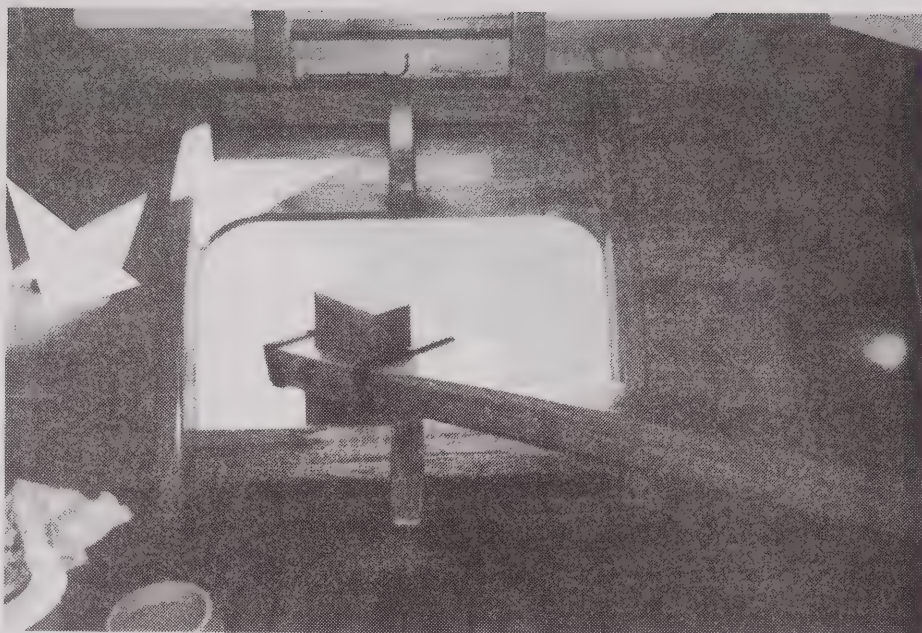
We slosh several cups of tea with much gab. I mention would like to hike peninsula. Brian suggest we drive around. Great! French gal to come along. I buy lunch, pita with lamb sausage. Hit pub, Brian buys. On road, Brian drives Irish. Great scenery along coast. Weather going down. See beach. Brian wants to go swimming. Incredible, strong wind and freezing. Hopes it won't rain and spoil swim! At beach we meet Peter and Mai who came on *Anna* with us. Chitchat. Brian puts on trunks in public with clever towel act. Goes swimming, laughing! Fabulous road to Allikes. New church with very nice windows. Parked in padre's spot. Nice chat with padre. To pub. Brian is tax assessor, talk real estate. Talk pilgrimage. Back to town. Thanks for ride. Exchange addresses. If I ever get to Dublin. Nice day!

10pm: Brian is back aboard to collect me for pub crawl. Sure. MacCarthy's is PACKED. Somehow Brian gets a couple of pints. You think you've seen packed pubs?



Little loose-footed lug rig was all over the place.

You haven't been to MacCarthy's when the fleet's in! Brian explains pub theory. Social lubricant. You can pack up against any gal you like. I want to go to Old Bakery for music. OK. Eva, French singer comes. Raining to Old Bakery, not up to standard. Back down road. Meet gang going to Hole in Wall. Irish parking, young man sounds good. Stay, nurse half pint. Singer great. Sings Fields of Athenry for "my American friend." Brian gets Eva on mike. Pretty good. Singing gets better. Crowd joins in. Quitting time. Crowd pleads for more. Clever encore song. More! Good Night Irene. National anthem. Finish at 1:00 sharp. Great pub night. MacCarthy's is closed but Brian knocks on side door. Fast talks way in. Brian, I think, has not just kissed the Blarney stone, but has bitten off a chunk. Too late to buy, talk to curragh rowing man. He is building an Alpha dory. Finally swept out of Mac's at 2am. To fish house for a crew party, no limit. Place is jumping. Whole pint, talk to people. *Anna's* gang busy with girls. Pack it in at 3:30, party undiminished. Been wondering what these guys do till 4:00 or 5:00 every morning. Now I know. A day to remember.



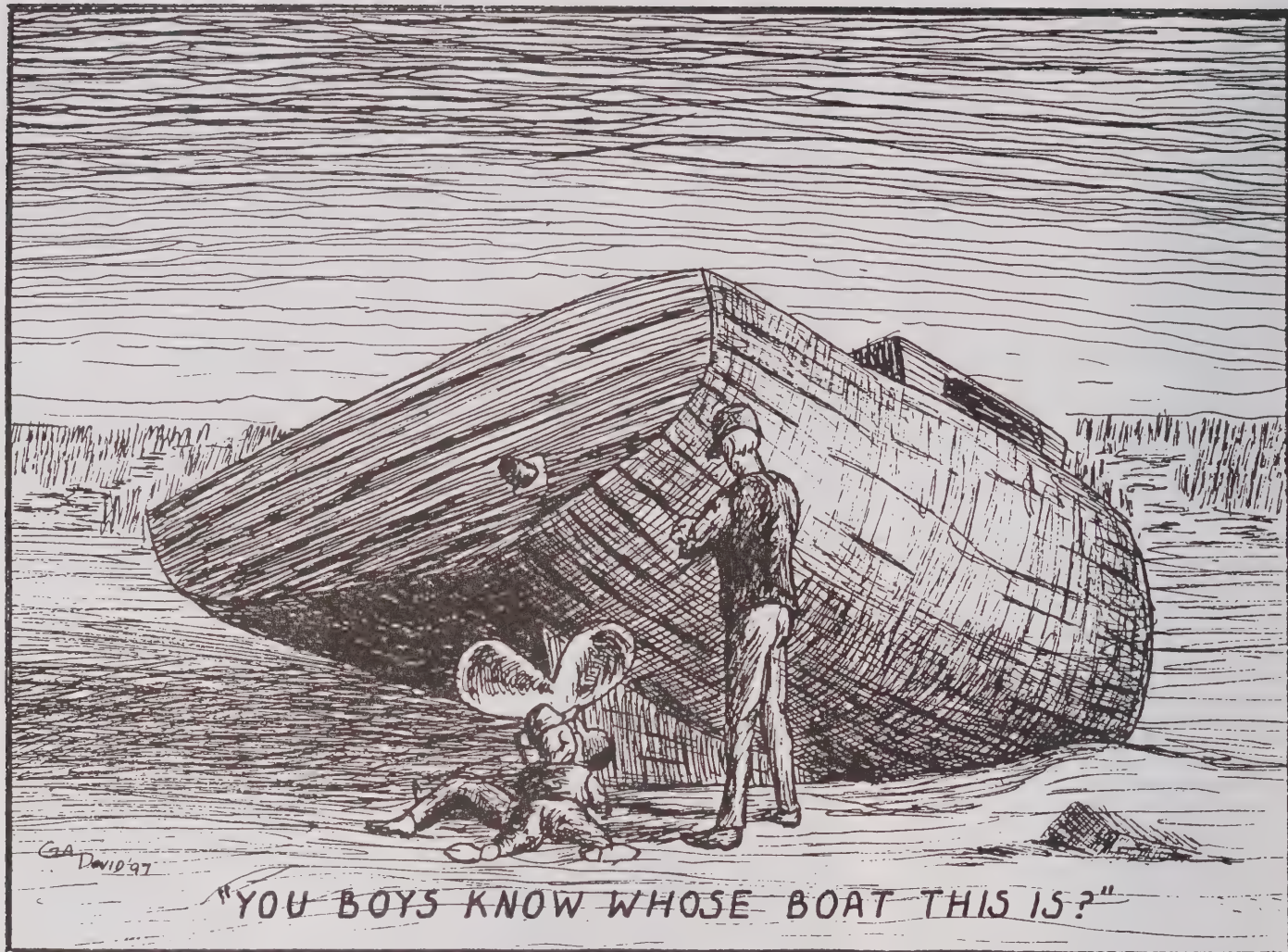
Helmsman can't see much.



Eva, the French singer; Sasha, the captain; and Brian, the Irishman aboard *Anna*.

Rose coming in. View from Bere Island.





"YOU BOYS KNOW WHOSE BOAT THIS IS?"

This story might be better suited to a magazine titled *Messing About WITH Boats* because in it the main characters never get afloat. Subsequently, however, both of them did, one became an avid offshore sailor, the other a fanatic kayaker. Perhaps they owe not a little of their still undimmed enthusiasm for things nautical to the third character in the story who, in his laconic way, evinced more knowledge of human nature, make that "boy nature," than many parents, teachers, juvenile officers and social workers do today. The story is as true as any story can be, recollected after 40 years or more and, I suspect, a good deal truer than much you might read in the papers.

We had seen it first on the ride to P-town from Hyannis, where the Mertons had their summer home, at which I was a weekend guest. Even at a distance it gleamed like burnished gold among the gray hulks in the tidal marsh.

"Wow!" Did you see that, Hen?" I asked my friend, sitting next to me in the back seat of his father's Olds as we roared past.

"What? All those wrecked fishing boats?" he replied.

"No, the propeller!" I whispered excitedly. I kept my voice low because I didn't want Mr. and Mrs. Merton to overhear. Already my 12-year-old mind was thinking along lines of which Mr. MacCubbin, my Sunday school teacher, would strongly disapprove.

"What about it?" Henry asked. Obviously, his 11-year-old mind needed guidance

Mr. MacCubbin and the Laws of Salvage

By Gerald David

along the devious moral paths I was exploring. He was an innocent. I had to play the serpent.

"You know anything about the salvage laws?" I began with something like condescension, as if anyone but a dolt could have failed to acquire such an indispensable body of knowledge during the first decade of his life.

"Nope," he said.

"Well, they're quite complicated," I began, "but in essence..." (I paused dramatically here, savoring the adult sound of the last phrase) "...in essence they boil down to finders keepers, losers weepers. Understand?" I eyed him with all the critical impatience of an adult explaining something to a slow child.

"So?" he asked.

"Do you have any idea how much a bronze propeller is worth?" I asked in a tone of exasperation.

"No. How much?"

Blast his simple-minded directness! He had me there. I didn't know exactly how much myself, so I bluffed.

"Listen," I said impatiently, "at Heldingle's Propellor Shop, I've seen 12-inch used bronze props on sale for \$75."

"You have?" he asked incredulously. I knew I had him hooked. The rest would be easy.

"Sure," I said, feeling confident now. "And those were 12-inchers. Why, that one back there is at least two feet!"

"That would be \$150," he said eagerly.

"No kiddin'," I said, trying to sound nonchalant. We didn't know then that its value (and weight) would have increased by the cube.

"Wow, \$150. Boy, what we could do with that, huh, Jer?" he said to me, his eyes bright with greed. He had grown up a lot in the last five minutes. Something inside me chuckled, but Mr. MacCubbin would have been appalled.

We spent the rest of the day at P-town, but its attractions, whatever they might have been, were lost on Henry and me as, in a state of eager anticipation, we planned what we would do with the money. It was the early 1950s and \$150 really had some value. We would buy a model jet engine. We would buy a radio-control kit and build a plane. We would buy a scuba rig. With \$150 there was hardly a thing we couldn't do. In the afternoon we drove back to Hyannis and, there in the back seat, with low voices, worked out the details of our plan.

Fully involved in the scheme, Henry's ignorance about the laws of salvage was more than compensated for by his knowledge of practical mechanics. His contributions were invaluable.

"Listen, Jer, we take the old tandem bike and ride out there to the marsh tomorrow early. That thing'll be heavy, but with two of us we should get her back OK. Besides, the road is almost flat. Pop has a pipe wrench that will probably fit the nut. We'll need pliers because there's probably a cotter pin keeping it on the shaft, and we better take oil in case she's rusted tight. Oh, and rope to hold it on the luggage rack."

His foresight was impressive. He was indeed an excellent mechanic and thought of details I would have overlooked. My view was more strategic than tactical.

"Great, Hen," I said encouragingly. "Then, after we get her off, we'll bring her back home with us and sell her at Helling's."

"Why all the way back home?" he asked. "Couldn't we find a boatyard here on the Cape?"

"Too risky. They might trace her."

"So what? It's salvage, isn't it? You said..."

"I know, I know, but the police up here might not be all that familiar with the salvage laws. No sense in taking any chances. Of course, even if we are stealing, the salvage laws make it legal anyway, so we're protected no matter how you look at it."

Yet, as I lay in bed that night, I engaged in imaginary debate with Mr. MacCubbin in a futile attempt to win his approval of our plan. aloud. The laws of salvage... Mr. MacCubbin would have none of it. For no matter how clearly I might demonstrate to him the legality of my case, in his straight, clear view the propeller was not mine and the salvage laws were only an excuse to steal. All night I argued with Mr. MacCubbin, and when Henry told me at was 4:30am, I had not slept a minute. Mr. MacCubbin was invincible and relentless.

We had decided to leave very early in the morning in order that we might get to the tidal marsh at low tide. Henry's foresight had prompted him to check the tide tables. Moreover, the fact that we would be working early in the morning, when it was still almost dark, seemed to be in our favor as well. The marsh looked deserted both times we had seen it, but why work at noon? Salvage work is best done in the dark.

The morning air was chilly but we pedaled the old tandem hard along the flat roads of the Cape and were comfortable. We reached our destination shortly before 6:00. The sun had not yet risen but the sky was getting lighter. We rode the tandem off the road and as far across the marsh as we could, until the ditches and creeks that cut across it forced us to get off and walk. Nearby were about five or six hulks, looming like galleons in the dawn. We passed one that had no transom and, shining our flashlight in, we could look the whole length of the hull. The engine had been removed and there appeared to be no hardware left on her at all.

"See," I whispered. "If we don't salvage that propeller, somebody else will. Too bad we don't have a truck. Maybe we could salvage the engine, too."

Henry glanced at the sky, which was growing lighter every minute. "Come on," he said, "or we'll have to do our salvaging in the daylight."

We hurried on and came to our wreck. We laid down the tandem and, before going to work, looked her over. She was pretty big,

about 35 feet and, with goat-like agility, Henry clambered up into the wheelhouse.

"Is the wheel there, Hen?" I whispered.

"No, it's been salvaged already," he replied.

"Anything else up there? Compass maybe?"

"Nope."

"Okay. Come on down and let's get started."

On the way down, in a moment of uncustomary clumsiness, Henry knocked over an empty 50-gallon drum that was on the deck. It clanged and rumbled alarmingly.

"Hey, be quiet," I whispered. "Sound carries far out here."

"Sorry," he said, leaping to the sand.

We got our tools from the bike and started in on the propeller.

"Boy, what a beaut!" he exclaimed quietly.

"Hundred-fifty easy," I said.

"Hope she fits on the bike," Henry said.

"May be too heavy."

"Only one way to find out," I responded.

Henry scrambled under the overhanging stern. I shined the flashlight on the hub of the propeller.

"Yup. Cotter pin, just like I thought," Henry said. "Hand me the pliers." He worked on the pin about a minute. "There she is," he said, tossing the pin out from underneath. "Hand me the wrench."

I passed him the big pipe wrench which he fitted to the nut.

"Oomph," he said as he strained on it. "She's stuck all right. Let's see the oil."

I passed him the oil, and he applied it to the shaft around the nut. I crawled underneath and pulled on the wrench with him, but nothing happened.

"Jer," he said. "You go and keep a look-out. I'm going to hammer on the nut."

I crawled out. He banged on the nut and the rhythmic clanging echoed across the marsh like an alarm. Suddenly, I saw headlights on the road.

"Cut it out, Hen," I called.

He stopped hammering. We both listened, and soon the chugging of an ancient engine reached our ears. I snapped off the flashlight and dove under the boat, and the two of us lay there watching the headlights moving slowly along the road. By the brightening sky we saw that the lights belonged to what appeared to be a 1930s vintage sedan converted into a pickup truck. It turned off the main road and followed a dirt road that ran along the far edge of the marsh. Finally, the truck swung out sight behind a low dune out near the bay.

My heart was pounding in my ears. "Come on," I said. "Let's get out of here."

"Without the propeller?" Henry asked, amazed at my change of heart. I could see that the legal and moral issues of our endeavor were not troubling him at all. He had accepted my argument in a way that Mr. MacCubbin would not, in a way that I was unable to myself. Lying next to the great bronze propeller, towering a full two feet above me, I looked up at it and shuddered. Surely, it would be easier to dispose of the Great Buddha from the sacred grove at Kamakura than it would be to fence off this salvaged monstrosity. I could see it hung about our necks like the albatross. Perhaps, like Sisyphus, we would have to roll it up and down a mountain for eternity. But I had instigated the plan. I had corrupted my

friend. I had repudiated Mr. MacCubbin and there was no turning back. We had to give it one last try.

"Without the propeller?" I replied in feigned astonishment. "Of course not. But let's hurry it up. Here, hand me the wrench."

The two of us strained once more on the wrench and the nut turned. I felt sick with dread. We would have to go through with the whole plan. The last possible excuse had vanished. Henry began to loosen the nut with his fingers. Then we heard a familiar sound, the chug-chug of an ancient gasoline engine. Only this time it was behind us. We froze. The sound came closer. And stopped. We heard a door open and shut.

Never have I had such a desire to run, but panic masquerading as bravery prevented me; therefore, the two of us kept right to our business, trying to play it as cool as possible. Henry had almost finished unscrewing the nut and we were about ready to work the propeller off the shaft when I cast a glance over my shoulder. I saw a pair of well-worn, black, high-ankled shoes, shoes which I knew to be inhabited by a pair of feet. As nonchalantly as I could, I followed the feet up a pair of exceptionally long legs to the head of their owner, a sharp, angular head. It spoke.

"You boys know whose boat that is?"

"N-no," I replied as coolly as I could. After all, it wasn't supposed to make any difference whose boat it was under the laws of salvage. But I sensed more than ever that there was something less than airtight in my interpretation of them.

"It's Carver's," the man said.

"Oh?" I replied as casually as possible.

"You know whose land this is?"

"N-no."

"It's Carver's. You know who I am?"

I could guess, but I said nothing.

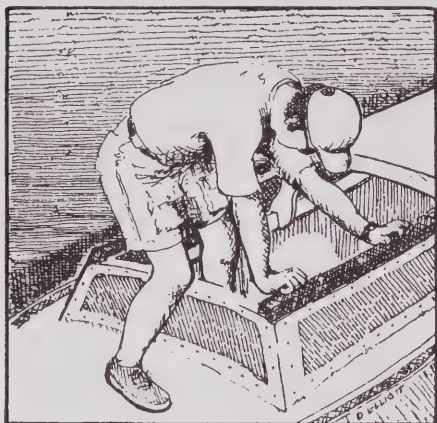
"I'm Carver. And I'm giving you boys five minutes to get that propeller back on and get out of here."

Having recognized a higher authority than the laws of salvage, Henry was already tightening down the nut whose direction on the threads he had reversed even before it came off in his hand, and Carver, disinclined to further conversation, strode back to his truck with a gait that displayed more than a hint of satisfied finality, like that of a man coming back up the driveway after depositing that pesky mouse, successfully trapped at last, in the garbage pail. He slammed the door, cranked up the antique motor and retraced his circuitous route around the dunes and across the tidal flats.

Never in my 12 years had I felt so relieved as I did when the chug-chug of that ancient gasoline engine grew faint and then died away. No phone calls, no jail and maybe no hell fire. I was pure again! Just a moment ago I had been a grown man wallowing in the bog that separates the dry land of Right from the ocean of Wrong. Now I was merely a chastised boy, sprawled under a boat on a tidal marsh, correcting the error of his ways.

In a couple of minutes we were finished, a final heave on the wrench to tighten the nut, the cotter pin replaced and then we were on the tandem pedaling back the way we had come. And although Henry asked several embarrassing questions about the laws of salvage, I felt good nevertheless. The sun had risen, the air was fresh and Mr. MacCubbin had taken a holiday.

To gain access to *Paradox's* interior is not at all like boarding an open day-sailer, where you can step easily into the accessible cockpit. Entering *Paradox* is more like climbing into the cockpit of a jet fighter.



While sailing *Paradox*, if you need to go on deck it's pretty easy to do, but from the shop floor it's a climb up and into the interior, so be advised all work on the interior should be completed before the cabin structure goes on.

Note: One side of the vent trunk must be left open until mast and all lines are installed (see illustration).

Install Cabin Sides: One thing to keep an eye on when installing the window side frames is to make sure the top rails are paral-

Building *Paradox*

Part 15

By Don Elliott

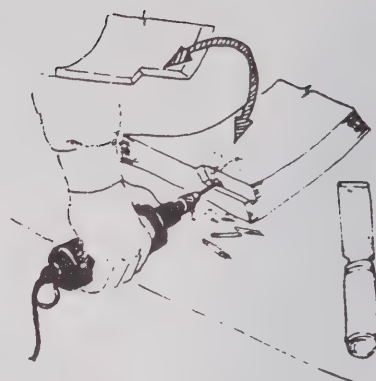
lel so the hatch can slide in its groove. They will flex a little after they're in place, but not much. Once all pieces are in place, this becomes a very rigid structure, designed to stand up to any sea condition.

First, trim the ply curved deck pieces to accept window side frame (see illustration). As there's a step in the piece, I found it easiest to use the dremel to shape the step. As these pieces are plywood, a chisel could break out chunks. Using the dremel they came out perfect. Cut down always, then carefully chisel out the small pieces. Clamp side frames in place and check that the top rails are close to parallel. If they're not, cut in to curved piece to adjust.

Re-clamp side panels in place. Drill pilots for all the nails. Use masking tape on drill bit to make sure you don't drill through wood.

Glue side panel in place using thickened epoxy with Cab-O-Sil. Wipe up excess. Use wipe-up to fill any voids. Let cure for a minimum of 24 hours.

Install the Roof Beams: The side panels now are very rigid. To adjust the top rails to parallel condition, use a wedge or bar clamp to move slightly parallel. Now is the time to install the cabin roof beams.



Place the three beams on the floor or a level surface, stack them one on top of the other. All the top curves of the beam should match. If not, turn the center over until they match. Leave there a second and mark centerline to agree on all three beams, also mark each beam port or starboard.

Place the aft beam in position on top of the top rail. Draw a line 3/8" on the roof's outer edge onto the beam and the inner edge onto the roof beams. Draw a line to connect the two lines. That's the bevel you cut the roof beams and the angle to match into the top rails.

Cut a series of slots with a back saw, chisel and file to make flush with the top rail. Mix glue and glue in place, use a small brass brad at each beam end to hold it in place until the glue dries.

Front and Rear Window Templates:

Make these before the roof goes on (see illustration). Both are curved and the ply roof will overhang their top edges.

Installing the Plywood Roof: The plywood roof skin adds great strength to the dog house. It prevents any of the rails or beam from moving anywhere, or the roof to twist in any manner.

To save plywood, you can safely scarp the ply instead of just cutting a big hole in a complete piece of ply.

I made my ply roof in three pieces, with three scarps, which meant I had to shape six surfaces to make those three scarps. You can cut a scarp quickly. This is the way all professionals do it. Once you learn this skill, you'll make all the plywood scarps you need anytime.

This method is different then we used for the hull sides and bottom. It's needed because sometimes you're repairing something on the hull which does not allow you to stack the ply and control the slope in the standard way.

In *Paradox's* case, the roof, we will install the large panel (front) and cut the scarp slope in place on the hull, then we cut the scarp for the piece to be added, off the hull on a table.

This is how it's done. Three elements are involved in controlling the scarp.

They are:

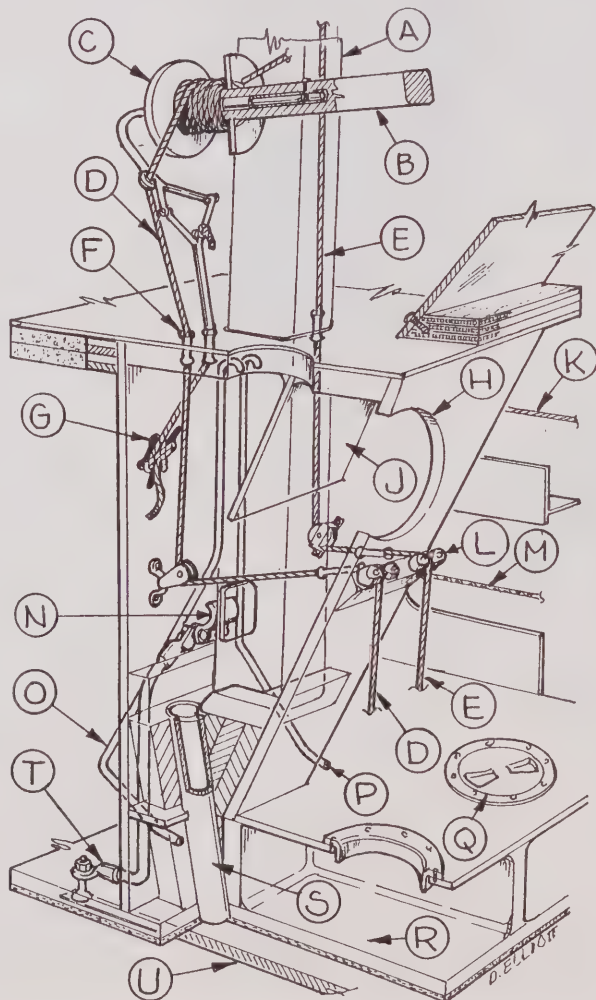
1. A dimension.
2. The layers of the plywood (visual).
3. A method.

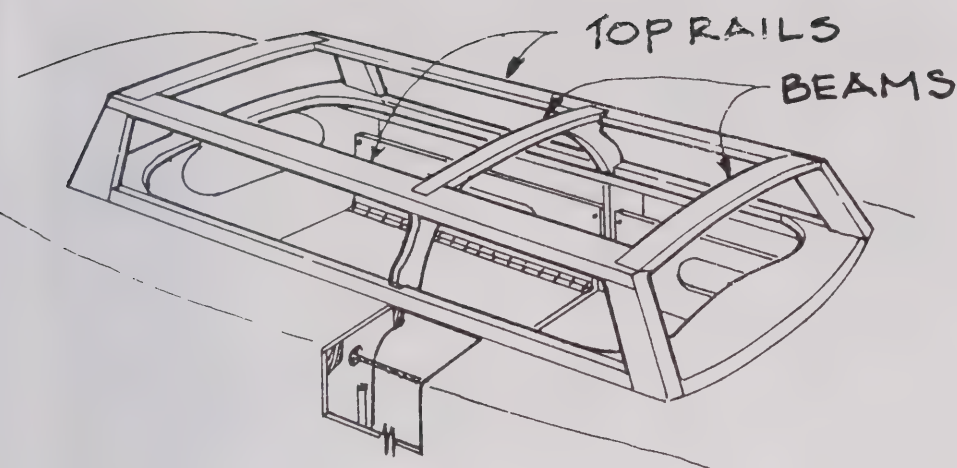
The steps to perform the scarp are:

A. Mark the length of the scarp. For 1/4" plywood, for an eight to one slope, it would be two inches.

B. With a disc grinder, with a 24 to 36 grit floor sanding disc, sand across the width while moving up (or down) the slope. Then go back to your starting point and repeat the

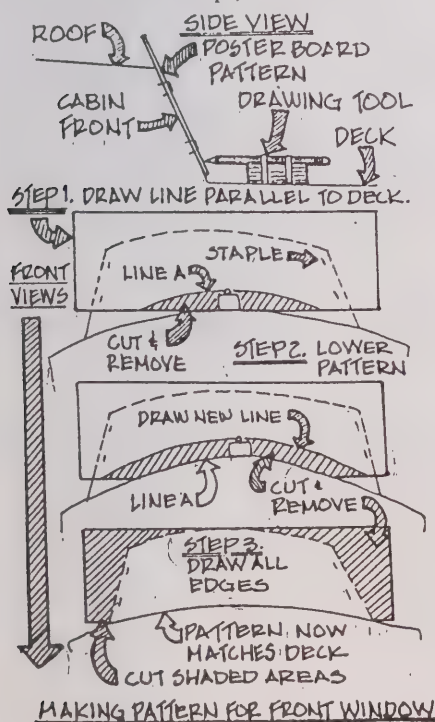
- A. MAST.
- B. BOOM.
- C. REEFING.
- D. REEFING.
- E. MAIN
- F. THRU DECK
- G. CLEAT REEF
- H. CABIN AIR
- I. Baffle.
- J. STEERING
- K. CLEATS.
- L. BUNGEE.
- M. CONNECTION
- N. PLATE MAST.
- O. WATERTANK
- P. AIR VENT.(P)
- Q. WATERTANK
- R. AIR VENT.(S)
- S. WATERTANK
- T. ACCESS.
- U. WATERTANK.
- V. VENT TRUNK
- W. DRAIN.
- X. LIGHTING
- Y. CABLE.
- Z. LIGHTING
- AA. GROUND
- AB. STRAP.





same action. As you progress, the plywood layers will begin to appear. Your job is to grind evenly until those layers appear equal in width. You've finished the scarf.

Now you can make and repair in-place scarf. I've used this method to install a three-sided plywood repair panel with success (see illustration of above steps).



To prevent rain or dew from standing on the lexan edge, the roof panel will extend slightly over the front window and aft window but will be flush with sides. The reason is to ensure an overhang on all windows. The hatch slide rails will overhang the sides, the plywood roof at front and rear.

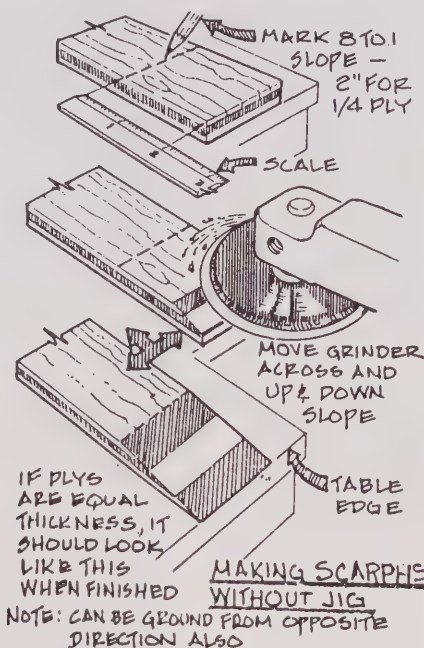
Apply Fiberglass Cloth: Radius window overhang at front and rear. Radius plywood on both sides. You can use three pieces of cloth on roof, just overlap cloth as described earlier and cut through the layers.

Use care to ensure that cloth seals all plywood edges from water. On the side, run the cloth down to edge of wood window frame.

After cloth gels, mix putty using white microspheres. Fair entire cabin structure.

About Paradox's Hatch: It is one item vital to the craft and one that must be built

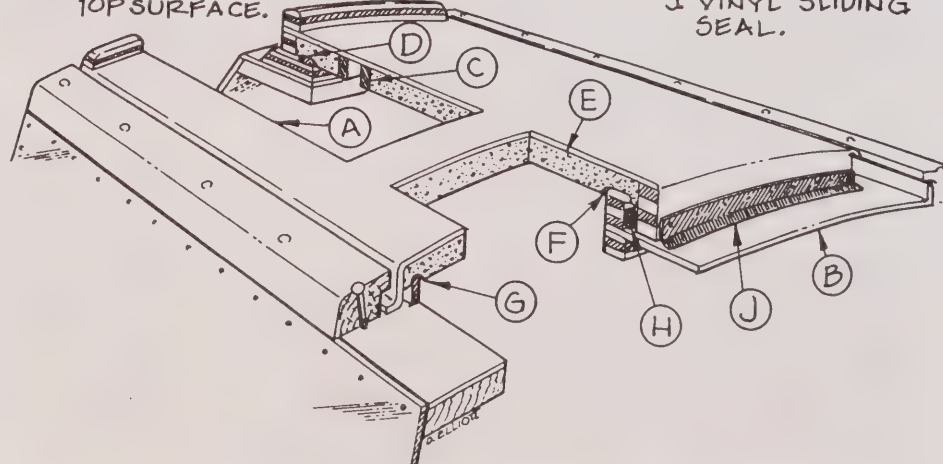
with care. It's different like all the rest of Paradox's design. Hatches on most boats are two-part affairs consisting of a hatch and a re-



- A. HATCH.
- B. CABIN ROOF.
- C. HAND HOLD.
- D. SEAL ON BEAMS TOP SURFACE.

- E. EVA FOAM INSULATION/GASKET.
- F. FRONT SEALING SURFACE.

- G. SIDE RAIL SEAL.
- H. FOAM WEATHER-STRIP.
- J. VINYL SLIDING SEAL.

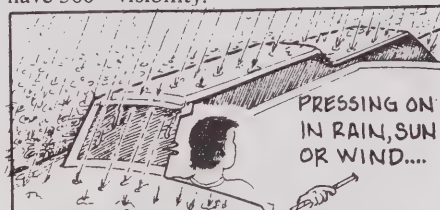


movable hatch door. The hatch door is always a vulnerable part. There is no hatch door on Paradox. It's another item eliminated based on undesirability.

Its design is like no other hatch I've seen. Inside the top of the hatch is a thick piece of EVA, (a spongy foam plastic) that rides compressed on the side rails.

At the front of the hatch there are two seals, one is sandwiched between the hatch edge and a beam on the hull, the other is a vinyl sweep type to deal with fast moving water coming over the bow onto the cabin top.

At the rear the cabin top has a traversing beam and the side rails have allowance for vertical movement. The hatch, when pulled back, is lifted slightly over the traversing beam and dropped behind that beam, sealing the rear of the hatch (see illustration). When all sealed, Paradox looks like a submarine. In rainy weather you can remove the helm seat and still press on, having all the controls inside and still have 360° visibility.

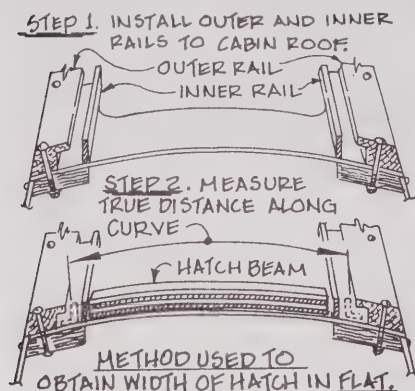


Making the Hatch: The plans for Paradox do not show the width of the hatch. They couldn't. Every boat will vary a little and it's impossible to control that dimension. Here's how to make sure yours will be the right width.

First, mount the outer rail (temporarily, see illustration), making sure it is parallel. Next, mount the inner rails, making sure you have the proper slot between the two. Now take the beams that attach to the hatch and cut them to clear the inner rails (see illustration). Position them to cabin top between inner rails. Lay a scale over the top curve of the hatch beam, measure the true (along the curve) distance to where the hatch width should be (right next to the outside rail). That's your dimension of your hatch width in the flat. Cut the plywood hatch top to that dimension.

Matt tells in the plans how to construct the hatch. It goes like this. Build the "L" shaped leg that rides in the slots (rails). At-

tach those to the flat plywood hatch panel. Let cure for a couple of days.



This is hard to imagine, but it works. Clamp onto those "L" legs and bend the plywood into a curve, then apply fiberglass cloth inside and out. I put a lot of pressure on those little legs when I glassed the outside and they didn't break off. They give you an idea of how strong epoxy is. The epoxy is only holding on by a 1/4" area.

Attach beams to hatch top panel. It should run smoothly in slot.

Add all beams that are left to cabin top and fiberglass per plans.

Make sure you provide a scupper to each side rail to drain water that might stand in slot.

Install EVA and inside pull handle, don't install remainder of seals until the hull is painted. Note that the hatch seals tighter when under pressure.

Hole for Mast: Lay out hole center from inside vent trunk. Drill up through deck with small drill as a pilot.

From dimensions of mast (see next section on building mast), cut hole slightly large to allow for fiberglass sealing and reinforcing the inside of hole.

Locate and drill holes for lines that run through deck. Install standard flared copper tube (soft) into those holes.

Flare top of tube and sand sides well with coarse sandpaper. Epoxy in place from inside, flare to a smooth shape. Coat top lip with a couple coats of epoxy. See illustration for line arrangement.

Building Mast: You have to build *Paradox's* mast. Have you priced the cost of an aluminum mast lately, or the cost of sail track? *Paradox's* design eliminates the need for these pricey items.

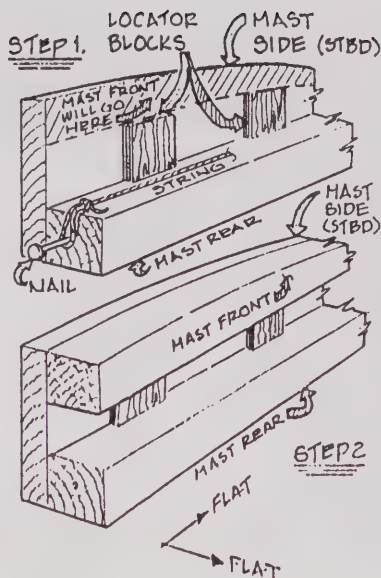
It's easily made. I recommend using close grain Douglas fir. I cut the curved side on the table saw. The rear of the mast is flat and that feature we'll use when assembling the mast.

Some people like to glue all four sides of the mast together at one time. I like to do it in stages. I have a procedure that works well and I'm able to control things as I go.

First I glue the side to the back. On the side piece I hot glue a series of stop or position blocks to control its movement. It's laid on two saw horses and then spring clamped in place. Then a string is run down the centerline of the mast. It's easy to just hold the mast firm with one hand and with the other hand move one end of the mast until the string is straight. Clamp and let cure (see illustration).

In reality, *Paradox's* mast need not be all that straight, not as it would if a sail would be run on a track.

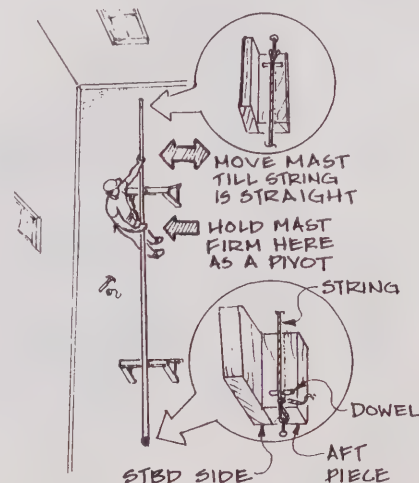
After the one side and back of the mast



has cured, glue on front, no adjustment is required, just glue in place.

Install electrical wire for mast head light and copper strap for lightning protection. Use foam or epoxy in place. If you don't, they'll keep you awake at night slapping inside the mast.

Glue on mast's other side. Wrap top of mast with fiberglass and install sheave. The sheave you can purchase from West Marine.



You might be tempted to varnish the mast. I would like to recommend against this. I suggest you epoxy it and paint it with white paint. This mast will be removed and stowed, and in the process it will be nicked and scraped. Varnish will not stand up to the sun's rays and to redo it to paint is a big job. So save yourself a lot of work and stick to painting in the first place.

Earlier in an article I mentioned I wasn't sure if the mast can be stowed inside the boat. It can, I had it inside. It goes in through the large aft port. The lightning rod at the top must stick up above the mast six inches so you must make it so it will swivel down when stowed.

Lightning Protection: Thirty percent of lightning victims are "struck dead." The survivors are usually maimed. Fortunately, 50% can be revived by CPR.

Of all boats it seems *Paradox* would be the least likely to attract lightning, with no metal mast, stainless rigging wire or engine. The only metal of any size on board is the an-

chor, bolts in the cleats and the upper pintle.

Matt must believe it's required, for he went to a lot of detailed work to ensure your safety. If you're interested in this subject, order Reference 1 (free) from West Marine, California.

Install Lexan (Trail Fit): You should have the patterns to cut out the lexan for the windows in front and back. You should have cut the side window. Use the window frame assembly for a pattern.

Here we'll drill the holes for the screws that hold the lexan windows in place. You'll need two drills, one for the pilot for the screws and one oversize for the hole in the lexan.

Drill the pilot first, using masking tape around the drill bit to limit the depth of the hole (works as good as those expensive ones you misplace). Then drill the oversize in the same hole, you can feel when you're through the lexan. Always start at the center of the window working out toward the edges.

With a foam pad disc or sanding block, sand exposed edges to a radius so you won't cut yourself on them when moving around on the boat when it's finished.

You had best have a rechargeable drill motor with screw driver. There are a lot of screws (close to 200). Pre-assemble the windows, installing all the screws.

Now, take all the screws out. Putty and sand smooth all the mating surfaces of the hull where the sealant will go.

The next article will be the conclusion of building *Paradox*. It will include "boom and yard", "lexan installation" "miscellaneous details" and answers to questions by readers of *MAIB*.

Reference 1. West Marine, Grounding and Lightning Protection Equipment, 800-538-0775.

In Defense of "Building Paradox"

In reply to Mr. James R. Watson's statements concerning misuse of trademarks, I stand corrected.

However, I take issue with his accusation as to "errors, misinformation and untested opinions." He is reading things into the articles that are not there.

Never did I say to clean your hands with vinegar or recommend anything harmful to anyone. In three separate articles there are safety precautions to follow. A blend of epoxy and vinegar (or any other solvent) should never come in contact with bare skin. I do still stand by the fact that vinegar is still the safest cleaning agent to use compared to other solvents such as acetone, lacquer thinner and others. Just keep it off your skin.

His question as to the claim of being the inventor of the spherical tool, I never made that claim. The copyright is to protect the text and method as I hope to publish it in an upcoming boat building book. What I do make claim to as new is the technique and the method.

Every word and advice given in "Building Paradox" is accurate based on thorough research or personal experience.

By the way, you misspelled my name, it's spelled with two t's. It's a valuable asset to me and should be used with care and accuracy.

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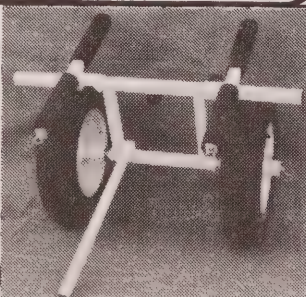
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- Design up to 100 feet length (30.5 meters)
- Graphic views (10)
- Painted views (4)
- Bulkhead dimensions at any location

Instant calculations of:

Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

Prints out:

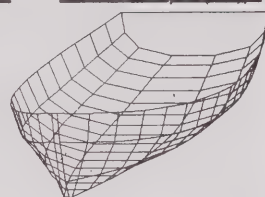
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

Printer support:

Laser or ink jet
Epson or IBM
Proprinter dot matrix

Sail rig design:

Sail graphic
Jib + two masts
20 sail types
Bowsprit



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

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

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

Modeling:

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

Table of offsets
All .DXF files
Plywood layout
Bulkheads

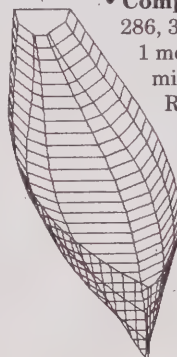
Compatibility:

286, 386, 486, Pentium
1 megabyte RAM
minimum

Runs in DOS

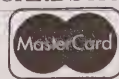
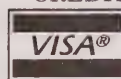
No co-processor
needed

1.44 meg hard
disk space
minimum
VGA monitor
preferred



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Bolger on Design

On Rowing

Twenty years or so ago, the National Geographic Society sponsored an expedition to investigate a meteor crater down back of beyond in Labrador. The crater lake was to be sounded, so they took along a canoe and, naturally, an outboard motor to drive the canoe. How else? That motor was flown at fabulous expense to the vicinity and packed miles across nightmarish boulder terrain and down the precipitous wall of the crater with hardship and hazard complained of in the official account of the expedition. After arriving at the water's edge, I suppose they spent a half hour hooking it up and pulling on the starting cord before they sputtered bravely out to the middle of the lake, which was all of a mile-and-a-half in diameter, took their soundings and proceeded to reverse the whole process until the motor arrived in good order back in Montreal. Being careful men, they probably also took some paddles along in case the motor broke down.

Apart from illustrating that well-regarded scientists don't necessarily have any sense, this piece of lunacy is only an exaggerated example of a very common tendency. There are actually thousands of people using motors (and sails, for that matter) to do jobs that could be done quicker and easier, to say nothing of cheaper, with oars. Almost while I was writing this, I saw a television ad for an electric outboard motor guaranteed not to wake up your neighbors when you go fishing early in the morning. The thought is appreciated, but anybody could row the boat faster and farther, still in silence, than that motor could drive it.

I'm a great admirer of modern outboard motors, I should say I've owned several and used them a lot, but the way some people use them is like trying to do your shopping by airplane when the market is in walking distance, not because you like flying so much, but because you don't realize that it's possible to walk. Even disregarding cost, it's folly to insist on a motor for very short distances, because the trouble of bringing the motor to the starting point is out of all proportion to any that it saves when ready. Motors enable a boat to make headway against swift streams or gale winds, to cover a long distance quickly or to keep very heavy loads moving reliably. They're not needed or efficient for short distances, light loads and pleasant weather and, in particular, they're not sensible when the thing sought is recreation for a given time rather than arrival over a certain distance.

The very fast rowing boats developed for racing and race-training are not good for casual recreation because they're too fragile and slow-turning to take into crowded places and narrow inlets or to launch and beach on most shores. Their seating is too inflexible to be pleasant for many hours at a time and, although the decked types are surprisingly good in rough water, for other reasons they need a more alert crew than seems good to me for a carefree excursion. On the other hand, the stubby and shapeless dinghies of the common type are about as good as anything for enjoying a small and smooth anchorage but limit the range severely.

With the designs there are some recommendations on oar lengths. I've never been able to work out a satisfactory formula for this because freeboard comes into it as well as breadth. I have to diagram it by trial and error, trying to arrive at proportions that enable the oar handles to just clear each other at the boat centerline with oars horizontal and eight-twenty-fifths of the oar length inboard of the lock. In boats very high out of water, you have to settle for some overlap of handles on the recovery or the handles will be too far apart on the stroke. In very low boats some separation of the handles on recovery does no harm. Generally speaking, a good deal less than twice the spread of the locks will serve, and I'd prefer to have oars a little short of the ideal than much too long.

For the design of the oars themselves, the same kind of considerations come up as in selecting a boat. The perfect oar for straight-forward rowing is too fragile in the blade to stand use as a pole on shallow bottom or the banging against rocks that is bound to happen sometimes when you have to cramp close up against a bank to avoid a foul stream. Figure 1

once when he broke one of his only pair of locks offshore) and it seems good to me to have one pair of each type.

I think a very good oar could be made along the lines of the Kotick paddle shown with that design, but I haven't gotten around to trying a pair. The spoon shape I don't think is at all crucial, though no doubt it's more helpful in an oar than a paddle.

With cheap oars there's a lot to be said for using them bare and replacing them when they begin to develop a wasp-waist from wear at the locks. A protective wrapping of fiberglass and resin might also be a good device, though I haven't tried it or seen it tried. I've tried about everything else I can think of for protection and found nothing much better all around than the traditional leathers, which stand up pretty well if given some lanolin now and then, and when worked-in have about the right kind of surface. The soft and sticky rubber sleeves have much too much friction and tend to walk the oar inboard stroke by stroke in the most exasperating way when used with the common type of rowlock. The slick, hard, plastic collars are so slippery that it's almost

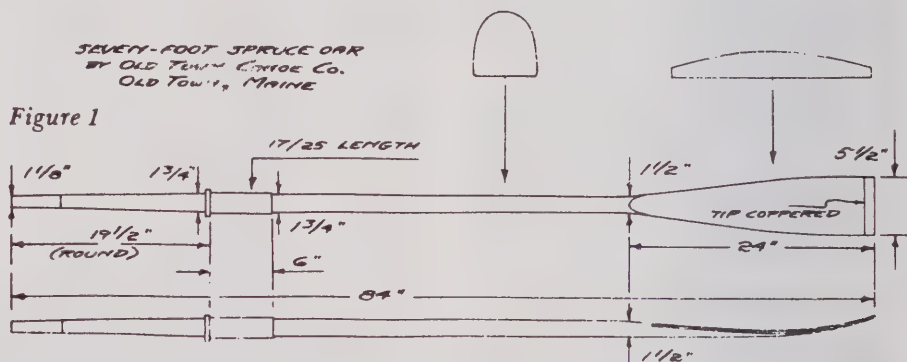


Figure 1

is a drawing of an oar made by the Old Town Canoe Company of Old Town, Maine. It's one I've used for many years and never seen improved for clearwater rowing, but it's a little weak in the blade for rough treatment and has become very expensive on account of the complex shape. Figure 2 is an ordinary mass-production oar generally available either in ash or spruce. For pleasure rowing the ash

impossible to hold the oar at the selected place in the lock. They do work very well if the button or other stop is placed exactly right and is the right size and shape for the lock.

The oldest type of rowlock is the single thole pin with a slack lashing around the loom, described in the account of the battle of Salamis in *The Persians* of Aeschylus, who was there. This arrangement is still common

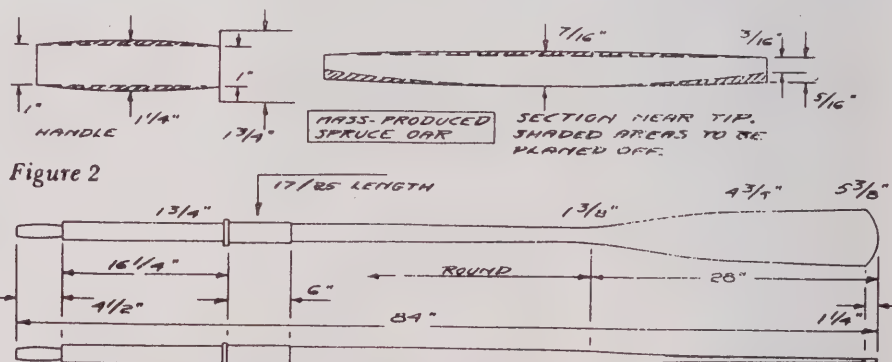


Figure 2

version is no pleasure, the spruce oar is plenty strong and stiff and not terribly worse to use than the Old Town if you shave one side of the blade a little, as diagrammed, and take off the foolish swell in the handles with a spoke-shave to make them less prone to blister your palms. Any serious rowboat should have two pairs of oars (and rowlocks; a friend of mine nearly blew away toward Portugal

in the Mediterranean and is a good one (see Figure 3). The main drawback is that the lashing tends to bind and prevent the oar from being laid in or removed from the pin quickly, especially when several turns of light twine are used instead of a single loop of hard rope with a seizing between oar and pin. The arrangement on the same principle in which the oar is given a shoulder with a hole for the pin

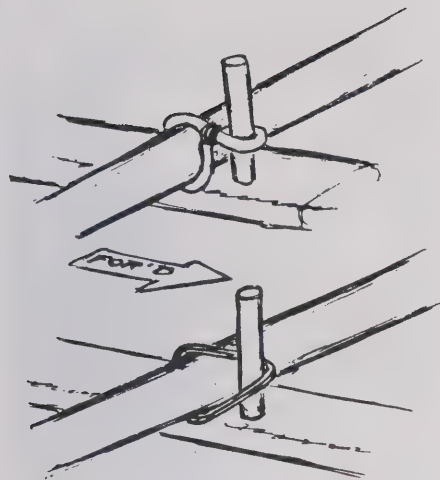


Figure 3

is slightly better this way but is more likely to break the pin. The North River rowlocks often seen, in which the oar pivots on a horizontal pin between horns, I haven't used much but think rather well of despite having been brought up to sneer at them because you can't feather the oar. A softwood oar used with them needs some reinforcement in way of the pin or it will break there sooner or later.

Figure 4 shows a slight modification of the standard bronze rowlock, in case somebody should feel like making his own or a manufacturer should think of improving the design. The only alteration is the change in the inside shape from a circular arc to part of an oblong to stop the oar from riding up the front of the lock as it takes the thrust of the stroke, a small nicety that wouldn't compli-

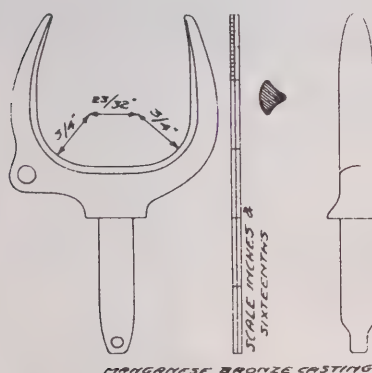


Figure 4

cate manufacturing in any way. Figure 5 is a more drastic modification, copied from a British design I once saw. This has the advantage of the thole pin type in that the bearing of the oar doesn't swing around appreciably with the stroke and stand out of position through the recovery, which is the reason for the oar tending to walk inboard in the usual type of lock. The oar can be laid in further without taking it out of the lock, and isn't restricted in how far it can be laid in as with double thole pins, which have to be much too far apart for convenience in other respects for this reason. On the other hand, there's no difficulty about taking the oar out of the lock and no undue friction if you choose to feather. A lock like this will punish an unfeathered oar much less than the usual symmetrical rowlock. This particular design will fit the standard half-inch sock-

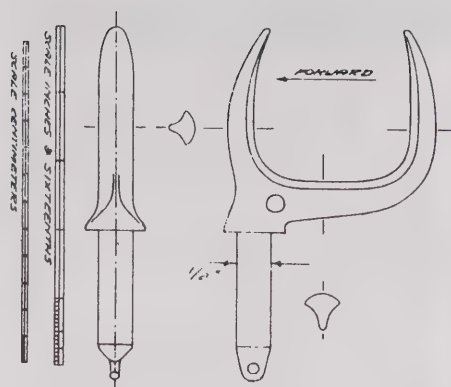


Figure 5

ets and the trial pair was substituted for the original pair in my Thomaston Galley. The movable seat in the Galley made the slightly different relationship of oars and socket position no problem, but in a rowboat with fixed thwarts there would probably be enough margin in the exact placement of one's bottom on the thwart to take care of the difference of slightly over an inch.

When you start out for a row, resist the urge to start fast. Paddle gently away, preferably downwind. If the wind shifts you can have it with you both ways; if it holds you'll feel stronger to buck it later. Row with the arms only for the first few hundred yards, only very gradually starting to put your back into it. The shorter the oars you're using, the shorter the stroke must be to make efficient use of your strength. A full reach of the arms and swing of the back won't pay with oars under about seven feet at least, and a sliding seat won't pay with oars much under nine feet long, though there's a case to be made for it with shorter ones for keeping up good circulation in the legs.

After half or three-quarters of an hour of gentle rowing, say a mile-and-a-half or so in good conditions, it's time to start stepping up the stroke. I find about 25 strokes per minute a good pace to maintain once I'm warmed up, for a two- or three-hour pull without a break. That much rowing will blister most people's hands somewhere. As far as I know, nothing will harden the hands except habitual rowing; pushing a lawnmower or using tools of some kind ought to help, but it seems that every kind of use leaves a soft place somewhere. Gloves or bandages are not helpful. Opening the hands on each recovery does help and for this reason as well as the wear and tear on the wrists, I never feather my oars except when trying to look elegant for a short distance. The only real reason for feathering is to avoid catching the unfeathered blade in a crest and raising a cloud of spray to blow over you; in the very low-sided racing-type boats you must feather when there's any amount of chop because you can't raise the blade clear of the ordinary crest and must drag it through, which is a good reason for avoiding the use of such extreme boats. If you plan on feathering much of the time, have the oars looser in the locks than is otherwise best and use slippery leathers, or none.

The best way to avoid blisters on a long row is to take a break about fifteen minutes out of each hour, or much better, to have two oarsmen rowing alternately. Done this way, six or eight hours of rowing will leave no scars at all on hands even slightly hardened. A par-

ticular case of a man and wife who take turns of 40 and 20 minutes respectively may be suggestive. Bucking a strong wind and sea for a short distance (and there is no future in doing it for a long one) they both pull together to get over the hard place quickly, but pulling double isn't economical of energy under ordinary circumstances unless you practice it so much that you can keep time completely automatically.

Backaches developed while rowing are usually caused by pulling round-shouldered. If you snap your shoulders back straight whenever you think of it, and row and then grip a wrist behind your back and strain the shoulders back, an erect posture becomes habitual and may just avoid back troubles from things other than rowing. Various other stiffnesses complained of have been known to yield to slight adjustments in the height of the seat, position and angle of foot braces or even something as small as learning to look over your shoulder out of the extreme corner of your eye and not trying to see farther around than dead ahead on one turn of the head. Rowing is a more complicated skill, to do well, than it looks, and it's easy to develop bad habits from solitary practice. For instance, I have an ingrained habit of hooking my thumb over the end of the handle of the oar, acquired from years of use of oars slightly too short for the boat. A girl who had rowed a lot in rough water had acquired the habit of "rowing over stumps," digging the oar deep and raising it high, and was wasting more energy than she realized in waving the blade of the oar up and down at times when there was no need of it.

I've written previously about a scheme for a rowing exploit, and in the ordinary way there's a strong tendency to try for impressive distances and speeds. I do it, too. "Had a nice pull around the Cape the other day," I say casually, alluding to a 17-nautical-mile circuit. The intention, as far as it's any more than pure showing off, is to convey that if I, who don't look very athletic, can do that (and I have, several times), almost anybody can row a lot farther than they realize. Nevertheless, that's not really the way to enjoy rowing and it's not what rowboats are better at than power or sailboats. What the rowboat is ideal for is extracting the maximum enjoyment from a small area and for getting behind the scenes. You can't very well follow an America's Cup race in a rowing boat, but in a pretty one, now that such are rare, you can prowl around under the stern overhang of a moored Cup candidate and have her famous skipper come back to talk with you instead of sending a hard-faced crewman to drive you away as would happen if you tried it in a motorboat. When somebody tells you that such and such a narrow creek just goes to the town dump, you can go and look and find that, by pushing on through a culvert beyond the dump, you come to a lovely isolated glade in a patch of woods, full of bird calls and with a clear brook splashing down into the end of the creek over a series of small waterfalls. Reservoirs and semi-private water, where any other type of intrusion won't be tolerated, are available to the oarsman implicitly or explicitly because he is trusted not to disturb his surroundings. On the other hand, he may picnic in shade and quiet among the supporting piles of a warehouse built over a commercial waterfront because his lack of fear of entanglement and incentive to examine closely every inch of shores he would whisk past in a powerboat led him to the possibility.

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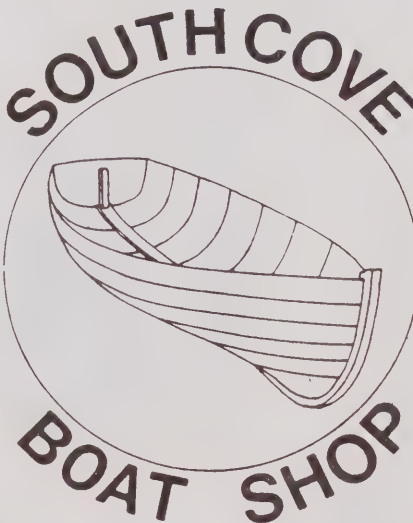
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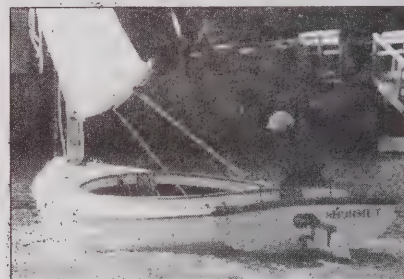
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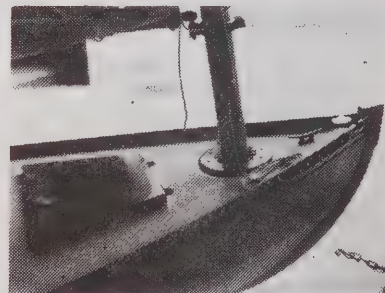
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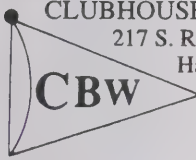
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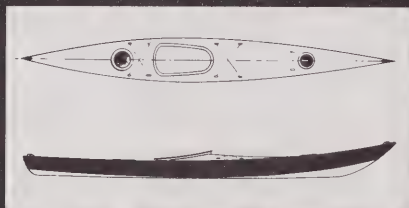
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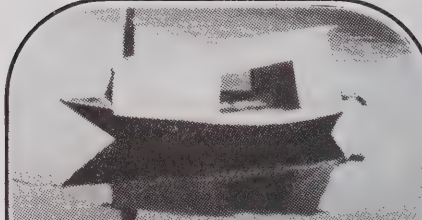
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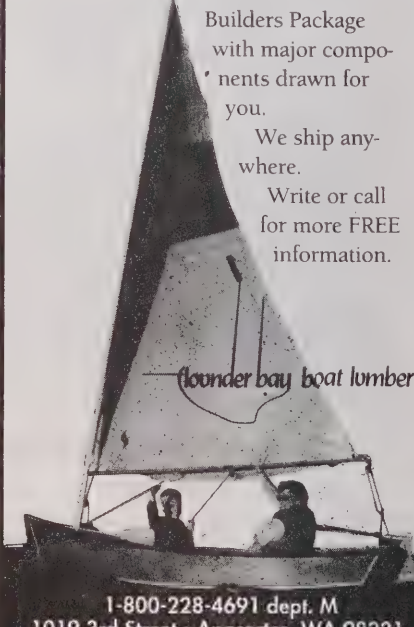
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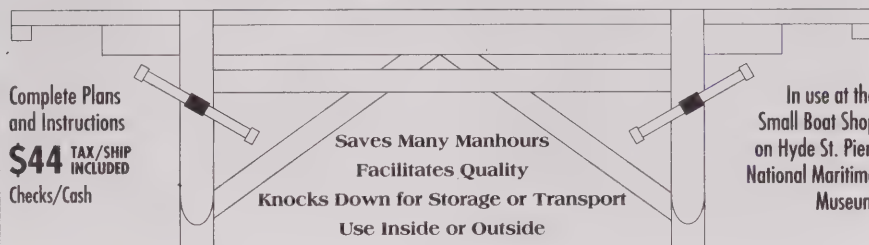
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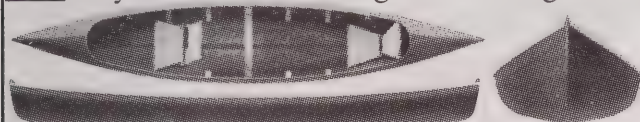
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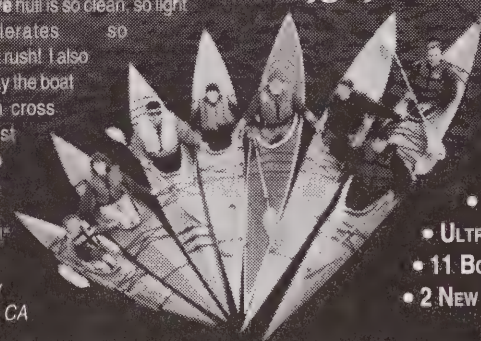
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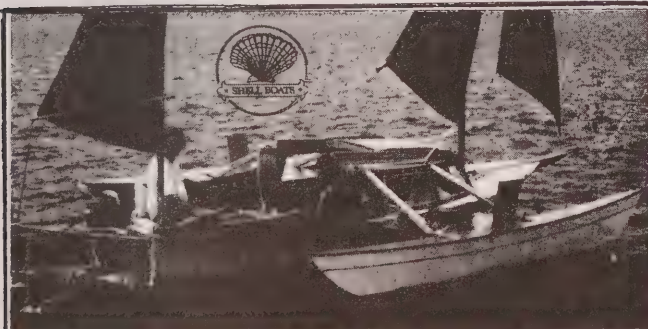
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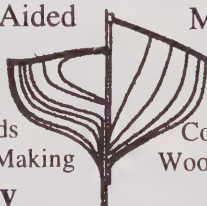
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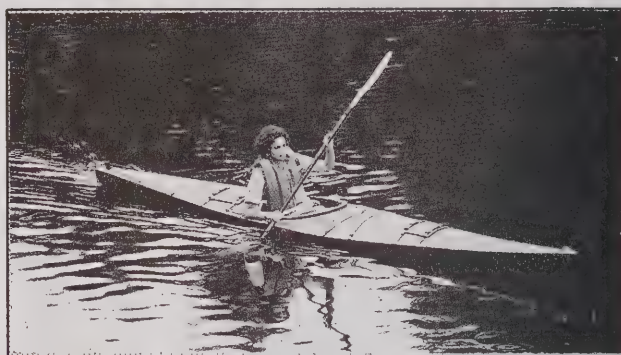
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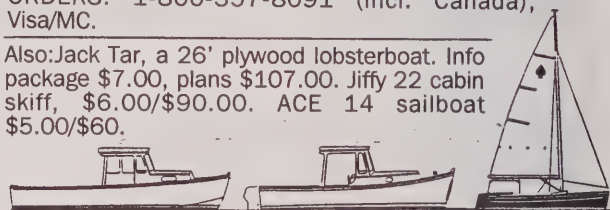
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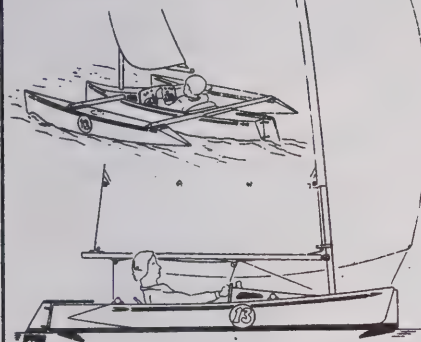


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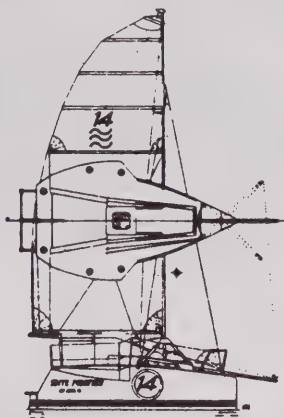
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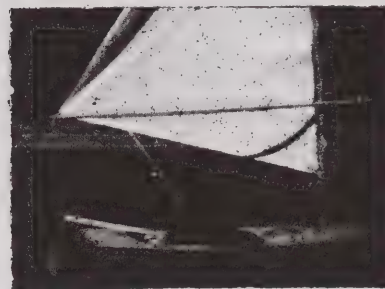


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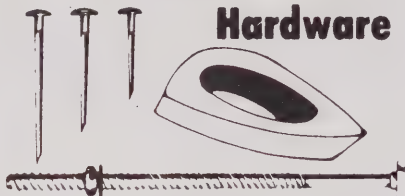
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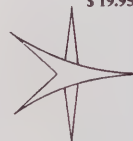
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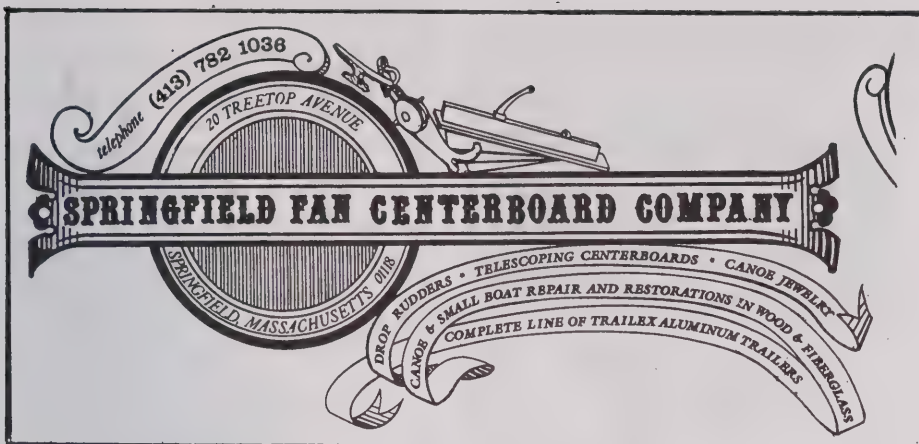


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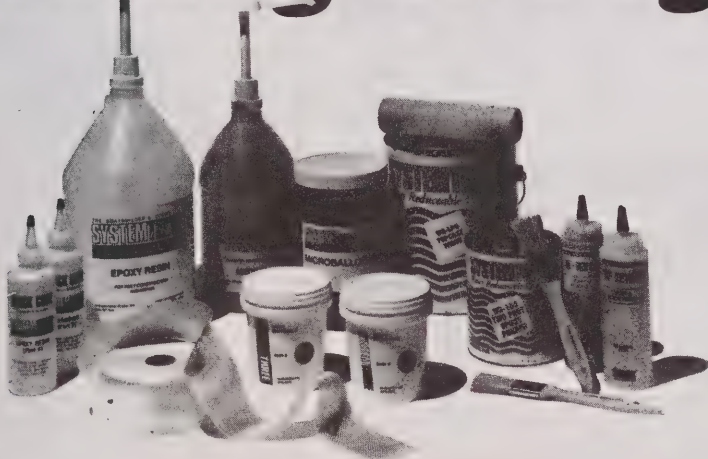
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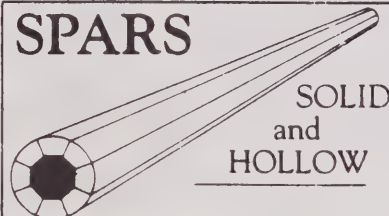
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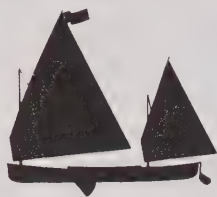
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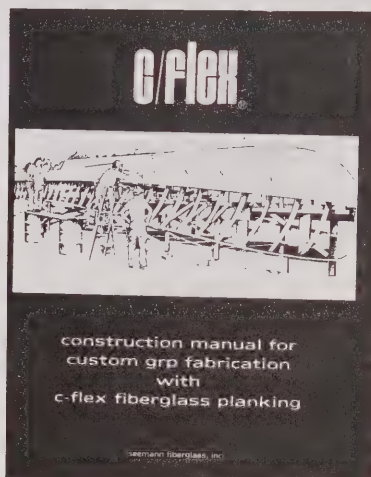
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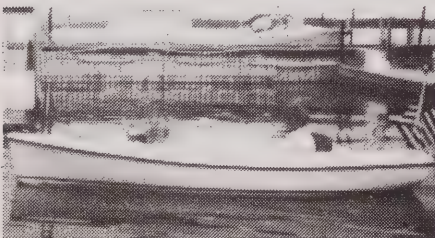
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Full Sea, Inc., a restoration group in Greenport, NY offers the following boats for sale, charter or stewardship: 23' Burgess Daysailer, shoal draft KCB, '37, vy gd cond. \$2,500. 25' Cheoy Lee Frisco Flyer, teak sloop, '61, nds some decking, otherwise gd. \$3,500. 32' Walsted Sloop, KCB, '61, exc. \$20,000. 35' David Stevens Schooner, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$3,000. 35' Ohlson Yawl, '62, vy gd. \$14,000. 39' S&S Luke Yawl, '57. Pearson 30, '76, clean, exc cond, Atomic Four nds rblng. \$12,000. 25' C&C Redline Sloop, '71. \$3,500. FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)



14' Elco Electric Launch, '96 model. State of the art, 5-6mph, 12hr cruising range. Battery charger. All FG w/warranty. \$5,800. Trades considered. TOM FRAUENHEIM, Buffalo, NY, (716) 873-8288. (23)

15'6" Gloucester Gull Dory, professionally blt '95. Rows, tracks & carries beautifully. Yacht green hull, light buff interior, Cetol on seats, breasthook & gunwales. Like new cond, bronze fittings, dynel bottom. \$1,750. BERNARD POWER, Mystic, CT, (860) 445-9037 days, (860) 536-8637 eves. (23)

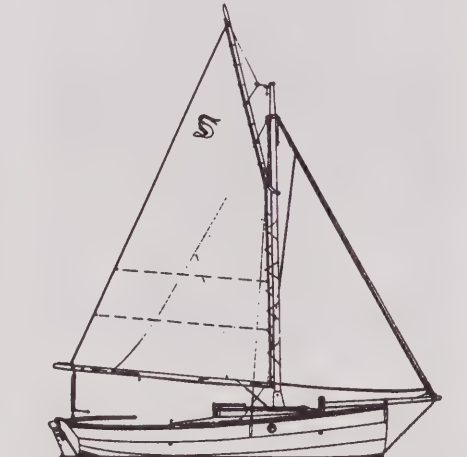
Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. 14'2" Blackhawk, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. 11'8" Blackhawk, "Shadow", green turquoise FG, white ash. \$800. 20' Old Town, Guide, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)

19' Drascomb Lugger, exceptionally well maintained '79 English blt daysailer. Masts & sails in exc cond. Compl outfitted, all original. Honda 7.5 OB. Ready to sail. Boat not used more than 3 times/year and was meticulously cleaned. Garaged. \$3800 incl. trlr. THOMAS SHALLOW, Vienna, VA, (703) 876-0789. (24)



10'6" Lapstrake Rowing Dinghy, Seth Persson blt. Lauan ply bronze riveted over 1/2" oak stringers. Inside storage. Has had approx 10-15hrs usage, Meticulously maintained since '90 when officially launched & christened. All bronze hrdwre. Too many boats & am asking \$2,300 for this true classic. 12'5" Starcraft Sailboat, requires one repair and tiller. Rudder, mast, boom & sails in exc cond. Too many boats.

MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796. (24)



19' Cornish Shrimper, '85. 2350 displ, 18'3"6" draft. A robust heavy & light air gaff sailer that takes the ground w/impunity. Tlr incl. \$11,000. SCOTTY GILLIAM, Atlanta, GA, (404) 523-0615. (24)

10' Dyer Dink, '38 mahogany on oak compl w/ original sail & bronze hrdwre. A beautiful boat in natural mahogany finish. Boat, sail, hrdwre all in gd shape. \$950. SAM MESSINA, Ipswich, MA, (508) 356-7897. (24)



19' Friendship Sloop, Aurora, green Fg hull ('75), 10hp Vetus IB diesel ('88), slps 2, 3-1/2' draft. refitted '88 w/FG deck overcv Airex core. Located @ Port Marinwe in beverly, MA. \$5,000/BO. CAROL ROSE, Beveely, MA, (508) 922-4950. (24)



32' Historic 3 Log Canoe, blt Poquoson, VA 1890. Beautifully restored. Dacron main & jib w/covers. 1914 Grey Marine engine, 8' beam, 18" draft bd up, 36" bd down. Truly "one of a kind". \$10,000. JOSEPH FERHRER, PO Box 68, Snow Hill, MD 21863, (410) 632-3746. (23)

Dirigo 17' Sea Kayak, new cond, always stored inside. Compl w/rudder, Silva compass, cockpit cover, spray skirt. \$1,250. **Folbot 17' Greenland Kayak**, folding dbl. \$1,095. DICK GYSAN, Colfax, NC, (910) 643-0608. (23)

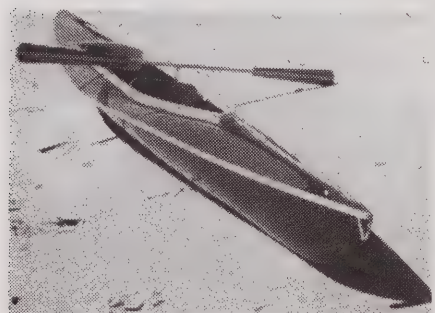
20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start with transmission and magneto, custom trlr. \$2,500 firm. JAY HOAGLAND, Rockport, ME, (207) 596-0786. (23)

12' & 16' Sneakbox Sailboats, Beaton Bros., Mantoloking, NJ. Vy shallow draft, catboat gaff rig, traditional generic sneakbox/duckboats. BOB BOSSETT, Brielle, NJ, (908) 528-5173 eves. (23)

'61 Thompson 22' OB Runabout, walkaround cuddy cabin, no motor. Sound hull & cabin. Have marine ply for decks, & other materials. W/tandem trlr. \$1,600. **'57 Shepherd 15-1/2' OB Runabout**, mahogany, 50hp Merc, modern trlr. Ready to use. \$2,450. BOB CECILE, Springfield, OH, (937) 325-4333. (23)

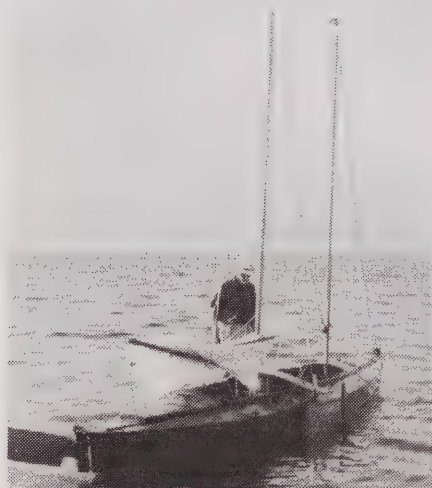
8' Sumner Sailing Dinghy, FG, llds, rudder, nds sail & some work. Hull fine. \$150. BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (23)

12' Old Town Sportboat, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$3,000. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (1P)



Pokomoike Kayak, dbl/single, 19'10"x28", 56lbs. Design by Chesapeake Light Craft, quality blt by meticulous professional woodworker using 4mm okume plywood. Open cockpit easily converts from dbl to properly trimmed single. Beautiful finish w/red hull, varnished deck, ash trim. Stable, comfortable & solid. Incl 2 custom paddles. \$1,200. STEVE SIKKEMA, 4450 Hemlock Ct., Harbor Springs, MI 49740, (616) 526-1051. (23)

Bolger Micro, 15'3" cat yawl. Gd cond, epoxy/glass sheathed, well equipped. Galv trlr, 2.5hp Evinrude. \$2,200. January '97 2-wk cruise in S. Florida a grt success! **Mirror Dinghy**, Hull #62158, 10'10" sloop or cat rig, red sails. Marine ply, gd cond, cartoppable. \$500. See *MAIB* Nov. '96 for descriptive article. **Folbot Pisces Kayak**, 16', 2 person folding. Gd cond, sprayskirt, rudder, 2 dbl paddles. \$550. Leaving country so boats have to go. BILL HUGUELET, Sylva, NC, (704) 586-5376, Fax (704) 586-1741, email: kimbill@hotmail.com. Lv message if we're out cruising. (23)



19' Goshawk Sailing Kayak, 2 place schooner rigged, blt by Dan Leonard in '90. Stunning gd lks, hull varnished mahogany & ash, protected & fastened by epoxy. Exc cond. Incl 3 sails, 2 sets masts (alum & wood), trlr, cartopper & dolly, Shaw & Tenney paddles, boat cover, compass, cushions, etc. Vy lt & fast. Nds for 3rd passenger forces sale. \$5,000 OBO. BILL MULFORD, 5832 N. Dean Rd., Orlando, FL 32817, (407) 657-4272. (23)



Queen Charlotte Kayak, 16'10"x24", blt from Pygmy Kayk Co. kit in '88. 40lbs. Feathercraft rudder, sea sock, spray skirt, custom deck bag, bucket seat, fittings for BSD mast & akas suitable for BOSS rig (or other outriggers). Bright finished occume 3mil ply, System 3 epoxy, spar varnish, boat wax; clear glass on bottom inside & out. Not used since '91, stored inside & meticulously maintained. \$800. **Betsy Bay 8' Eskimo Style Paddle**, (shown in photo), 2-pc, vy lt wood/graphite/epoxy. New \$170, yours for \$75. Health & poverty force sale. BILL ROBINSON, 5209 Buckingham Dr., Charlotte, NC 28209, (704) 522-7249. (23)

27' Tartan Yawl, '67, fully equipped in gd cond. Marblehead mooring. Sale for \$8,500 OBO or shared ownership. KEVIN CONDON, Marblehead, MA, (617) 598-2229. (23)

2 Esprits by Northwest Kayaks, asking \$1,300 each. Solstice ST by Current Designs, asking \$1,400. Pisces by Current Designs, asking \$1,200. All boats include paddles, spray skirts and cockpit covers & are in like new cond. MIKE KARASIC, Brick, NJ, (908) 840-8830. (23)



Sailing Baidarka, 19-1/2' long, 28" beam, 55lbs, 2 person. White ash & spruce w/dbl dacron skin. I blt it and realized I don't nd a 2 person boat. Asking \$800, a deal, but I nd rm to bld next boat. Will do part trade for 6" joiner or 12" planer. LORI BERG, RR2 1380, Plainfield, VT 05667, (802) 454-1874. (23)

Exquisitely Finished Snipe, hull sapele on oak, deck ribbon stripe mahogany, Sitka spars, new sails, 2.0hp Evinrude OB, bronze hrdwre, trlr & more. \$6,000. **Moth Sailboat**, new, cedar hull & deck, new sails, Douglas fir spar, light constr. Always admired by onlookers. \$4,000. MIKE PARSONS, Ridley Park, PA, (610) 461-4821. (23)

Mud Hen Sailboat, 17'4" dbl ender. Always trailered & garaged. Mint cond. Tanbark sail & full canvas. Open cockpit holds 8. Teak seats & flrlds. FG hull, full foam flotation. CB, 6" draft bd up, will sail in as little as 12". 4hp Johnson w/separate tank & 9' oars. Alum tabernacle mast w/boom gallows. Galv trlr >1,400lbs loaded. Single hand, launch, rig & sail away in 10 min. \$5,500, may trade for 18'-20' open alum workboat. TOM WOOD, Capital Area, ME, (207) 268-4489 eves & wknds. (23)

21' Sea Pearl, '93, exc cond, water ballast, leebls, galv trlr, cover, anchor, 3.5hp Nissan OB, cushions, teak trim, dark blue hull. Easy to rig, shoal draft, can be single handed or sail a crowd. \$4,900. Will deliver within reasonable distance. JOHN TRUSSELL, Columbia, SC, (803) 776-5822 (H) or (803) 737-0052 (W). (24)

Black Skimmer, Bolger leeboard sharpie. Vy gd cond, blt '78. Mahogany ply throughout, spruce spars, '87 Johnson 8hp, tandem trlr. Many other accessories. \$5,000. GUS HEDDEN, PO Box 32, Tuftonboro, NH 03816, (603) 569-4256 days, (603) 544-2369 eves. (23)

16' Swampscott Dory, row, sail, motor. As seen on Toyota & Timberland TV ads, hand blt of FG and teak in '91 by master boat builder Roger Crawford of Humarock, MA. Practical, efficient, unique, beautiful, an instant heirloom. Perfect cond. New \$8,000+ w/trlr, \$4,750 firm. JERRY GUNNELSON, Cambridge, WI, (800) 279-1776 days. (23)

18' Lowell Sailing Surf Dory, gunter rig w/jib & Sitka spruce mast w/boom. Traditional contrs w/ West System on bottom planks & garboards. Custom trlr & 6hp Evinrude mounted in well. Compl w/oars & hrdwre. \$10,000 value new, \$3,000 firm. will deliver. KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (23)

San Juan 21 Mark I, Sail #190, race or cruise. Exceptionally well maintained, custom interior mods, 6 sails, custom trlr, 6hp motor, all performance mods permitted by Class Association. Too many options to list, call for list. You will need only lifejackets to sail away. \$4,700. DICK HALL, Altoona, PA, (814) 944-3951 days, (814) 943-4771 eves. (23)

17'6" Cape Cod Catboat, McPherson design, '57. Pretty, hard chine plywood. Vy gd cond, ready for Spring launch. Slps 2, fun wkndr. \$1,500 OBO. RICH & GAYLE JARVIS, Mattapoisett, MA, (508) 758-3095. (24)



Chris Craft Sea Skiff, wood lapstrake, abt 30'. Hull sound, twin rudders & props believed OK, superstructure damaged. No power. Older boat. \$400. Located Brewster, Cape Cod, MA. BILL GROVER, FL, (941) 475-4596, DOUG, Brewster, MA, (508) 255-4411. (24)

10' Trinkia Sailing Dinghy, '93, white FG hull, alum spars, sail in bag, lines, oars, bronze oarlocks, teak flrlds, center thwart, breasthook, quarter knees & transom reinforcement, bronze drain, SS towing eye, blue canvas boat cover, blue spar bag, trlr. Can be used as yacht tender or racing dinghy. In vy gd well cared for cond. Name *Seacat*. \$2,000.

JOHN PALMER, Mansfield, PA, (717) 662-2229. (24)

10' Herreshoff Pram, cedar on oak, mahogany transom & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake, copper & bronze fastened. Tows & rows well. \$1,200 OBO. GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (24)

17' Whitehall (the one in *The Yachtsman's Cookbook*), bronze fittings, brass edged strakes, garboard drain, 2 prs sweeps, anchor & cover. Exc cond, recently bottomed. \$1,200. Transport can be arranged. RALPH TOWNLEY, Marion, MA, (508) 748-2251. (24)

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. (24)

14' Precision Sailboat, compl w/sail & jib. \$1,350. FERNALD'S, Rt. 1A, Newbury, MA 01951. (24)

'95 Necky Arluk 1.9, high performance sea kayak. One of best & fastest touring boats. In exc cond w/ static deck lines & pump bracket. \$1,600. MIKE TOTTEN, Rock Hall, MD, (410) 639-2848, Fax (410) 639-2555. (22)

ADIRONDACK GUIDEBOAT, 15' white FG; Steve Kaulback registered hull. 3 caned seats, backrest, bottom boards & 8' oars. \$1,000. GEORGE PATTON, JR., Barrington, RI, (401) 245-3408. (23 & 1P)

21' Dovekie, Hull #80, upgraded. alum mast/sprit, E&D Trailer, E&D motor mount, 5hp Nissan FNR & remote tank, many accessories. Sail, row or motor, great all around boat. \$5,600. JOHN SUNTERLAND, Mt. Laurel, NJ, (609) 234-7270 (H), (609) 423-0301 (W). (24)

'57 Owens 23' Inboard Cruiser, 4 cyl Hercules, enclosed head w/Porta-Potti, blt in icebox sink w/ 30gal water storage. VHF radio w/weather alarm, depth finder. V-berth slps 2. Hull has 3 coats of West System epoxy. Ready to go anywhere on own trlr. Cruise all day on 8gal fuel. \$3,500. Pictures available. JAMES DOOLAN, Middlebury, VT, (802) 388-7337. (23)



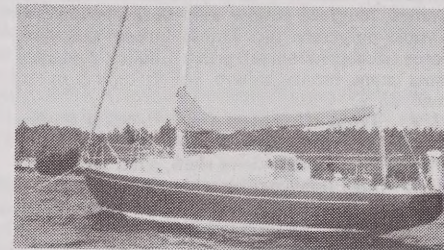
Classy 1945 Century Runabout, 19' looking for special someone(s) to share a great ride; you choose moonlit cruise or frisky run through morning mist. In gd running cond w/283 Chrysler V-8 engine, dbl cockpit, mahogany deck. 1 owner on Adirondack Lake for past 40 yrs, now nds new loving, committed relationship. \$7,000OBO. K. BEARD, Kingston, NY, (914) 338-3583. (24)

13-1/2' Wenaumet Kitten Catboat, compl w/sails (incl spinnaker) & rigging. Nds work on deck & 3-4 frames should be replaced. Asking \$950. JOHN WHEBLE, Kingston, MA, (617) 585-6962. (23)

16' Paceship Sailboat, motor & trlr. \$1,095. **11' Mirror**, sail, jib, spinnaker, cover, oars, anchor, trlr. \$1,200. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

31' Pacemaker FBSE, mahog/oak, blt '66 NJ. New V-8 '83, Lo hrs, w/electronics, incl radar, \$6,600. ED CASS, 122 Stacy Ln, Eliot ME, 03903, (207) 748-0929. (24)

14' Lincolnville Wherry, cedar, oak, douglas fir. Row or sail, spritsail rig. Galv trlr. eyecatching boat in exc cond. \$3,200OBO. PETE LAUSER, Chalfont, PA, (215) 822-0992. (23)



Classic '70 Whitby-Alberg 30-3, full keel blue water cruiser.

Solid, yard maintained. Approx \$13,000 in recent upgrades incl 18hp Universal diesel w/193hrs. Roller furling, radar, knotmeter, VHF, 6 sails incl spinnaker & pole. EXTRAS.

STEVE MC MCMULLIN, West Cove Boatyard, Sorrento, ME, (207) 422-3137. (24)

Cape Dory 10, FG sailing dinghy, blt-in CB, alum spars. High qual, gd cond. \$895. W. MURPHY, 60 Green Rd., Kingston, NH 03284, (603) 642-7489. (23)

17' Old Town OTCA Canoe, wood/canvas blt '254. Orig exc cond. Floorbds & sailing equipment incl. \$1,475. R.A. NOTARISTEFANO, Northport, NY, (516) 757-3087. (23)

Antique Whitehall Rowboat, '06, mint cond. 4 oarlocks w/oars, trlr. Located Higgins Lake, MI. \$2,500. JAMES VARY SR., Wheaton, IL, (630) 462-0523. (24P)

23' FG Sloop, fin keel, lg cockpit, V-berth w/cushions, 7 sails, assorted gear, winches, compass, etc. Phil Rhodes Tempest design. Nds paint. \$1,000 OBO. PAUL FORMAN, Ipswich, MA, (508) 356-7826. (23)

Rare Antique Double Ender, 14' Adirondack lapstrake w/original oars. Possibly rental boat. \$550. SUSAN PETERSON, Wolcott, NY, (315) 594-1906. (23)

24.5' Bristol Full Keel Sloop, custom mahogany interior, new electronics, 30hp Suzuki. Compl cruising package. \$7,900, vy negotiable for quick sale. TWAIN BRADEN, E. Boothbay, ME, (207) 774-3606. (23P)

18' Victoria Sailboat, traditional lines, teak trim, cuddy cabin w/screened opening ports. Slps 2. Galv trlr. \$3,000. KEITH BELL, Kent, OH, (330) 677-0269. (24)

Alden Single Ocean Shell, w/Oarmaster & Piantadosi 9'9" sculls (oars), all in nice cond. **Exercise Machine**, using Oarmaster unit also available. LENNY LIPTON, Bethel, CT, (203) 778-3745. (24)

18' Electric Launch, 6.2kts top speed, 5.8kts cruise. 24v. Epoxy over mahogany w/bent oak coaming & trim. Green Sunbrella upholstery, black urethane hull. Decks & interior varnished. W/new galv trlr. Sell for cost to build. \$4,300. **Interlake Sailboat**, metal CB & rudder, FG hull w/freshly sprayed dark green urethane. Alum mast & boom, sails, trlr w/ new lights, tires, wheels & bearings. Asking \$850. **Star Class Sailboat**, all FG, white, Spartech mast & boom, North sails, Harken hrdwre, Spontech trlr w/storage box. Nds nothing. Think of it as a conversion to a great daysailer cheap. Asking \$1,100. RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

16' Bolger Windsprint, silicon bronze fastened, West System, decked. Can be rigged as leg 'o muton sloop or balanced lug, sails new. On refurbished Holsclaw trlr. \$1,500. **21' Chesapeake Light Craft Tred Avon Double Sea Kayak**, FG deck & hull, Feathercraft rudder, Yakima footbraces, cockpit covers. Nds paint to complete. \$1,100. Consider trade of either for folding dble kayak. JERRY ANDERSON, Albuquerque, NM, (505) 844-3524 days, (505) 281-6975 eves. (24)

16' Wayfarer Daysailer, FG, custom blt '90. Like new cond. Equipment incl mainsail, genoa, roller furling, boom tent, motor mount, anchor w/rode, boat pump, seat cushions, many other extras. 2yr old galv trlr w/tongue wheel & bearing buddies. \$4,250. MAX HENKE, 33 Merrymeeting Dr., Topsham, ME 04086. (24)

23' Compac, epoxy barrier coat, dark green Awlgrip hull, buff topside, new main & 150% genoa w/covers. New 6hp Evinrude, remodelled galley for cruising. Many extras. \$11,000. JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (4)

10' Cape Dory Sailboat, vy well maintained, original hrdwre & sails, oars, trlr w/new tires. \$1,200. PAUL SKALKA, Ewing, NJ, (609) 771-1775. (24)

1960 Richardson Cruiser, 35', twin Chrysler Crowns, winterized, hull recaulked/painted, Props reconed, stuffing boxes repacked. Good teak/ mahog. Fume alarm, auto bilge extinguisher. Nds interior work. Surveyed/appraised at \$8,000. Will launch in May, inspect bottom until then in Quincy, MA. Asking \$4,100 or trade for smaller boat (25') in similar style/condition. PETER BROWN, Quincy, MA, (617) 471-1078. (24)

16-1/2' Wianno Junior Sloop, blt '52, restored '95-'96. One of six left sailing. One-design ('21) knockabout sloop designed & blt by Crosby Yacht Building & Storage Co., Osterville, MA. Hull is mahogany carvel planked on oak frames. Original marconi and later racing rigs (2) w/ accompanying full suits of sails. New CB trunk, skeg, rudder, floor timbers, cockpit floorbds, deck canvas and deck hrdwre, boom tent/cockpit cover. Galv trlr. Overall condof this beautiful boat is exc. \$7,500 OBO. **24' Bristol Corsair FG Sloop**, 1968. Classic design. Johnson 9.9 OB, 4 sails in gd cond, fully equipped. Gd cond. \$3,000 firm. **16' Delta Milo-Craft Runabout**, '58. Extremely rare, 1 of 3 known to exist. Cold molded mahogany hull w/original leatherette dashboard & trim, original 50hp Mercury OB, original Holsclaw trlr, vintage skis, canvas cover, various vintage burgees. Never been in salt water & is in absolutely mint cond. Recent appraisal available. \$7,500 OBO. **21' Atkin Double-Ended Sloop**, '81. Traditional design, full keel, gaff rigged w/4 sail inventory. Mahogany strip planked on white oak frames, longleaf yellow pine keel, sheathed in Xynole polyester. Incl 8hp Evinrude Yachtwin, Force 10 cabin heater, full galley, 2 bunks, gimbaled brass lamps, bronze hrdwre. Solidly built & in exc cond. \$6,500 OBO.

22' F.L. Tripp "Compleat Angler", '83. IB 230hp, 305ci V-8 gasoline engine, BorgWarner Velvet Drive transmission. Bronze drive shaft, strut, rudder and 3-blade prop. Total engine running time >500 hours. Dual steering controls, fwd wheel & amidship w/ rear tiller. Incl bimini, VHF-FM radio, other misc gear. Recent appraisal available, 1 owner boat, professionally maintained. Exc cond throughout. \$15,900 OBO.

TOM KLIN, Essex, CT, (860) 767-8954. (24)

Sampan, 11'6" compl but nds finishing. \$500 OBO. PAUL SCHWARTZ, Beverly, MA, (508) 922-7244 6-8pm only. (24)

Klepper Aerius II, 17' dble folding sea kayak in gd cond w/paddles, spray skirt, float bags & full sail rig. \$2,300.

DAVE PAYSON, Keene, NH, (603) 358-3106. (24)

Lightning, blt '81, cedar over oak, finished bright, epoxy sealed, wooden spars, seat cushions, always stored inside, trailer. A beautiful & stiff boat. \$5,500. LAWRENCE FRANK, Middletown, RI, (401) 849-0014. (24)

BOATS WANTED

Early Gas Engine Launches, Canoes, Power Dories, pre-'30, any cond, compl boat, parts, any literature.

ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033-1410, (609) 428-7357. (23)

Beetle Cat, prefer one that nds work.

ED VAUGHN, 518 Parklane Dr., Utica, NY 13502, (315) 797-8569. (24)

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

DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

DN Ice Boat.

ART DILLON, P.O. Box 1125, Quechee, VT 05059, (802) 295-5197, e-mail: Arthur_Dillon@valley.net

SAILS & RIGGING FOR SALE

Main & Jib, for International Star, vy gd cond. \$375.

PETE LAUSER, Chalfont, PA, (215) 822-0992. (23)

Misc Sails & Rigging: New Shaffer roller furling drum \$20. New & used small boat sails \$25-\$75, can be altered. Alum mast suitable for small boat project \$50.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

SALES & RIGGING WANTED

Aluminum Spar, 28' or longer (can be mast or boom). Desperately needed for catboat restoration. CAL PERKINS, Box 97, Mattapoisett, MA 02739, (508) 758-4740. (24)

GEAR FOR SALE

150lb Mushroom, \$100.

DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

Outboards: '56 Johnson 7.5hp. \$250. '56 Johnson 10hp. \$200. '39 Bendix Eclipse 2.25hp. \$200. '37 Johnson KA-37 9.3hp. \$200. Other 25hp-55hp as is. \$50-\$150 ea.

BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (23)

Palmer Engine, Model PW27, 1cyl 8hp water cooled w/starter/gen & reverse gear. Professionally rblt, new piston, rings & valves. \$850.

GREG MOROZ, Chester, NJ, (908) 879-4621. (23)

White Polytarp Sail Kits, bld yr own rugged polysail in less than a day for a fraction of the cost of traditional sails. Incl heavy weave pure white polytarp (4 sizes from 10'x20' to 20'x30'), 108" of 3" wide white industrial vinyl tape (colors extra); brass grommet kit; utility knife; 100' poly rope; marker; and directions. 10'x20' kit can make two smaller sails for only \$49.50 + S&H. Grt performance. DAVE GRAY, 7404 Madden Drive, Fishers, IN 46038, (317) 842-8106. (1P)

Tools: Bench saw \$50. Bandsaw \$150. Belt sander \$50. Router & accessories \$75. Planer \$225. Electric grinding wetstone \$75. Bench w/vise & grinder & hone \$75. Stationary 2 disc sander \$50. HULP sprayer \$120. Makita palm planer w/extra blade & case \$100. New buffer \$25. Drafting board w/T-square & much drawing equipment \$50. Many wood working hand tools. Benches. Antique 100yr old cabinet maker's bench, some antique tools.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

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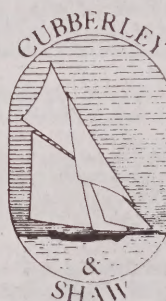
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