



messing about in BOATS

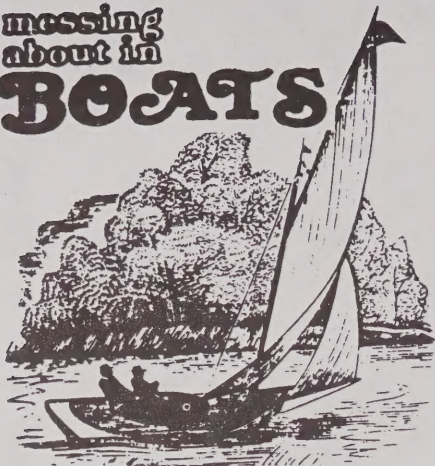
Volume 15 - Number 1

May 15, 1997

Special Features This Issue
Vagrant 20 Outboard Camper/Cruiser
Maine Boatbuilders' Show - Building Boats in Georgia



messing about in BOATS



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by International Postal Money Order.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is (508) 774-0906, 8:00-5:00 weekdays, no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment by Office Support Services.

Volume 15 - Number 1
May 15, 1997

In Our Next Issue...

Barry Donahue reports on "A Winter on the Water" and on his adventures out on George's Bank in "A Father's Sea Diary"; Jim Thayer continues with "A Summer Abroad, Part 5: Racing to Rochefort"; and Sharon Brown tells us all about "Youth at the Boathouse" at Mystic Seaport.

Hans Waecker describes the "Cliff Island Kids' Race" and also reminisces about his experiences 30 years ago in "Building Ferrocement Boats"; and the Antique Boat Museum announces that "Suwanee Comes to Clayton".

Three designs seen at the Maine Boatbuilders' Show will be presented: "The Chebacco 20" by Brad Story; a "William Hand V-Bottom Launch" by Harry Bryan; and the "Exploration 18" by Jean Grenier; and Phil Bolger will discuss his "Pirogue 12" in some detail.

Bill Kirk's foundry article "Bunsen Burner" should appear at last, along with Sam Overman's "Oarmaster II Owner Report"; "More About Making Sails" by Bob Smithson and "Beach Cruising With Bon Appetite" by Bob Young.

On the Cover...

One of the most attractive new boats seen at the Maine Boatbuilders' Show was the Exploration 18 from Quebec. We look at it and other interesting boats we saw at the show in this issue.

Commentary...

In our May 1, 1988 issue we featured a short report on the brand new Maine Boatbuilders' Show, an event which appeared to be an obscure effort at starting a show for the builders of Maine Boats. We enjoyed our visit on the sparsely attended Friday of the three day weekend, visiting with a number of folks we had already come to know in the boatbuilding trade. I think we mentioned in our follow-up report every one of the builders on hand, all friends of the show organizer who turned up to support him.

Now ten years later in this issue we bring you our report on the 1997 Maine Boatbuilders' Show. The idea caught on and it now attracts too many builders (72) to mention them all, along with public attendance (about 6,500) right up there with the consumer boat show that runs in Portland the same weekend. But it's a different sort of attendance. Show promoter Phin Sprague, at whose Portland Yacht Services facility the show is held, commented in brief remarks he made to an evening exhibitors' gathering, that he actually saw "someone in a suit and tie". Not commonplace at this grassroots affair.

My personal preference for this show format and location is not hard to understand, for it closely parallels the nature of this magazine. It is unpretentious and informal and attracts many interesting people, both as exhibitors and as attendees. We get to meet many of them (you) as I cruise the show looking for material for my report and also tend to our booth where many of you stop by to say hello. It's a wonderful pre-season experience for us, and I cannot help but bask in the overall optimistic and cheerful aura that surrounds this event.

The follow up to this pleasant experience is the writing up of my report, no longer an easy roll call of all who were there. With 72 builders and double that of exhibitors of peripheral marine related products and services, it is obviously impossible for me to give all their due. Being an ordinary sort of guy I also find myself tending to spend time with the people I know best, socializing as it were, catching up on their news and plans and projects. Many who advertise in this magazine are there and I certainly spend some time with them, they are significant supporters of this periodical.

This report that you read in this issue comprises an eclectic mix of subjects I found particularly interesting. Not just the individual boats and builders, but a trend I saw surfacing for outboard powered sizeable open skiffs intended for gunkholing, fishing, picnicing, etc. So I devoted much of my report to these. They are not my preference but are undeniably useful and attractive for others. The stimulus seems to come from the availability now of quiet, non-smoking moderate power outboards.

Another philosophical link between this show and our magazine is the focus on the

builders rather than the boats. The boats these builders, each with their own ideas, display represent a broad spectrum of types, and with 72 builders there, the variety of types was broad indeed. There is always someone with a small plywood skiff as a first venture into building a marketable product, and at the far end one can find large fiberglass yachts such as one 36 footer from Robinhood Marine, a more affordable (relatively speaking) alternative to a Hinckley.

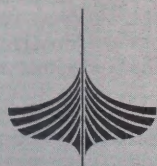
A nice personal reward for us each year is seeing again some of the builders who were at that first show in 1988. Many indeed are still at it ten years later, so there must be some potential in the business. By now these guys are pretty relaxed about their expectations for their investment of time and money in the show. They affably greet many who have known them for years yet never had a boat built, while also introducing themselves to potential new clients. They know now that an order or two is not automatically to be expected. Some tell of an order finally coming in years after they discussed a boat with a prospect. This matter of having a boat built often takes a long while to blossom into action.

The "new" guys are less relaxed, often they have got to sell a boat at the show to carry on to the next. This is a shoestring trade that lures ambitious amateurs into it with fairly easy accessibility and modest investment. Thus the startups with their dinghies. I try to include some of them, those with, again, the more interesting ideas and boats.

Phin Sprague was just a teensy bit apologetic on his end of the show tour amongst the exhibitors about the slight decline in attendance this year. Last year it topped 7,000, this year it was in the mid-6,000 range. He seemed to be searching for some underlying reason, as always, weather reports can really adversely affect attendance at a show in March in Maine. I felt the attendance was entirely sufficient and did not represent any decline in interest. Rather, I think it means that the show has reached a plateau based upon the statistical probability of how many small boat lovers will go to Maine in late winter to see boats in an old locomotive factory setting.

I hold this view as it also represents how I view circulation of this magazine, now at about 4,500 and growing incrementally. There are only so many of you who discover us and find what we offer appealing, enough to make it a viable enterprise but not one that will ever balloon into a major publication.

I'm happy with this state of affairs as we begin our fifteenth year of publication. You're reading the 337th issue we've published, and my enthusiasm continues as high as ever with your ongoing interest, support and contributions as boosters.



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WOODENBOAT MAGAZINE'S

1997 WOODENBOAT SHOW

The show for wooden boat owners, builders, and designers

THE WOODENBOAT SHOW...

- ★ More than 200 exhibitors with products of particular interest to builders, designers, owners, and lovers of wooden boats.
- ★ A close look at more than 135 wooden boats of all ages, types, designs, and sizes.
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- ★ Representatives from more than 20 boatbuilding schools, nautical museums, and boat societies.
- ★ Talk with manufacturers' representatives about the best wooden boat maintenance products—coatings, adhesives, tools.
- ★ Find the hardware and accessories you need for your wooden boat, including new and used bronze fittings, engines, spars, wood, oars, sails, fastenings, ropework, and canvas work.
- ★ Booksellers at the show include WoodenBoat Books, Benford Design Group, Taunton Press, and several dealers specializing in antique as well as new nautical publications.
- ★ Watch a "regatta" put on by the U.S. Vintage Model Yacht Group, and learn modeling techniques from the model makers at the show.

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- ★ View small boats on exhibit in the North Boat Shed and Spar Shed.
- ★ Visit the Mystic Seaport Museum Stores, which includes the largest maritime bookstore in the country, a bake shop, and a prints shop, where artist James Wilshire will sign his limited-edition works.
- ★ Examine "Plein Air Painting," work done outdoors and onsite, on exhibit at Mystic Maritime Gallery.
- ★ Find models on display throughout the Museum's galleries.
- ★ View some of the 1,000,000 photos from the world-famous Rosenfeld Collection.
- ★ Watch historic film footage from the film and video archives.
- ★ Survey the oral history collection and the library's esteemed holdings of books, periodicals, and manuscripts.
- ★ Stop by the new exhibits, "The Sailing Circle" and "Waterworks," held over by popular demand in the Museum galleries.
- ★ Learn how ship masts and other spars can be fashioned on a 98' long spar lathe.
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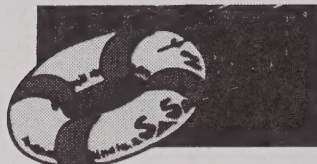
JUNE 27–29

9AM–6PM

Call WoodenBoat at 800–273–7447 before June 12 to order advance three-day passes, or to receive a brochure about the show.

I recently attended the required two-hour annual workshop for those of us who give the Auxiliary's free Courtesy Marine Examinations. The workshops are, in part, a discussion of any relatively new problems (this year it was the increasingly popular inflatable PFDs), in part a review of reasons why many boats did not earn the "Seal of Safety" on the first examination in 1996, in part a review of the new reporting forms (even the Auxiliary's paper work has been revolutionized by the computer) and in part a pep talk encouraging volunteer examiners to spend even more time on the boat ramps "being available" to help recreational boaters.

Thinking about the 1997 workshop, it struck me that the Courtesy Marine Examination program is a uniquely American institution. I doubt there is another country in the



Small Boat SAFETY

It's a Free Service to Boaters

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

world in which volunteer civilians, connected to but not a part of a government agency, freely give their time and experience to help recreational boaters enjoy the water in greater safety.

Actually, the Courtesy Marine Examination program is more than simply a check of a vessel's safety equipment. Very often it is a one-on-one boater education class, as more Americans turn to the waterways in bigger and more powerful vessels. All it takes to run a 200 hp center "ski boat" is money for the down payment. Unfortunately, there is no requirement that the boat skipper knows about the rules of the road, about being responsible for his wake or why a sailing vessel steers a seemingly erratic course when going against the wind. Examiners know the date and place of the next Auxiliary "Boating (or Sailing) Skills and Seamanship Course."

The examination of an 18-ft. boat with an experienced owner can take as little as 10 minutes. That same boat, owned by a novice who understands that he is a novice, can take the better part of an hour. Auxiliary Examiners love boating and are glad to try to answer

questions, or to find answers if we do not have them readily available. Otherwise they would not spend hundreds of hours on the boat ramps, places notable for lack of shade and other creature comforts.

Why get a CME? Three good reasons:

First, it is a great way to make sure that you have all the required safety equipment on board and that it is in good working condition. As just one example, I can't begin to count the number of times I have found flares either out of date or with so much moisture under the striking cap that they could never be ignited.

Second, it's an opportunity to ask questions, about local waters, for example, or about whether the anchor and rode aboard are suitable for the area. Fifty feet of rode is not too helpful where the prevailing depth is 60 feet.

Third, the "Seal of Safety" on your boat, while it will not prevent a Coast Guard or local marine law officer from boarding, will generally divert them to another boat lacking the evidence of a safety check and, if the Coast Guard does, in fact, conduct a boarding, their inspection of a vessel with a current safety decal is almost certainly more relaxed and less time-consuming than it might otherwise have been.

It is important to know that if the Auxiliary Examiner should find a violation of federal or state laws, he does NOT report that violation to anyone save the boat owner. The trained Auxiliary Examiner has absolutely no law enforcement function. His or her job is to help the recreational boater be certain that all required safety gear is on board and to be as helpful as possible in responding to boaters' questions.

The question is not "Why bother to get a Courtesy Marine Examination of your boat?" The question is "Why not?"

See you at the dock.



1997 BOAT BUILDING SCHOOL SCHEDULE

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July 25-27 & October 10-12

February 6-8, 1998

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Instructors

(Mike Mahoney & Dan Sutherland
Instructors for Oct. class)

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Mike Mahoney Instructor

Fee \$100

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Dan Sutherland Instructor

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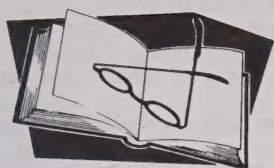
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Review



Review by Jim Thayer

I'm sure I must have met Pete Greenhill at Bristol. Tony Dias was hanging out at the *Boatman* stand and introduced me to everybody. As you may have heard, the *Boatman* foundered, not, we are told, due to poor editorial work, but because of the financial machinations of its backers.

Nothing daunted, Pete is back on the scene with *Watercraft*, subtitled *Better Boats and Boatbuilding*. It's a slick mag with good color. The cover sports an arresting photo of Ian Oughtred, sitting to windward, sheet in teeth, sailing his new Long Acorn with gunter rig and kicking strap.

Inside, beyond the nice color ads featuring mostly salty gaffers, Mr. Greenfield, with wry British humor, confesses his troubles and promises good things to come.

The first article, by Judy Brickhill, is on *Roxane*, Nigel Iren's 29' lugger which has made quite a splash and is now in production. I didn't bother to look up *WoodenBoat's* piece for comparison, but this seems a competent and informative treatment.

Next comes a Letters section which includes one from Frank Schofield about the European Recreational Craft Directive which is now law. Our Coast Guard rules are downright benevolent by comparison.

Following is a article on Ian's 15-foot Acorn Skiff by Kathy Mansfield, with by the author. What's going on here? Is old Pete up to something? I have nothing against lady writers, but the American gals, Patience Wales and a few others being notable exceptions, tend toward non-technical rather purple prose. Maybe the English ladies have a better grip on the lingo as well as more experience.

Logically, sailing, except for racing, should be a woman's sport. The aesthetics of day sailing and even near-shore cruising would seem more in tune with female sensitivities than to the macho male thing. Perhaps, as some have suggested, the male ego, Captain Bligh syndrome and white knuckle photos have brought sailing to its low ebb. Well, I have gone round the bend haven't I?

Moray MacPhail is doing a series on fixtures and fittings for traditional rigs. It looks good and should be of interest even if you have leather. There's the obligatory column called Boat Doctor and a piece on nautical language.

The main how-to article is on seams for laid decks. Good illustrations and photos. I was surprised to pick up a couple of things I didn't know. The last feature is on the building of the Brock 24, one of those little gaff cutter yawls (well, it's got two headsails) that the British do so well. It's multichine, which the British seem to favor, even for glass.

The Grand Designs section features an exotic, the Block Island Cowhorn, with commentary by George Buehler. I see Tony Dias is coming up next month. There are also pages for launchings, new gadgets and a far ranging news/events space.

For art as well as info, there is a very nice spread by photographer Peter Chesworth, on Working Boats Down West. Why they use the term "down west" I can't say. Must be cartographical because it's uphill for the sailor.

There are no ads in the editorial body and so the mag finishes up with the small shop guys and the classifieds. The inside of the back cover features a Thames Bawley type cruising boat built in Swanage. Heck, I spent a week on the beach in Swanage and never got wind of it.

All in all, a very attractive magazine, especially to those of a traditional bent. However, Pete promises not to get mired in the past or to be overly paranoid about fiberglass and such.

Six issue subscription is 20 pounds overseas. Just send along your card number and the proper amount, around \$35, will appear on your next statement. Pete Greenfield Publishing, Gweek, Helston, Cornwall TR12 6UE, UK. Tel/fax +44 (0) 1326 221728.

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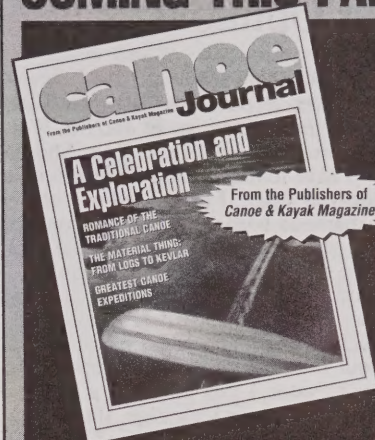
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- Double Paddle and Oar Making Workshop - July 2-3
- Paddle Making Techniques - June 7
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"Canoe Journal"

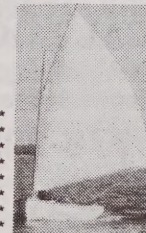
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The Best Filleting Tool

In reference to the discussion on filletting tools in the *Paradox* series and Mr. Watson's "Some Things That You Should Know" I have found the best filleting tool is cylindrical in shape. I have used one of my wife's shampoo bottles with the bottom cut off. This shape forms the fillet better than any other, and this tool is easy to clean.

I also insist that the most practical and economical material for fillets is auto body putty such as Bondo, polyester based plastic. It is about 1/4th the price of filled epoxy and is easier to work. I mix up about a cup at a time on a slick paper magazine, slap it onto the joint, smooth it with the cylindrical tool. Then I rip off the used page and repeat on a clean sheet. Cured Bondo cuts and sands nicely too.

I built my Glen L console skiff this way and am now enjoying it for the fourth year on Lake Okeechobee here in Florida. It takes rough water at 25mph and it has never developed a leak.

I agree with Mr. Watson that we should work clean but there is no better cleaning fluid than vinegar.

Bob Hawk, Okeechobee, FL.

What Kinda Rum?

What kinda rum is that? Ask Jim Thayer for the brand. Those instant coffee/rum movie reviews in the April 1st issue would seem to indicate a higher proof than I'm accustomed to.

Tom Wescott, Belle Haven, VA.

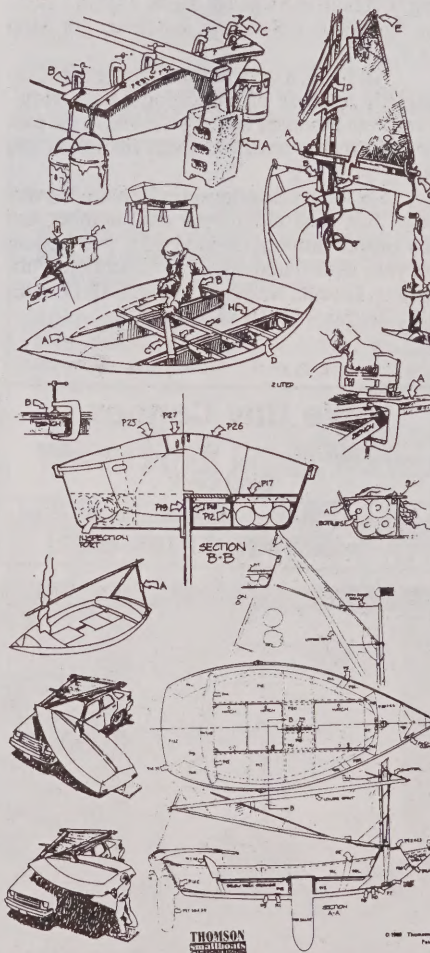
Moondance Response

Messing About in Boats is a real positive magazine. I can't remember ever reading anything negative (well maybe the references to jet skis), so as the designer of the boat, I just couldn't resist responding to Joe Travis' reference to his finished Moondance (March 15th issue) as being "better than the plans".

Actually they're not plans at all but detailed instructions in 38 steps illustrated with about 80 photos and drawings as below. A few years ago they were used to illustrate a six part series on the building of a Moondance on *The Michigan Boater*, a TV boating show on PBS, and are currently being put to use building another Moondance on *The Boat Shop*, a similar show.

I've watched three local people build from them, and over the past ten years have had lots of really enthusiastic comments on these "plans" (and the boat).

John Thomson, Thomson Small Boats, Binghamton, NY, (607) 754-6305.



Paradox Series Helpful

I enjoy your publication immensely. I have begun building *Paradox* so Mr. Elliott's series of articles has been quite helpful.

John Tabb, Glendale, KY.

Paradox Series Boring

As a long time and faithful subscriber I must state after serious consideration that the dulllest, most boring thing you have ever published is "Building *Paradox*".

R.A. Rosenberg, Selma, AL.

Reference to Race Irrelevant

I was puttering right along through the Feb. 15, 1997 issue until I hit an unexpected snag in Bill Foden's otherwise engaging article. *Messing About in Shantyboats with Shantyboaters*. During a recounting of Abe Lincoln's shantyboat adventure, Foden specified an encounter between Lincoln and "seven blacks". While it may or may not be historically accurate that Lincoln was attacked by thieves on a shantyboat, the reference to their race is irrelevant to the story and focuses the article unfavorably on a core social issue.

Our society has developed a great sensitivity in reaction to long-standing, ugly practices of stereotyping ethnic groups as thieves, thugs, sexual interlopers, con artists, etc. By drawing attention to the thieves' race, Mr. Foden has invoked the stereotypes of the outnumbered white boys triumphing over black thieves. In my opinion, the article reflects badly on the author and on *Messing About In Boats*.

I enjoy my access to small boating adventures made possible to me by *Messing About In Boats*. That access is the difference between boating publications geared to big money marketing, and yours, the magazine of the little guys and gals. Boating traditions are prominent among all races and genders, and we will be deprived of that bounty if we become an exclusive readership of "white boys". I request that you, the editor and publisher, take proactive editorial steps to make this magazine comfortably available to the full wide spectrum of boaters.

Isaac Seigel, 7 Green St., Marblehead, MA 01945.

Your Activities...

Oarmaster Responses

The discussion on the Oarmaster Trails drew quite a bit of response, a few new boats wishing to compete and several suggestions on how to run the event in '97. If I can get enough new boats we will do something along the lines of the previous Oarmasters. If there are not enough new craft I will put something together to test oar performance or maybe some format that tests oarsmen and boats using more criteria than just flat out speed. People seemed to enjoy going to Mystic so I will consider it as a site again even though it is too protected for my liking.

Jon Aborn, 28 Old Bridge Rd., Buzzards Bay, MA 02532.



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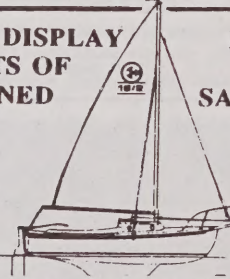
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You're Invited to the Show

The crew here at the Lake Champlain Maritime Museum is busy preparing for our 1997 season. Some of us are putting up yet another building, others are planning programs, courses and special events.

The Ninth Annual Lake Champlain Small Boat Show (how could it be that many years?!) will be one of the high points of our season. I hope you will want to be a part of the show this year.

If you have visited or exhibited at our show in recent years, you have a good idea of what to expect. We generally have 25-30 exhibitors, each with 1-5 boats or other handmade nautical items, grouped in and around tents set up on our central quadrangle. Some exhibitors offer demonstrations of their work. Boats can be tried out in the water at North Harbor, just down the hill from the exhibit area. There are special children's activities, good food and live folk music. The atmosphere is festive, with plenty to do, including visiting all of the regular Maritime Museum exhibits.

Our show is small, typical attendance is 1,000 to 1,600 for the weekend, but exhibitors have often said that the quality of visitors is high. That is, there are a lot of people who come because they have a serious interest in hand-built boats and accessories. Not only have several boats been sold at the show over the years, but also many good contacts with customers have been made.

Beyond the economic reasons for showing their wares here, I know many builders keep coming back to our show because it is an enjoyable weekend. The atmosphere is relaxed. The setting is beautiful. The lake is right here available for rowing or sailing. We are a pretty friendly and helpful bunch, even offering a free "simple but hearty meal" to exhibitors on Saturday night. And it's cheap! Only \$25 to register if you want to sell your stuff, \$10 for amateurs who just want to show off their projects.

Don Dewees, Show Coordinator and Facilities Manager, Lake Champlain Maritime Museum, RR3, Box 4092, Vergennes VT 05491.

EZR Racing

A group of my fellow Internet multihullers and I have announced the formation of a new development class for racing. Known as the EZR (it was originally called geezer GZR, but some felt easier, EZR, would encourage more participation) class, it has only three basic rules:

- 1) Hull length limited to 5 meters (16' 4").
- 2) All up weight (skipper and boat) limit to 350lbs minimum.
- 3) Skipper must remain in same place for duration of race (no hiking, trapeezing, sliding seats, etc.).

Specifically absent are any limits on number or configuration of hulls, type of construction, or sail area. The goals were to develop a class that would encourage both design/building skills and sailing skills without placing a premium on athleticism. We think it combines the best features of a variety of classes such as the 3 meter (right idea, but hull too short and sail area too small to get exciting performance), International

Moth (great development class, but requires very athletic skipper and hulls and rigs are getting very expensive), International Canoe (same as IM but with less freedom to develop), etc.

Five meters was chosen for hull length because it should allow sufficient length/beam ratio to allow exciting performance, it can be fashioned from two sheets of plywood, and it happens to be the length of my boat. It is also near the maximum size that can be carried on a car rack. The relatively high minimum weight is to specifically encourage low-tech/low-cost building options. The sail area will be self-limiting as the inability of the skipper to change his location will limit righting moment (although hydrofoils may make this limit fairly high).

Competition will take place in cyber-sea. One or two courses will be developed (probably a variation on Hoyt's circle plus a slalom at 90 degrees to wind). Competitors will be able to compete wherever they can set up a course, reporting their results to a web site established for that purpose (honor system). If enough interest is generated, annual regattas may be held for head to head competition, but the whole idea is to involve as many people in as many diverse locations as possible. Information on all boats must be divulged and shared so there will be no secret weapons (for example, to compete, I would need to give the specifications of my hull, sail, and hydrofoils such that anyone else could duplicate my efforts if desired).

For those interested in a production entry, Windrider fits all the requirements of the class (although I don't think it will be competitive without modification).

In terms of my own project, I see this class as exactly the stimulus needed to push me to explore various sail sizes and ama/foil configurations. I have taken pictures of the entire construction process and am (slowly) writing a manual to help first time builders construct a similar boat. I would welcome any inquiries, and if you send me an SASE I will at least send you some basic info about my boat and the EZR class. At such time as I have the manual done, I will be sure to advertise it in this magazine. Anyone interested in the class should visit the web site: <http://www.trikini.com/EZR> or drop me a line.

Mark Parker, 73 Prospect Hill, Hancock, NH 03449.

Free Canoe Trips

For the eleventh season the Merrimack River Watershed Council is offering free canoe and kayak trips, 38 this year, on nearby Massachusetts and New Hampshire rivers. Scheduled from April through November, these trips are designed to let people discover the beauty and history of our local rivers. The trips are rated from "easy" to "difficult". Contact us for detailed schedule and information.

Merrimack River Watershed Council, P.O. Box 1377, Lawrence, MA 01842, (508) 681-5777.

Wooden Canoes Wanted

On June 8th the city of Newton, Massachusetts, is celebrating its historic Charles River past and is inviting all interested own-

ers of traditional wood/canvas canoes typical of the turn of the century canoeing era on the Charles at Norumbega Park to participate in a parade on the river.

If you are interested please contact me for further details.

Larry Smith, Charles River Canoe & Kayak, 2401 Commonwealth Ave., Newton, MA 02166, (617) 965-5110.

Your Needs...

Crossing Rough Beaches

I was glad to read of others with similar concerns to mine about getting a boat across rough beaches; Platt Monfort's backpacking technique, Craig Wilson's experiences getting a boat on the Tuolumne River from a VW bus.

My latest idea is to build a sled with vinyl pipe runners to pull the boat over rough beaches, as the little wheels bolted on in place of the leeboards on my skiff soon got stuck and the boat had to be lifted out.

Jim Hodges, 1304 Radford Rd., Wilmington, DE 19803.

Fixed Wing Sailboat

I am interested in purchasing or building a fixed wing sail sailboat. Size-wise, something less than 20' would be ideal for my local lake which is only about two miles long. It could be mono-hulled but I assume that a catamaran might be a more suitable platform. In either case, is it possible for any readers to direct me to possible sources for such a boat. In addition, if you have any suggested written material on the subject, I would be very interested in obtaining such data.

Gordon Mochel, 13 Costello Cir., Storrs, CT 06268-2014.

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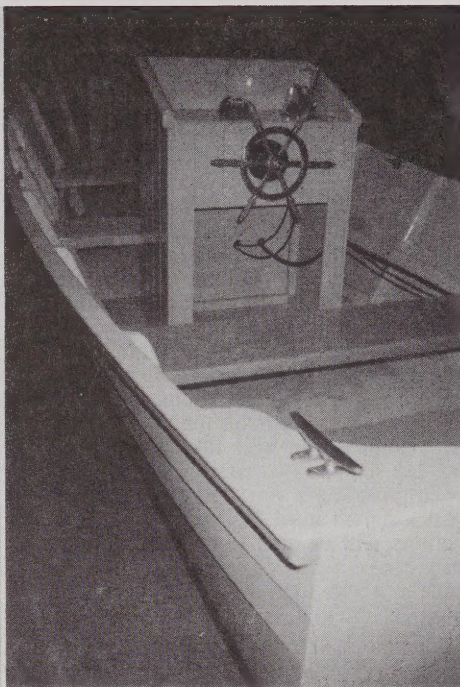
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Harry Bryan talks about his quiet powered pleasure launch over the 15hp Honda just visible in the open hatch of the lazarette.



The opposite extreme, twin 90hp Hondas on Brooklin Boatyard's 22'8" launch.

Dick Pulsifer's inboard diesel powered Casco Bay Hampton launch, Dick spotted this market years ago.



Maine Boatbuilders' Show '97

By Bob Hicks

Tom Hill is back. He's been out of the small boat business for the last few years working for hire on the restoration of the landbound Lake Champlain sidewheeler *Ticonderoga*. Now the innovative designer of ultralight glued lapstrake canoes was at the Maine Boatbuilders' show with a couple of plywood open console outboard skiffs. "I thought I had an original idea," explained Tom to me as we looked over his Long Point 16, "but after I walked around here I found I had lots of company." (Thomas J. Hill Design/Build, 166 Ferguson Ave., Burlington, VT 05401-5912, (802) 658-9150).

Yes, if there was one pervasive concept on display this year at Phin Sprague's Maine Boatbuilders' Show in the funky old locomotive works down on Fore Street in Portland, Maine, in mid-March, it was the bigish open skiff with quiet four stroke power. The public fancy for pickup trucks has come to small boating.

The variations on this theme were significant but overall it appears that adopting modern quiet outboard power to rather traditional open skiffs was viewed as a promising niche for the small builder.

Harry Bryan, the creator of the fin powered pedalboat we've featured in the past, brought what he too thought was an innovative boat, an 18' vee bottom launch based on a William Hand design. Quite different from Tom's in construction and design, it nevertheless was intended for quiet four stroke outboard power. Harry took some small satisfaction in concluding that he had the smallest Honda outboard power at 15hp, and this was housed in a soundproofed lazarette at the stern with a special external air intake to avoid engine suffocation in the enclosed well. (Bryan Boatbuilding, RR4 St. George, NB E0G 2Y0, (506) 755-2486).

Just to reassure us of the survival of that good old American power doctrine, "there is no substitute for cubic inches", the Brooklin Boatyard exhibited a 22'8" plywood outboard runabout they described as "an elegant expression of the utilitarian type seen often for fishing and general utility." On back hung two giant 90hp Hondas, 180hp to make sure the owners, Maine summerers, could get where they wished with little delay. (Brooklin Boat Yard, Inc., P.O. Box 143, Brooklin, ME 04616, (207) 359-2236).

Dick Pulsifer was at his regular spot with his regular display, the latest in a long series of Hampton skiffs he's built, powered by Yanmar inboard diesels. While no outboard, his Hampton emphasizes Dick's long standing awareness of a market for the utilitarian concept mentioned in the Brooklin Boat Yard promo piece. (Richard S. Pulsifer Boatbuilder, 642 Mere Point Rd., Brunswick, ME 04011, (207) 725-5457).

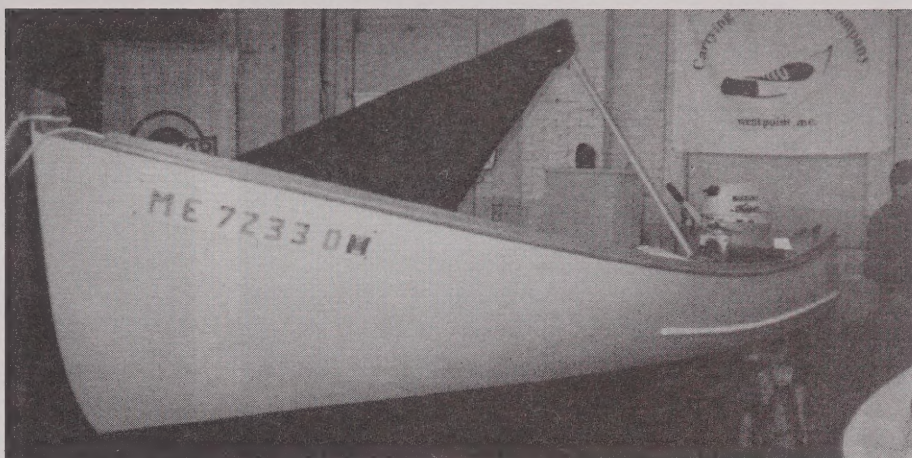
But Dick wanted me to admire the nearby West Point Skiff offered by Jonathan Keyes of Carrying Place Boat Co. Jonathan builds a faithful replica of the boat designed and built over 60 years ago by Alton Wallace of West Point, Maine. It's pine planking on oak frames, bronze and stainless fastened. Jonathan 's pamphlet probably sums up this interest in utilitarian small boats as well as any: "These skiffs were designed by Mr. Wallace to service the waters of Casco Bay as work boats. Today they are still used by many fishermen and are also ideally suited for recreational use; easily managed by one person and roomy enough for the family, they adapt well to quietly exploring the inlets and taking the gang for a day trip." Jon had a 30hp Nissan on the back. (Carrying Place Boat Co., 33 Oliver St., Bath, ME 04530, (207) 207) 443-5171).

We're not through yet. The Washington County Vocational Technical School from Eastport, Maine had their WCT 21 on display, a 21' cold molded open console skiff, this one with a 70hp Tohatsu outboard. And outside in the budget display area (you take your chances with the Maine weather for a cheaper space) Rowe Boats of Orland, Maine displayed a Simmons Sea Skiff.

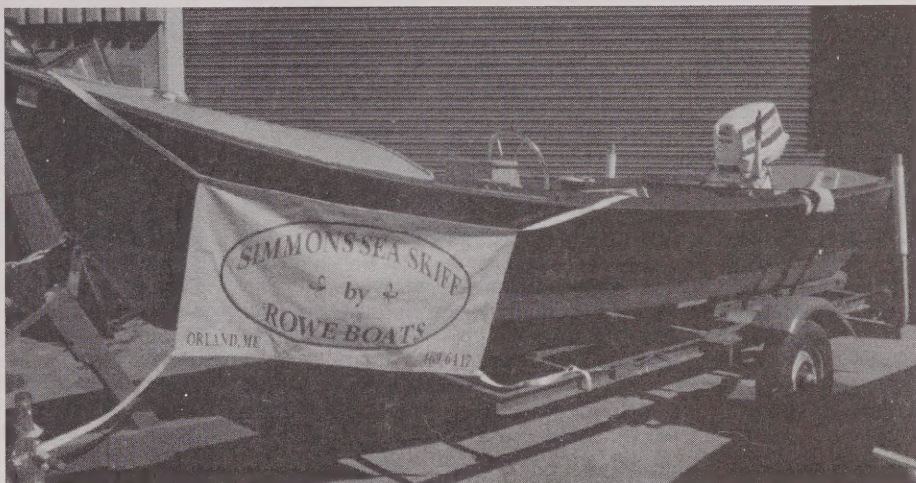
Then there was the Sea Hoss Skiff, this one a fiberglass, no apologies, plain vanilla 19' console workboat, and down there at the low end on the horsepower scale, Penobscot River Canoe's 15' square stern canoe with a 4hp outboard. Accomodating more or less traditional designs and construction to today's quieter outboard power does indeed seem to be enjoying some builder attention.

Despite all this the Maine Boatbuilders' Show isn't headed off in pursuit of the consumer boat shows. The 6,000 plus or minus faithful who came to Portland this year found a full platter of small boats and associated gear and goodies, a lot of stuff was there to be seen, with the folks who actually build it or sell it right out of their own shops to meet and discuss your needs.

When this show was launched ten years ago I could chronicle every one of the builders present in my report in the May 1, 1988 issue. No more, the list for the '97 show came to 72 builders. These were supplemented with about 150 suppliers of goods and services directly related to boating. A busy place, hard to see it all in a day.



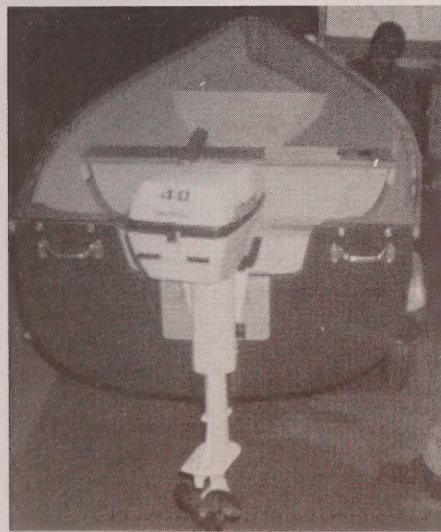
Jonathan Keyes' West Point Skiff comes as close to authentic as one could want, faithful in design and construction to the original from 60 years ago.

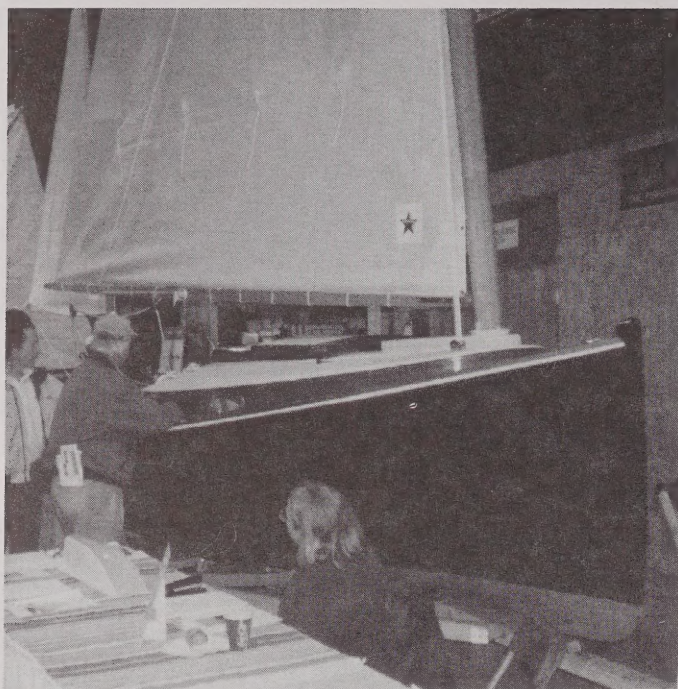


The Simmons Sea Skiff has migrated to Maine, nice looking version by Rowe Boats of Orland.

Gard Callanen and Platt Monfort are two traditionalists who have willingly adopted modern materials and processes to their boatbuilding. Here at Gard's Indian Point Guideboat display they talk shop. Gard somehow manages as a one man shop to offer a full line of Adirondack Guideboats, exact replications of specific builder's work, traditionally crafted of wood or built with fiberglass hulls trimmed out with the traditional wood and hardware, along with supplementary lines of traditional bronze and brass hardware, seats, all the gear. (Indian Point Guideboat Co. 732 Midland Ave., Midland, PA 15059, (412) 643-5457).

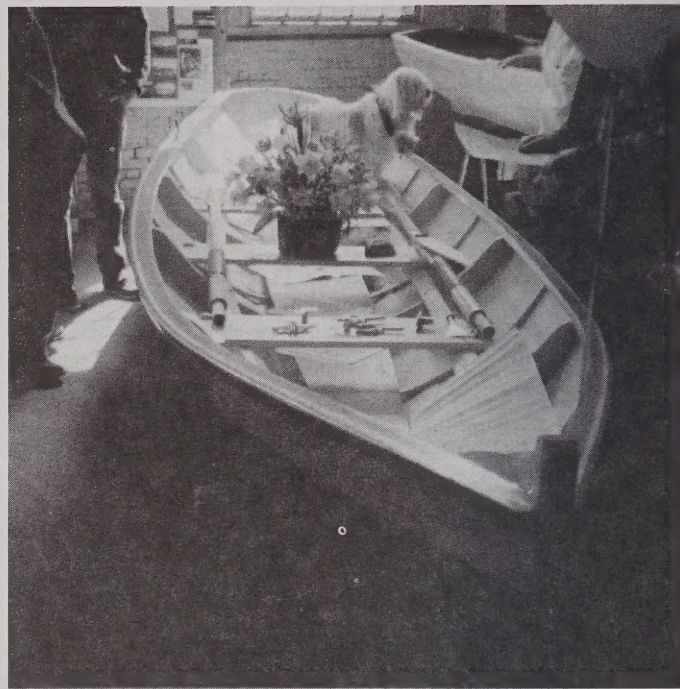
Platt is well known to most of us as the Geodesic man, whose really ultralight designs follow light aircraft construction techniques with heat shrink dacron skins over light wooden stringer frames. Platt was promoting his latest Black Fly design (see April 1st issue) in which he attempts to allay some of the fears expressed about the dacron skin's ability to take the ground inadvertently by providing light ply bottom panels. (Monfort Associates, 50 Haskell Rd., Westport, ME 04578, (207) 882-5504).





Here were Brad and Beth Story of the famous Essex, Massachusetts shipbuilding family, with Brad's attractive Chebacco 20 daysailer. Ten years ago we had a story on this Phil Bolger design when Brad first displayed it at a Wooden Boat Show. Where ya been, Brad? Brad's been real busy building big wooden lobster boats and some other larger Phil Bolger custom designs at his shop, and the Chebacco sort of languished, no time for it. Now the Story's feel its time has come and came to Maine to see if the interest was there at a sailaway price of \$20,600. (Story Shipyard, P.O. Box 231, Essex, MA 01921, (508) 768-6291 or (508) 768-7858).

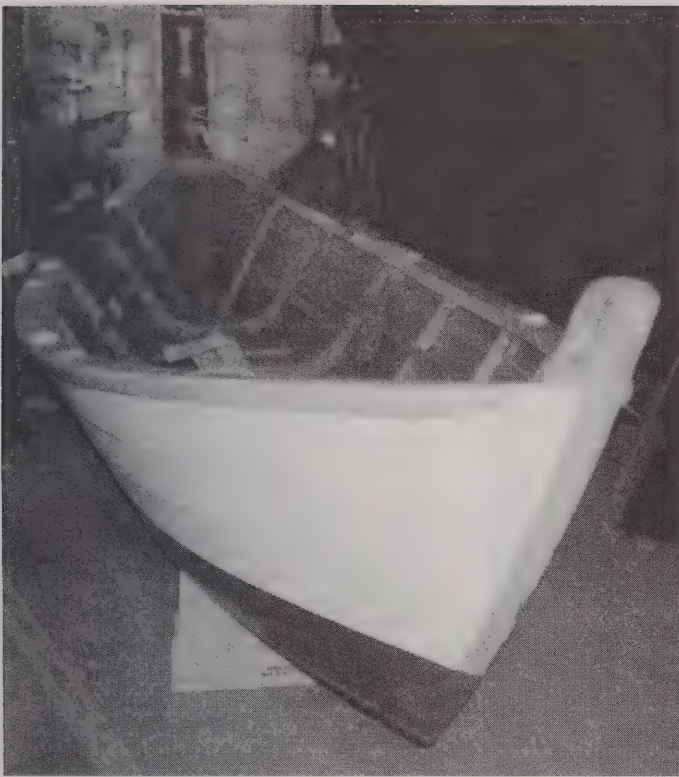
Jean Grenier came down from Quebec with his rather nice yacht finished Exploration 18 daysailer. The low key French Canadian designer/builder/proprietor of what someone characterized as a luxury version of an Outward Bound boat is operating in the classic small builder mode, he's got to sell this boat to move on to the next. The pretty double ender had some nice features and was offered in the \$12,000 range. (Vessar, 2039 Chemin du Fleuve, Saint-Romuald, PQ G6W 1X9, Canada, (418) 834-0846).



Boatbuilder Douglas Scott has been wanting to build this 18' slimline dory for some time. He calls it his "Beat O'Reilly Boat", for Doug indulges in the traditional rowing races held around New England and the guy to beat in the one or two man oar on gunwale traditional class boats is Dan O'Reilly of Kittery, Maine in his 17' Piscataqua wherry. The bouquet and dog in the boat at the show suggest Doug's wife Betsy's view of the boat's potential as a picnic boat. Betsy often crews with Doug in the races rowing double. Doug's new boat weighs about 150lbs, so coupled with its narrow beam it could indeed be a contender in pursuit of the top gun. (Parker River Boat Works, 21 Newman Rd., Newbury, MA 01951, (508) 465-4095).

More basics, Captain Mike's Boat Shop out in the fresh air section, offered up this newly built Swampscott dory tender and a rebuilt 1937 outboard. Captain Mike was apparently a last minute entrant as he wasn't in the show directory and had no literature to offer so we can't direct you to him for further inquiry.





Back to basics with Charles Legris of Lubec Boat Works, his 17' Banks dory was appropriately supplemented with handout literature on plain gray paper with handwritten prose. No gloss here, but a teeny bit of hype peeking out in his message, "To build a dory, to row a dory, fuses an inner dialogue with the historical sea, as it does restore a wholesome philosophy for our underused arms and legs. A dory keeps with tidal flux; prolongs our earthly hours." A nice job on a basic boat, will his praise for the basics attract buyers? (Lubec Boat Works, 154 Water St., Lubec, ME 04652, (207) 733-2263).

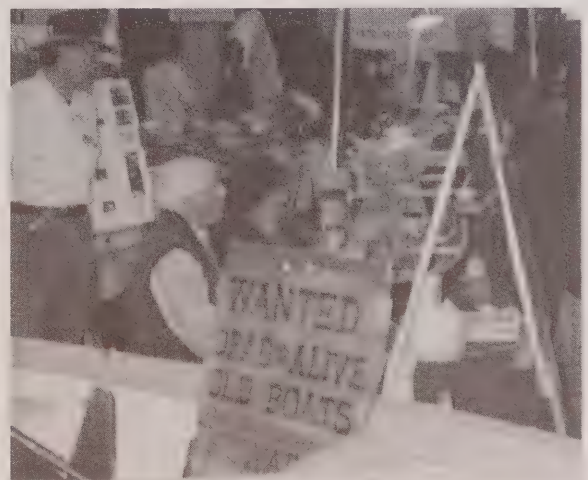
John Shelley seems to have hit on how to best manage the collector's urge that afflicts many of us when we see good old boats begging to be saved. While our collections fill up our backyards and barns and sheds awaiting possible future attentions from us, John has all of his out there for the public to enjoy at his Maine Watercraft Museum on the waterfront in greater downtown Thomaston, Maine. And not only can you view all of John's collection, mostly original and unrestored, but also you can rent a variety of the old boats for outings on the water at reasonable rates.

An Alden "O" Boat under construction was builder Chip Flanagan's choice to display, a gambit sometimes adopted by builders overtaken by the show deadline with an unfinished boat to show. It was interesting to me as I had an old "O" boat down back of the barn in my collection for some time before finding someone who really wanted to give it a new life. Chip chose the "O" boat as it met his criteria for a good daysailer, fast and easy to sail and dry in rough waters. John Alden did indeed know what he was doing back in 1921 when he designed the "O" Boat for the Marblehead Yacht Club. (Chip Flanagan, 259 Log Cabin Rd., Arundel, ME 04046, (207) 967-4735).



Fletcher Hall's Beach Boat is the latest variation I've seen on the wheelbarrow boat concept that's been around a while. Fletcher and Cathy live, interestingly enough, on Beach Avenue in the Salem Willows part of Salem, Massachusetts, adjacent to the protected cove where the locally famed Cardboard Boat Race we have featured in the past takes place. Fletcher has updated the concept with dual wheels, fiberglass, plastic and stainless construction, and skogs to ease the flow of water past the wheels and absorb beaching abrasion. (Beach Boat, 16 Beach Ave., Salem, MA 01970, (508) 744-3554).

John now has 130 boats and actively solicits more, as this prominent sign at his show display emphasizes. He's been given a lot of good boats to add to the collection as tax deduction donations, but also welcomes boats not suitable for the collection for resale to help fund the ongoing effort. (Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861, (207) 354-0444).





A Summer Abroad Part 4

La Belle France

By Jim Thayer

We cast off just after noon on Tuesday and, as we backed away, the stiff breeze pushed us against the quay despite our best efforts with the long pole. The bobstay scraped along twanging on the protruding blocks but fortunately not catching. We appreciated the wisdom of laying an anchor to windward.

Outside, as usual, there was plenty of wind and a lumpy sea. When we were well offshore, the *Rose* came out and went scudding downwind with just a couple of sails on the foremast. Seeing her through the haze from the deck of the *Anna*, one could feel oneself warped right back to the 18th century.

Wednesday the wind came aft enough so that Jean Marc went aloft and set the topsail. We also had a large bedsheet sort of sail set from half the yard to the deck. It was a fine sight and the only time the old *Anna* really moved without the engine.

In Castletownhere we had picked up a delightful Irish gal with a wonderful smile (not first two days). She was on holiday and due to go off to the Aran Isles with a girlfriend when she fell in with the *Anna* gang, chucked her plans and signed on for La Rochelle.

Approaching Brittany the weather improved dramatically. The passengers, Sibohan and me, broke out the shorts and we even went so far as to sluice down the decks.

Thursday we ran between the Point du Raz and Ille du Sein. This is where they take those awesome lighthouse wave pictures. It was near calm, unlike last time I was in these parts, when we took a small ferry to the Ille du Sein with the three dog lady. But that's another story. The GPS indicated that we were doing 10 knots over the ground thanks to the fierce tides they have around here. We met a French submarine heading home to Brest. They produce a curious and distinctive bow wave.

Friday we were on the "wrong" tack and I was back in the saloon. Saturday it fell light and after lunch we poked along, waiting on the gate at La Rochelle. As we drew near and lined up on the channel we encountered the first real boating activity of the trip. Scads of sailboats and powerboats swarmed around taking pictures and waving. Some cut rather close under the bows.

We were welcomed with horns and whistles and, after bringing the famous towers abeam, went straight ahead into the commercial basin. Shipping and fishing have died out, so we tied to a new teak-decked pontoon next to the fish plant which has been converted into a museum.

Soon after tying up we legged it down the long pontoon to the cocktail party, which

Left, from top: Kinsale harbourmaster gives Sasha advice.
Rolling down to France.
Shorts at last.

consisted of white wine and grasshopper-sized shrimp. Hardly up to French standards, but I was too critical too soon.

On the far side of the basin were some awesome big yachts, mostly registered in the Channel Islands as well as a wicked Globe Vendee boat. Mixed in with the smaller boats down the pontoon was the *Joshua*, which I last heard of on the beach at Los Cabos.

All day Saturday and Sunday was the Grand Opening of the new museum. It's nowhere near finished, but they are off to a good start. There were tons of people around and I had the tourist watch Sunday, so got lots of French practice.

Sunday evening was the big banquet. Ahh! This looks more like it. Nice silverware, real glass and plenty of red and white. I hit the "fruits de la mer" table twice (clams, oysters, shrimp, escargots) before turning my attention to the pates. Really super. I sat next to David, who had spent two summers teaching at a summer camp in California and now sails *Pen Duick II* (friend of *Anna*) for the French National Sailing School. I later visited aboard *Pen Duick II*, a very pretty boat, notable for very low headroom and a gimbaled nav table with integral seat. Astride, David's girlfriend, and the gal across the table, a big wheel in the DZ Festival, insisted on opening my clams for me.

There was a roving band and eventually some group singing which, toward the end, degenerated into table-top dancing and a water fight.

Old town La Rochelle is a lovely place which escaped war damage. The interesting streets, fine buildings, houses and parks nearly wore my legs down to stubs. It has the largest marina in France and maybe the world. Some 3,000 boats, as I recall, and it looks to be about a square mile. This is in addition to the old basin behind the towers in the middle of town with hundreds more. A good bit of time was spent in the best French tradition, just sitting and watching the flow.

I spent several evenings with the gang nursing a beer in a sidewalk cafe. Suds seemed pretty pricey to me but didn't seem to bother the rest of the crew. I suppose drink was their only expense, whereas I had other obligations.

One evening a couple sort of murdered Ernie Ford's "Sixteen Tons." When the gal came around with her hat out, it developed that they were from Nashville and were headed around the world. The kids wanted to know the words to "Sixteen Tons" and this led on to a discussion of company towns and labor problems.

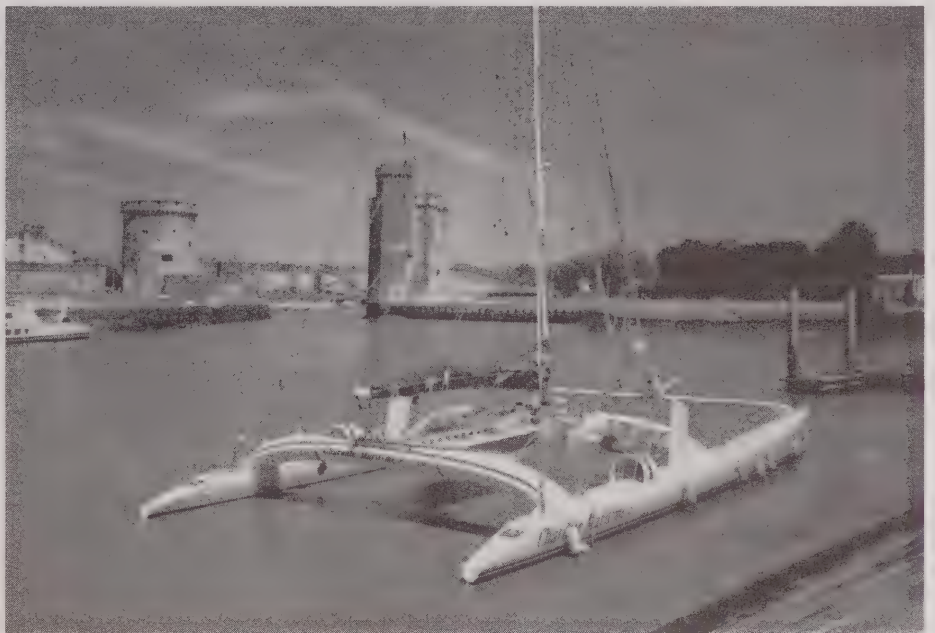
Aft of us on the float was a really nice traditional but new steel pilot cutter, the *Annabel J*. I noticed that her crew, an attractive gal, kept busy polishing brass. Naturally enough, our gal Sibohan got acquainted with this girl, Noreen, also Irish. When next I run into the group it includes Keith, captain of the cutter, and two more Irish gals who Noreen heard talking in a museum. The gang is growing exponentially.

The captain's girl, Francois, a crepe maker from St. Malo, confides to me that she

Right from top: Jean Marc on the helm. Note line to rail.

Big cat, common in France, outside harbour at La Rochelle.

Wall along new museum. Plenty of mooring for more.





doesn't think Claudine is "proper." Next thing I know Vadim is packing Claudine off to the gare. Avoir l'artiste.

Sibohan intended to head home as soon as we hit La Rochelle, but the weather is so fine, the company so good and the swimming so great that every day she says, "Tomorrow I really must go." We insist that she stay and carry on for Rochefort, but no, the date is set.

Well, we must have a going away party. I hike to the supermarket and fill the pack with bottles, cans and cheese. Noreen gets on the stove and it all comes together with the elegant service on the *Annabel J*. A good time is had by all, but just to make sure, the girls put on a fancy breakfast about noon the next day.

All too soon it's time for the next leg, down the bay and up the Charente to Rochefort.

Left from top: Typical large yacht.
Typical small yacht.

Fancy table on *Annabel J*. L'auteur, Noreen, Jean Marc, Keith and Siobhan.

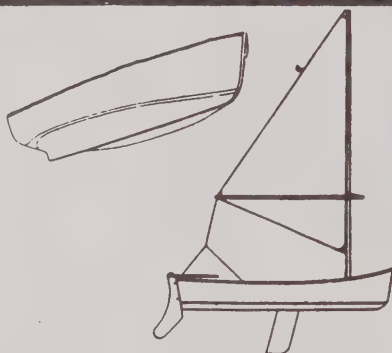


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Urbanna in the Spring

By Vera England

It's the end of February now in Virginia, and today the sun shines and the breeze is almost balmy. However, the day before yesterday there was a chill wind and the forecast predicts more winter soon. But now is the time we think of our boats and watch the water hopefully for signs of spring. Perhaps it is the time to remind ourselves why we spend our late winter weekends painting and fixing our small craft with a few memories of the Urbanna Small Boat Meet. This messabout is held annually on the shores of the Rappahannock River at Christchurch School waterfront on the third weekend in May. Last year was the 17th time that this informal, non-sanctioned boat meet has been held, and the fifth year as guests of Christchurch School. It was attended by two of its founders, Sara and Dusty Rhoades, presently of Kittery, Maine, who jointly wrote the following account:

May 19, 1996: The 17th annual meeting of the Urbanna Creek Rum and Rowing Appreciation Society convened, without rum or

Urbanna Creek, on the Rappahannock River on Saturday morning. Tents erupted like mushrooms. Children dashed into the water, boats lined up on the beach, sun glinting off brightwork and oarlocks. "Is it time to eat now? I'm really hungry." No races could be held until all celebrants had been sated.

At last seven pulling boats approached something resembling a starting line with two canoes on observation standby manned by local resident Dall Marshall and Christchurch student Karlis Kavass. A clean start! However, exactly which mark was the turning point seemed an issue in doubt. Dusty Rhoades was leading the pack but the turn elicited cries of foul, after which Dan Muir squirted into the lead, a lead which proved unsurpassable. The also-rans were (in order) Andy Teeling, Richard Cullison, Dusty Rhoades, Frank Woodruff, John England and Dean Meladones.

After a civil interval during which the breeze freshened, a sailing race organized itself, upon the impetus of Cortes Paul, with a

fairly complicated course. As is customary with sailing races, once all boats had committed to the race, the wind died. From the shore it became difficult to determine whether or not boats were implementing the questionable tactics of sailing backward, but it was obvious that Cortes Paul took the lead early in his Jolie File *Myot*. Richard Cullison in *Casper* took second early and also held on for a very putty finish. There was a five-way battle for last place, but ultimately the finish line was crossed by Tom Withrow in his *Melonseed*, Dan Muir in his *Pickle Annie*, Dean Meledones in *Dovekie Blue Heron* and Ryck Lydecker in *Sea Mouse*. Thus Cortes Paul received the dubious honor of being awarded the trophy for the Pickle Grand National Championships.

Then the charcoal was lit and hot dogs, steaks, tabouli and Texas chocolate sheet cake were brought out for the traditional bring your own and covered dish barbeque. Evening brought out the frog chorus, the mosquitoes, a bonfire and memories of all previous meets. The stars were bright and a nighttime row brought sparkles in the wake with every stroke.

May 20, 1996: Sunday, sometime before noon, the fog burned off early, promising a hot day. The frogs are quiet. The birds are twittering. Someone has lazily suggested a doubles race. After a small flurry of activity which included searches for shorts, shades and sunscreen, three boats drifted onto the glassy river. A short course was set around a boat anchored some distance away and the contenders set forth with enthusiasm. The team of Rhoades and Muir crossed the finish line way ahead of all other competitors (somehow reminiscent of their efforts during their earlier, more youthful Urbanna meets), but lost 5/10ths of a point for style because half the team didn't feather his oars. Caroline and Andy Teeling won the style award for excellence in feathering while placing second. The England and Cullison team won the audio award for strength and clarity of the coxswain's calls, which provided encouragement to all teams, the spectators and curious homeowners along the waterfront.

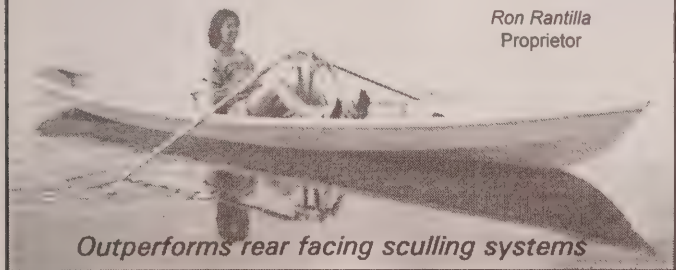
All this effort mandated refreshment, and a lunch of last night's leftovers was shared. Then children and adults continued their "messing about" on and in the water until the last boat was hauled ashore and lingering good-byes were said. "Until next time on the water!"

The 18th Annual Urbanna Meet will be held at Christchurch School Waterfront near Urbanna, Va. on May 17, 1997. For information contact John or Vera England at (804) 758-2721.

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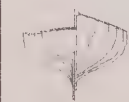
Ron Rantilla
Proprietor



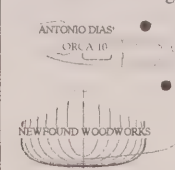
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It was exciting to be on the Chesapeake Bay after all the summer preparation and anticipation. Finally, this great gathering of friends met at this annual event to share their hobby. The location was the West River, a tributary of the Chesapeake Bay below Annapolis, Md.

Sitting in the bottom of my canoe under the afternoon August sun, the excitement fizzled. Even with my biggest, fastest sail, neither the canoe nor I were moving. The air was as quiet as a leaf sitting on the ground. Surrounded by a cloudless sky and a horizon of still life, I searched the water's surface for a sign of wind, a cat's paw, a tell-tale blowing or another boat moving. The surface of the water was as smooth as mud at low tide. I was hoping to find shade by keeping the sail between me and the sun. Although this hot weather and the glare from the sun's reflection on the water was numbing me to sleep, I was racing.

The gray cast of the water blended into the horizon of blue sky. My throat was dry. There was an occasional puff of wind if I were in the right place at the right time and sailing at the right angle to catch it. Inch by inch my canoe zoomed along. The scene of 20 competitors was as solemn as people praying.

The tension of the competition was moderated by a common dedication to our obscure sport. The National Championships is the Big Race, 20 boats, a lot for our group. Our hosts, the race committee members from the local

Canoe Sailing in all Kinds of Weather

By Marilyn Vogel

sailing club, were high tech, high performance sailors. It did not feel right to face a high tech racing club and sail with no wind. In past National Championships we have had wind over 20 knots at times.

All the sailors were experienced and highly skilled. Jack has sailed for 30 years. Ty is an amazing sailing athlete. Paul just sails well with apparently little effort, but that's the secret to canoe sailing, make it look easy. Their rigs were competitive and similar, six Mohawk Ultimas, a few kevlar hulls and five brand new sails.

Then there was the slight current. This was a problem. If a motor boat blasted by, its wake could toss my sailing canoe up and down and leave me facing the wrong direction.

Nevertheless, we were racing one mile back to the clubhouse. Dragonflies would occasionally hop on and off my deck and rigging. We sailed a straight line and had wind from every different point of sail! The wind indicator on top of my mast was pointing south while the wind indicator on the bow deck pointed west, then east and then north. The windmarker on Bill's mast was waving back

and forth.

Jack used a turkey feather for a windmarker. Harry was using a pheasant feather, while Barry used a falcon feather. (Should I have different types of feathers for different types of wind?)

We sat in our canoes, motionless. I looked for wind from the land and from the main channel (as an experienced sailor, I knew that the offshore breeze wouldn't come in unless we went indoors and ate lunch.) If only I could see the wind! I wetted my skin to try to feel a breeze. Should I have had a full batten sail? No, it would not work well in light air because it would be too hard to shift. My old sail is soft, some say that is an advantage, but the fabric is so old that the wind probably blows through the sail.

How far out is the sail trim of the guy ahead? Where is his wind marker pointing? Is he gaining on me? There's Ty. He was moving! Where was he getting that puff of wind? Then Fred came sneaking up to me from behind. Paul's tell tails were pointing further south than mine. Ty changed his sail from port to starboard. I changed mine. Fred was gaining on me. Pete was sailing towards us. We progressed in spurts of wind puffs.

Finally, after an hour, the finish line was nearby. A puff of wind came and I crossed the finish line. When I heard the whistle toot, I reached for my paddle. The winner of the other two races was almost last and now lost his chance to earn the trophy. I survived!

From my deck over the Parker River here in Newbury, Massachusetts I can see that the tide is rushing in. We must have a full moon as there is evidence that the tide was over our lower yard last night. Just recently, even with a strong westerly which normally holds back the surge here, the water completely covered the landing.

The Tides Are Getting Higher

By Bunny Fernald

No matter what experts say, I believe water levels are getting higher. I own a fifty year old home near the Gulf of Mexico in Florida. There was never a water problem until recent years. Now just a high run puts salt water on a neighboring street and a hint of a storm puts salt water over my lawn and into my garage.

On a recent trip south I measured a 13" water line inside my garage. Flowering bushes, fruit trees and even my hedge, which has been growing for many years, have given up to the salt. We have now planted sea grapes and other shrubs that can survive in the salt. Can it be that Florida is sinking or are water levels actually getting higher?

The water running by our deck here on the Parker today reminds me of a day long ago when the tide, driven by a strong easterly from a hurricane, kept on coming and coming. At that time I owned a three cockpit Chris Craft speedboat. Even then she was considered a classic. I felt she was safe on one of our larger moorings.

We watched as one cruiser after another dragged its mooring or broke free and was carried upstream under the Parker River bridge. As the water rose the clearance under the bridge shrank. Soon the boats driven under were losing windshields and superstructures before they eventually ended up in the marshes upstream. A local crowd had gathered out on the bridge hanging onto the cable fence.

My boat was riding the tide fine until a cruiser moored off the country club down-

stream broke loose and was blown upstream, tangling with my boat. My mooring held both boats for a while but as the scope got shorter they slowly dragged the mooring under the bridge.

My shiny mahogany Chris Craft was taking a beating from the other boat in the rough water, so I decided then to do a very foolish thing. We had dragged an eight foot pram that had floated in up onto the shore. I tied a long emergency line to its bow, lowered the pram over the upstream side of the bridge and guided it to shore where I could get into it. I then lay flat on the bottom as my friend walked the pram to the center of the bridge and played me out until I came alongside my boat. I was soon aboard and the big Chrysler engine fired right up. It was a chore to release the mooring line without cutting it, but my only damage suffered was a scuffed gunwale.

One owner unfamiliar with storm conditions on the Parker thought he'd be safe by mooring his boat bow and stern. The waves breaking over her stern soon sank her. After the storm I ferried anxious boat owners upriver so they could view their craft on the tidal marshes. It became quite a project, but eventually all the boats were hauled across the marsh grass and back into the water.

One boat that didn't make it under the bridge ended up on the rocks there and sank. I bought it, a Lyman Islander, "where is, as is", from the insurance company. My neighbor, Pert Lowell, ran a boat building and repair shop, so he got the job of replacing 26 planks and many ribs. As he said at the time, "It's an ill wind that doesn't blow somebody some good."

But, back to that rushing tide...sure looks like it's getting higher these days to me!

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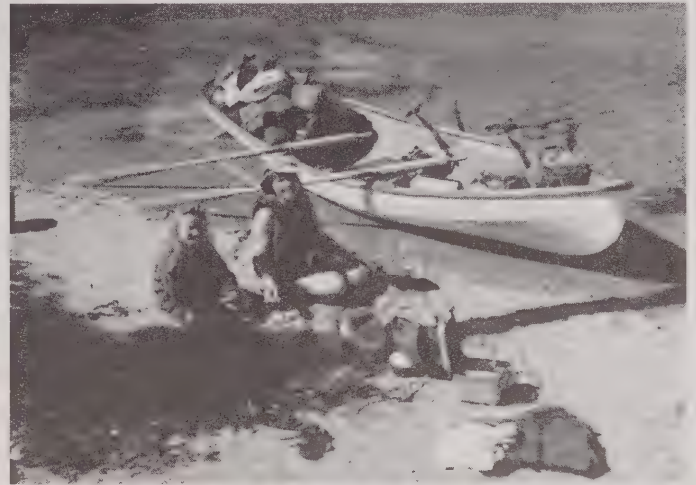


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Another Look at Bowron Lakes

In the March 15th issue Freida Fenn reported in "Wineglass Wherry Expedition" of her family's rowing adventure in British Columbia's Bowron Lakes Provincial Park. Belatedly her photos arrived and we thought you'd like to see them.



We think we have been building boats continuously in Georgia longer than anyone else. All our boats are custom built, by eye, one at the time. Though we never build any boat twice, we build a lot of little rowing and sailing peapod-like surfboats to be used off seaside beaches. Though most of them are too wide to be comfortable with a double paddle, we sometimes build boats for propulsion by that wonderful instrument. We also build planing skiffs, transom sterned sailing dinghys for use as yacht tenders and decked duckboats sort of like the old Dan Kidney boats.

Our personal favorites are very light narrow planing sailboats. Since we build only to our own design, we have a policy that if the new owner doesn't want the boat, we will keep it and cheerfully give back the deposit. Though we haven't ever had to implement that policy, it does insure that we never build anything that we wouldn't want ourselves. Luckily, we easily get enthusiastic about the ideas of our customers.

Other than building by eye, there are other peculiarities in our methods. We cup each plank and sheathe it in fiberglass and epoxy before it goes on the boat. Since we build lapstrake boats, this cup makes it unnecessary to bevel the laps, thus, the fiberglass sheathing continues between the planks and makes a four layer laminate of wood and fiberglass at each lap.. sort of like the way they make archery bows these days. This makes each plank joint a continuous, very strong longitudinal stringer from stem to stern, and allows us to use very thin planking, very few frames... and build very strong, light boats.

We used to use bent live oak or laurel oak frames. When we started using epoxy back in the seventies, we switched to hickory because the epoxy came off the oak. When we developed our plank cupping and sheathing method, we changed to a few little sawn frames usually made from natural crooks. We like the sawn frames better. The jogs for the plank laps don't weaken the wood as much, and the connection with the thwarts and rails is lighter and stronger.

We have been using W.E.S.T. system epoxy ever since you got Meade or Jan on the phone when you called in your order. We follow their instructions very carefully and have had no serious problems. We have adapted our methods to the peculiarities of the epoxy. We have a small shop, a big wood heater and a strong air conditioner. When the time comes to coat the boat, we fire up that heater until we can hardly stand it. When the boat is good and hot, we close the damper on the heater and turn on the A.C. We coat the boat while it is cooling. This draws the epoxy into the exposed xylem tubes of the wood and interstices between the cells and, in our thin planking, almost reaches the ideal of the early hopeful days when the W.E.S.T. acronym was coined. The heated wood reduces the viscosity of the epoxy so that it penetrates as much as possible. The heat also helps kick off the cure so that the coating doesn't have so long to make those cursed runs. In later coats, after the wood is sealed, we coat the boat in stages, turning it as we go, to reduce runs.

Building Boats In Georgia

By Robb White



As far as the controversy over the use of epoxy as a coating goes, we have found it to be the most durable, water resistant sealer we have yet found. We have had no problems with boats becoming ruined because damage to the coating let water in but not out. We always put uncoated wood or bronze sheathed guards for protection against beaches, boat ramps and pickup truck beds, but when damage does occur, the water seems to find its way out the same way it got in. Some of our boats are still going strong with the epoxy coating badly deteriorated from sun and wear.

Of course, we use no plywood, so the migration of the water into the wood under the coating is limited, and all the wood in our little boats is thin so water that gets in is never very far from the place where it came from. I don't think I would coat a heavily built boat or a boat built from plywood.

We have two hints about the mixing of the stuff. We always do our final mixing with one of those little tin handled brushes. First we stir the ingredients with a popsicle stick, then we use the little brush to scrub the sides and bottom of the container and the popsicle stick. Last, but most important, don't trust those little plastic pumps. Even if you checked them when you first got them, they sometimes suck air around the piston on the return stroke and short one of the ingredients. If you use them, set an accurate scale to balance with one shot of each part in the cup, and check each mix. Best to mark the cups and use the pumps just to get the stuff out of the can.

We used to rivet or clench nail the laps on our boats, but now we only use epoxy. We found that, in the hot sun, the differential expansion of the copper vs.

the wood-fiberglass-epoxy caused the epoxy to let go of the fastenings. Subsequent abrasion of the heads of the tacks and rivets exposed them to the weather and allowed water to penetrate the epoxy coating. Though the damage was limited to a little dark streak into the end grain at each affected fastening, it was unsightly in varnished boats. We have had no problems whatsoever since we went to straight-up glued construction, plus, both the initial and maintenance sanding is so much easier.

Other peculiarities of our business are that we believe strongly that we should not be a part of the destruction of the old growth forests of this country or any other place. In my lifetime, I have seen the woods around here (south Georgia, north Florida) change from mostly wide open big timber to vast impenetrable plantations of tiny saplings that the paper and lumber companies and even the government point out smugly as "renewal". I don't feel that these barren thickets are any replacement for what is gone. We do all our own logging and sawmilling so we can be sure. We use no plywood at all.

Some of our boats are built from truly sketchy instructions. Sometimes new customers will see one of our boats and call us up and tell us what they want right on the phone. We built a boat for a man in another country who told us, long distance and in a language that we didn't understand, what he wanted. We just built a boat we liked a lot and hoped he would refuse it but he didn't.

This spring, I got two orders on the same day (a sure enough rare thing for us). One was from a German who lived in Spain and one was from a Spaniard who lived in Germany. I got confused and called the wrong man when the first boat was finished. He liked the other man's boat fine. We just finished another one for the Spaniard who lives in Germany (or was it the German who lived in Spain?) Oh well, he'll be here in March, then we'll see. My youngest son hopes he'll refuse it.

About that wood, there is one problem we feel like we need to explain. We build all our boats out of the wood of the tulip tree (*Liriodendron tulipifera*). Tulip trees are a member of the primitive magnolia family and, though the wood is soft and light, are classified as hardwoods. Their range is the whole eastern United States from New England south to Florida and west to Missouri and Texas. Tulip trees are some of the biggest and tallest trees east of the Mississippi.

Although not commonly used to build boats, the heartwood of the tulip is very durable and was the preferred wood for building log cabins in the Appalachians. It was also a favorite for lining hand dug wells and building farm wagons and buggies. The oldest covered bridge in West Virginia (1852) and the only two lane one in the country, was built entirely from tulip wood and was still in use when it was burned by a gasoline spill in 1986. When it was re-built, only the siding and roof needed replacement.. The old tulip framework and roadbed were still good.

We have a whole list of examples of the durability and strength of tulip wood

which we use to explain why we have used it in our boats since the middle sixties. So, what's the problem? Tulip trees are commonly called "yellow poplar" and get confused with true poplars in the genus *Populus* which are cottonwoods and aren't worth a flip for lumber. There is a lot of variability

in the quality of tulip wood as well, and some of it, though strong and light, is not as rot resistant as the wood we use. We use it because it is the best for the boats we build, not because we can't get anything better.

We are one of the few sawmills in the

country which regularly salvages old-growth virgin longleaf pine, Atlantic white cedar and red heart cypress from storm thrown trees (we get all our old growth tulip the same way). We will haul our rig many miles and work mighty hard for just one fine old tree. We could build

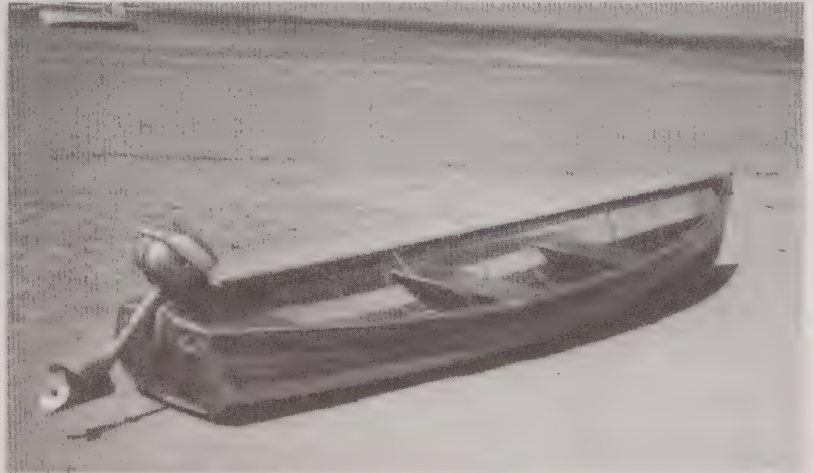
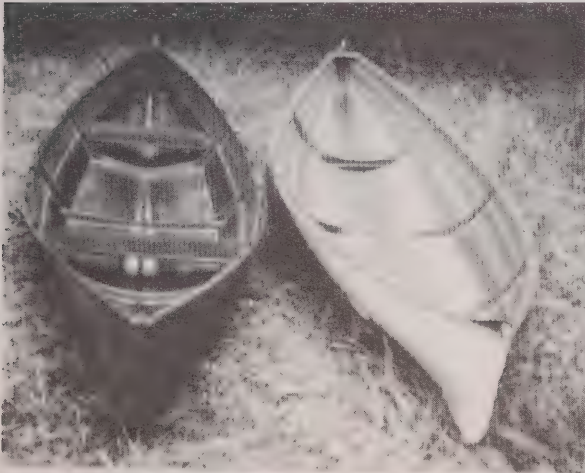
Here are photos of some of our boats: In the first set at top left are two of the little double ended, double paddle, surfboats. The one on the left is an old boat (one of the last copper fastened boats) and is my own. Only has three planks to the side. It is 12' by 3' and weighs 35 pounds and has been dragged by its painter through the bushes to many little inaccessible holes of water. I have caught so many fine fish from that little thing and not all from fresh water. One morning before breakfast, I caught a seventeen pound bluefish which I was afraid to put into the boat with my toes. My granddaughter hooked her first fish just the other day with me in that boat. Unfortunately, he got off while I was trying to help.

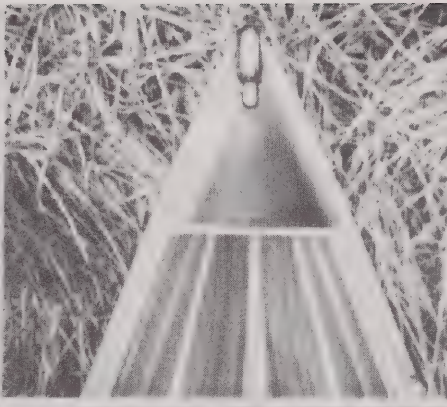
The light colored boat in the same picture is now a year old (brand new in the photograph) and is also 12' by 3', five planks to the side and weighs 25lbs without the removable floorboards and adjustable seats and backrests. It is now braving the surf of the Pacific Ocean with its owner and her noble dog. She is an "applied physicist" and says that her boat, when on top of her car with the sun-roof open, sets up a harmonic vibration with the air column inside that is very interesting at speeds in excess of a hundred miles an hour. She plans to investigate the phenomenon further to see if it has some applications in rocket science.

The skiff at top right is an old copper fastened bent frame boat and is 17' long, 53" wide and weighs 125lbs and will plane two adults with that old weedless three. It has the distinction of having had two mothers feeding two babies in the natural manner while underway (though not planing). It belongs to the prosecutor of the county in which I reside. So let us not say too much.

The little boat at bottom left on the sawhorses with all that flare is one of our sailing surf boats, 12' x 40" and 35lbs (including the rig). It is so light and handy that a person can carry it out, fully rigged, daggerboard down, into the surf, launch it between waves, get in and be sailing close hauled before the next wave comes. You have to watch out that you don't lose your bathing suit scrambling in over the side.

The long skinny, decked boat on the beach at bottom right is a planing centerboard sailboat that will plane one person in ten knots of wind. You have to fall off the wind just right to get it to start planing in light wind, but once it does, you can ease back up into the wind and it will continue to plane remarkably close hauled. A kid can be lured away from any videogame by a boat like that. It is 14'1" x 43" and 80lbs, including 15lbs of centerboard and case. As soon as we get caught up with the "promised by spring" boats we are going to build another one sort of like it but 17' or 18' and with a daggerboard to save weight. We'll get Stuart Hopkins to make one of those easy to reef batwing canoe sails, either balanced lug or sliding gunter. We'll get it built too big and see if we can outrun some of those wind surfers.





The second set of photos shows the peculiarities in the color and grain of the wood we use. The wood darkens radically with age, and though the contrast in the color becomes more muted as the wood darkens, it is still there. That boat the girl is holding is the same new boat, and though it is only a couple of weeks old in the second picture, it has darkened considerably. That girl did too.



boats from anything we want to, but we prefer tulip because of its peculiar strength, flexibility, light weight, variable color and grain, and compatability with epoxy.

I wrote an article for *Woodenboat* about boatbuilding with the wood, and we got all the way down to the galley stage before they asked Prof. Jagels what he thought. He said, in effect, that it would probably be a useful wood for boats that were kept inside all the time. I had to withdraw the article from publication. We decided that we couldn't take the chance of that reply if someone were to write in to the editor (like they love to do at *Woodenboat*) with a question about the suitability of the wood.

The fact that we have used tulip successfully for years to build so many little boats which stay outside most (some all) of the time would carry no weight alongside the opinion of *Woodenboat's* certified wood expert. We don't mind controversy, we just don't like an open and shut case. If we could have been assured that we could have answered any letters questioning our choice of wood ourselves, we would have gladly gone on with the publication of the article.

We seldom have to defend the wood to people who have seen our boats. We would like to encourage its use by others. Tulip is cheap and readily available in excellent quality. Best, it is actually increasing its population in its range. In the coves of the Appalachians, it is becoming a "weed tree" by taking over places where the more valuable oaks, cherries and walnuts were clear cut. Tulip trees grow fast, and although they don't have much heartwood until they get thirty or more years old, we built a 13' boat from the lumber of only one twenty year old tree. Even though the boat was built mostly from sapwood and spent its life outside, it remained serviceable from the time it was built in 1968 until it was busted when a tree fell on it during Hurricane Kate in 1985. Its remains are still in good shape out in the woodpile right now.

When it was just me in this business, I hid back in these woods and never advertised at all. All my customers came from my old customers. We have been trying to expand the business ever since I lured my youngest son away from his paying job as a school teacher. He is hoping to be able to afford a small used car and some clothes for his children. I say, "Hell, I ran around naked all the time I was a kid and look how I turned out". He says, respectfully, "Yeah, right". We hope we can lure the other son away from his paying job as a textile factory manager soon.

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The third photo shows one of our little lapstrake skiffs being finished off ready to go.

A Modified Lawton Tender

By Christopher Stickney

I was approached by a woman from Port Clyde who wanted to find a small rowing boat that could be handled in a fairly good sea and be beefy enough to accommodate a small motor. I searched for a likely candidate, but it is rare to find a traditional design that will make a good rowing boat, be set up for a motor and maintain its traditional appearance and construction.

However, in John Gardner's book, *More Classic Small Craft*, there appeared to be just such a boat. It was a tender that Charles Lawton of Marblehead, Mass. had designed and built since the late 1800's. John Gardner was fortunate to have worked with him closely and acquired some of his patterns and molds. He was also able to take a set of lines when a Lawton tender was donated to the museum.

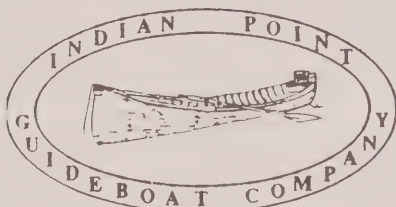
There was plenty of information documenting its use and construction. The only concern was if it would be completely seaworthy with a person, motor and gas tank in the aft end going through the quite lively chop that develops in the fetch at the mouth of the St. George River.

During the lofting process I added a couple of inches to the lower edge of the transom, eliminating some of the tuck and increasing the height of the transom to better accommodate the length of the outboard shaft. This added a bit more displacement where the load may tend to be unduly heavy at times.

This effect carried forward to the midship station and flattened the floors slightly, giving the boat a bit more initial stability which would help when motoring. The building instructions were quite detailed and complete and the construction went quite well. There were floorboards installed and turned posts under the thwarts. It was launched March 11, 1997 and underwent sea trials in a 20-knot nor'wester, dry as a bone.



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My Vagrant 20 power boats are designed to meet the expectations of people who like to go out on the water and spend some time slowly cruising and camping in secluded places. A mass production boat is often out of question as such a boat is expensive to buy and operate.

The Vagrant 20 series of boats is an affordable alternative. The future user is entirely responsible for the luxury level of the finished boat and to great extent organizes the interior to suit individual needs. The hull form of these boats is designed for a low power outboard, giving the pleasure of a relaxing cruise which is not a drain on funds.

Vagrant 20 boats are modern wood composite boats, constructed according to a well proven method of assembly of pre-cut elements. Modern adhesives and paints helps to produce low maintenance boats and any repairs are well within the potential of the builder.

The hull of the Vagrant 20 is based on the hull of a fishing dory. The original lines of this seaworthy vessel have been modified to accommodate an outboard and to reduce pounding when riding rough seas. The flat bottom and pronounced flare of the topsides of the true dory are retained but a chine strake has been added to improve the entry of the hull. The flared topsides give tremendous buoyancy to the hull, keeping it in line with the cargo carrying potential of the dory.

The hull of the Vagrant 20 and its interior are made of plywood and fiberglass. The proposed method of building is that of stitch and glue, with the option of producing a traditionally framed plywood hull. The information provided in the construction drawings is sufficient to use either method. One sheet of the plans is devoted to the patterns of internal framing, topside and bottom panels. These patterns represent true shape elements.

Most of the hull parts can be pre-cut and preassembled well in advance. The cuts are mostly straight line cuts requiring a circular saw and a straight edge to guide the

Vagrant 20 Camping & Cruising Power Boat

By Adam Zielinski

saw. Extensive use of epoxy based fiberglass minimizes the use of marine grade plywood, although it is suggested that, if possible, all exterior panels be made of marine plywood. This extends the life of the hull. All the exterior should be sheathed in fiberglass regardless of the plywood used. The use of solid wood is limited to finishing elements such as cleats, rubrails, toerails etc. All the joinery is fiberglass joinery, which replaces traditional labour-intensive woodwork. It produces a strong and lightweight hull which is much less cluttered than a traditional hull.

At the present time there are two basic Vagrant 20 hulls. One is a narrow hull some 6' feet wide and the other one is over 7' feet wide. The designs are either for an open boat with a cuddy or storage trunk, or for a cabin boat.

Vagrant 20 Mk 2 is the narrow hull boat which is very inexpensive to build and to use. The displacement is about 1,500lbs with 7" draft. To sink the boat one more inch will require a load of some 500lbs. The cabin is 9' long and it contains two narrow benches on each side and a galley at the front of the cabin. Floor boards can be lifted and placed flush with the top of side benches to make a flat surface some 7' long and close to 6' wide suitable for sleeping accommodation. The galley arrangement is countertop some 4' long with storage under. It has a covered space for a portable cooker. There are two hatches in the cabin giving easy access to the cockpit and lowered foredeck.

The cockpit has 6' long side benches, and provides a reasonably big space for daily use. A tent pitched over the cockpit will greatly increase the living space. The

outboard is installed in a well and operated directly from the cockpit.

Vagrant 20 Mk 2 is the basic camping version of the Vagrant 20 series. It will give the user all necessary comforts of a small cabin boat and will be economical to operate.

The Vagrant 20 Mk 3 is presented here in two models: A low cabin version and a pilot house version. This boat is over 7' wide, which makes it possible to install two standard size bunks 2' 3" wide. These can be easily converted into a double bed. Both models have the sleeping accommodation separated from the day use areas. The difference between these two models is in the design of the day use area.

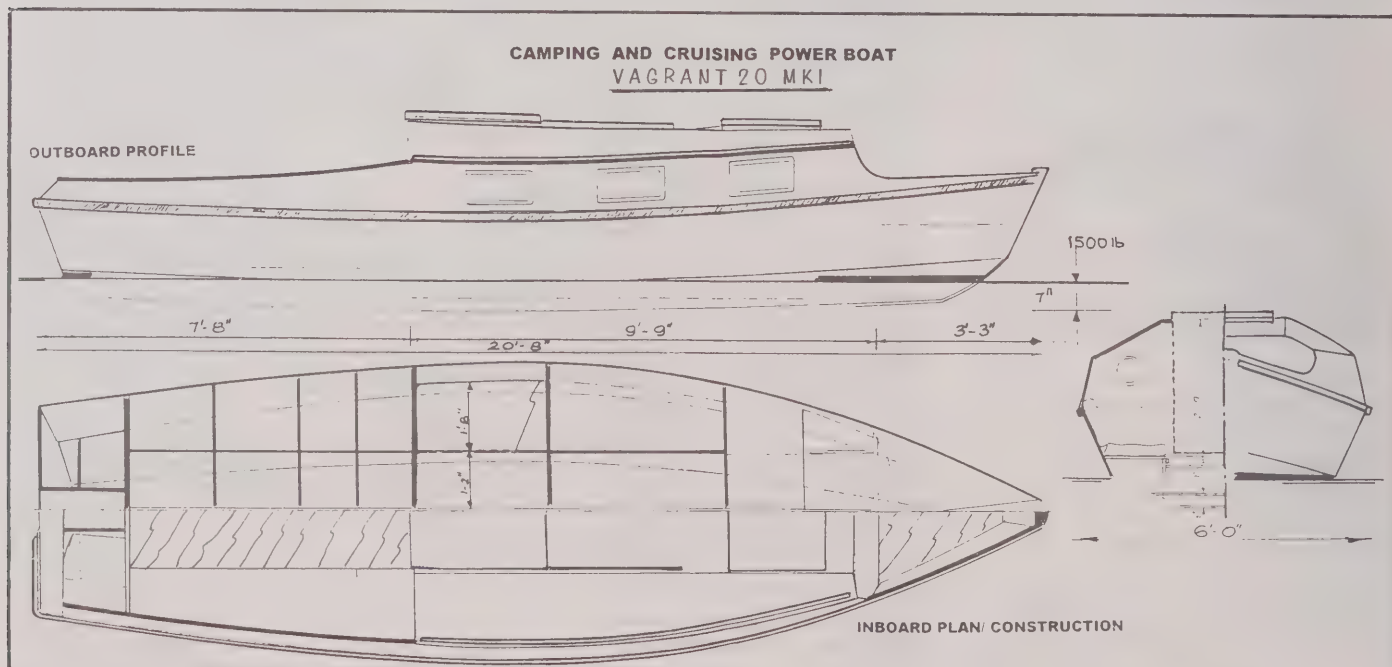
The pilot house version offers shelter for the helmsman and a fixed table with two seats. The low cabin version, besides the sleeping area, contains the galley and a small settee. The low cabin version has a long cockpit which, with tent installed, greatly increases the sheltered space offered by the boat.

The outboard is transom hung and operated from a designated helmsman's position, giving the operator a good field of vision.

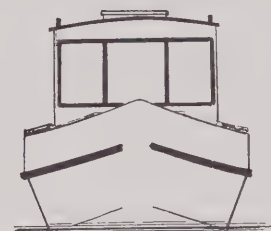
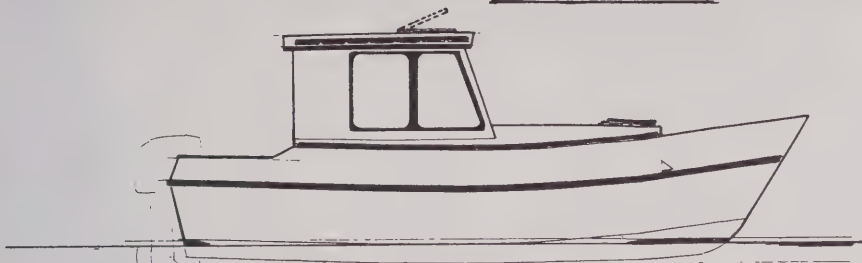
The Vagrant 20 Mk3 has about 2,300lbs of displacement at 7" draft. An additional 600lbs will sink the hull one inch more. The larger displacement requires a larger power plant but, as it is proposed that the boat does not go to planing speeds, a 15hp to 20hp outboard will be sufficient to move the boat at a comfortable 10 knots.

The Construction Package offered for each of the Vagrant 20 boats includes a set of detailed drawings and construction notes. There are additional notes on each sheet explaining individual operations in great detail. The standard set of drawing includes: Lines and offsets, inboard/outboard profiles and plans, sections/joinery, plywood cuts/patterns, and construction notes.

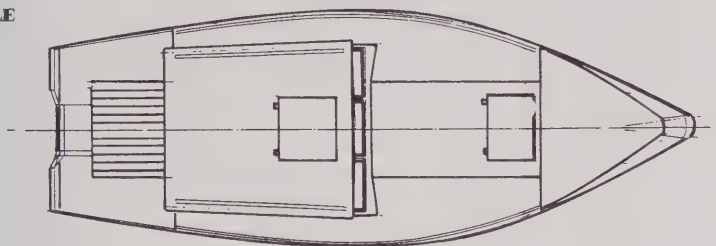
Adam Zielinski, PO Box 356, Wellington ON K0K 3L0, Canada.



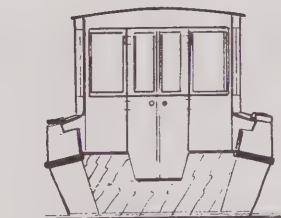
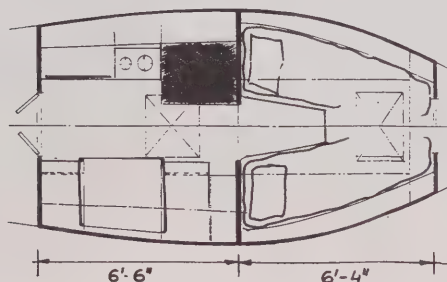
VAGRANT 20 mk 3 P



OUTBOARD PROFILE



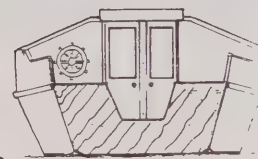
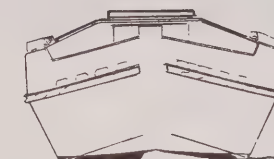
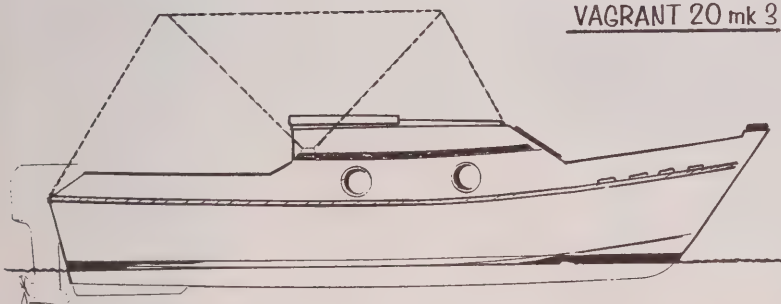
DECK PLAN



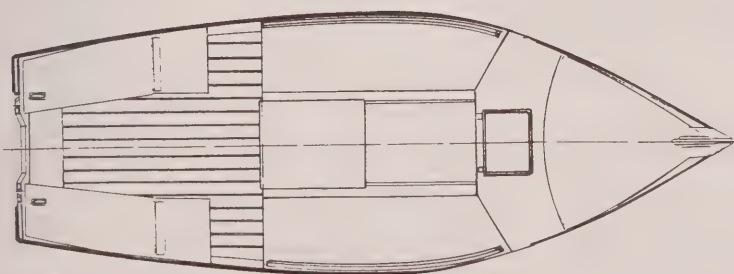
VAGRANT 20 mk 3 P
PRINCIPAL DIMENSIONS
Length LOA = 20'-5"
Beam max = 7'-4"
Draft DWL = 0'-7"
light cruising = 0'-8"

Displacement
at 7" = 1900 lb
at 8" = 2240 lb
at 9" = 2700 lb
Power (recommended) 15 HP outboard

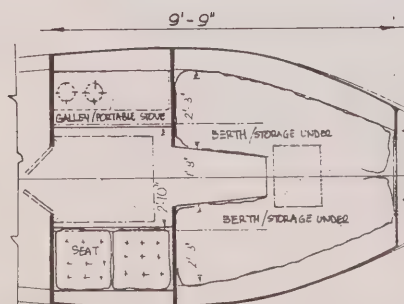
VAGRANT 20 mk 3



OUTBOARD PROFILE

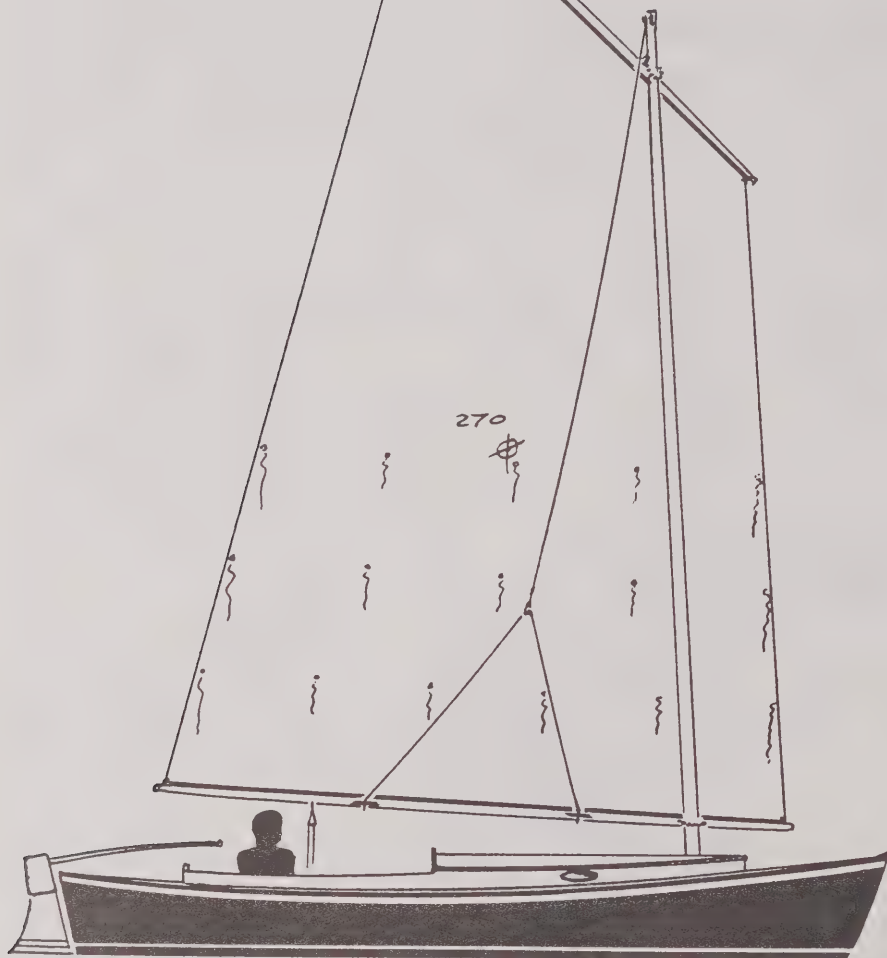


DECK PLAN



VAGRANT 20 mk 3
PRINCIPAL DIMENSIONS
Length LOA = 20'-5"
Beam max = 7'-4"
Draft DWL = 0'-7"
light cruising = 0'-8"
Displacement
at 7" = 1900 lb
at 8" = 2240 lb
at 9" = 2700 lb
Power(recommended) 15 HP outboard

Bolger on Design Rig 17 Balance Lug



With rare exceptions, this has always been a pleasure boat rig. Working boatmen found the long boom in the way of whatever they were doing with the boat. They also objected to a characteristic that seems to be one of the advantages of the rig, namely, that the boom doesn't cock up when the sheet is slacked. The boom is pinned down hard by a downhaul made fast to the boom next to the mast (it's hidden by the mast in the cartoon). When the outboard end of the boom is lifted by the pull of the clew, the taut luff holds it. The geometry isn't as rigid as that sentence makes it sound, but by sloppy standards the sail will swing out without the boom lifting sharply as conventional booms do. The sail and yard don't twist forward. The sail is docile and effective broad-reaching and running. In gentle winds and smooth water this rig is a good one for the lazy, light to sheet and self-trimming from tack to tack, needing no adjustment to make it hold a good shape on all points of sailing. It can be jibed all standing without much hazard.

The catch is that in a knockdown the boom is more likely to get in the water and trip the boat. Also, in lowering, the yard comes down on end as with other lugsails. The cartoon shows lazyjacks on the sail to gather up the bunt but, in fact, the yard won't come down naturally between the lazyjacks as with a gaff sail. The peak would need to be grabbed and swung aft by hand before the lazyjacks would function.

A balance lug takes reefing well. The center of the reefed sail stays close to the center of the full sail. The reefed clew can be brought to the outer end of the boom with the leftover boom projecting ahead of the reefed tack so the boom is shortened by reefing. It's wise to have the boom downhaul movable on the boom to encourage shifting the boom. In fact, a clove hitch around the boom next to the mast is a good, though inelegant, way to attach the downhaul to the boom. No chock is needed to keep the hitch from shifting on the boom and the round turns of the hitch make a pad to keep the boom from chafing the mast. A third hitch on top of the regular two-turn clove hitch is a good idea. The parrel holding the boom to the mast in the cartoon is unnecessary; if used, it should be easy to cast off.

In yachting weather the balance lug is a good sail with a better driving shape than a standing lug (strictly speaking, all lugs that aren't dipped in tacking are standing lugs, but it's usual to use the term for the type with the tack at the mast like Rig 16).

There's another type of rig called the split lug in which the lugsail, with or without a boom, is divided at the mast into two sails set on the same yard. The luff of the after sail is laced to the mast. The forward sail has the same luff and tack arrangement that the one-piece sail did, but it has a leech ahead of the mast and is sheeted from its clew like any boomless sail; hence, a second set of sheets is needed. The intention is to make a lugsail set without ever coming aback on the mast. The rig is workable but it's clumsy to set and take in, and the mast spoils the drive of most of the sail on both tacks. Sir Alan Moore said that this rig "was probably designed by a big ship sailor unaccustomed to boat sailing, or in an office." I concur and am not including it in this book.

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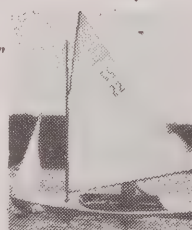
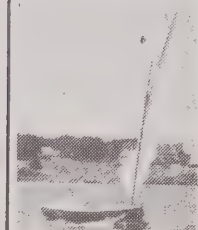
LOA 18'0"

Beam - 5'6"

SA - 145sf

LWL - 16'

Draft 0'8"



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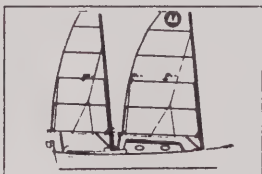
SeaPearl 21
SeaPearl TRI-21
SeaPearl 28
Rob Roy 23
Sunseeker 23

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1995 16' Windrider (demo)	1986 23' Rob Roy w/diesel
1986 16' Sea Pearl (motor sailor)	1986 23' Rob Roy
1984 17' Mud Hen (camper)	1970 27' Morgan
1975 17' Vagabond	1991 28' Sea Pearl
1982 18' Buccaneer	1995 28' Sea Pearl (diesel)
1982 18' Sailbird Tri	1979 30' Catalina
1965 19' O'Day Mariner	1977 33' Hunter
1995 19' Seaward Fox	1976 33' Presto (diesel)
1989 20' Sovereign	1971 36' Gulfstar Motorsailer
1986 21' Dovekie	1978 36' Prout Catamaran
1989 21' Sea Pearl C/B	1991 40' Brown SeaRunner Tr
1995 21' Sea Pearl Tri-21	



Sea Pearl 21



Sea Pearl 28

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Lateral area
Center of lateral area

Prints out:

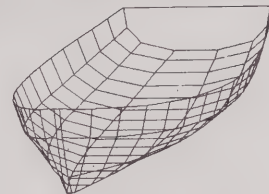
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

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

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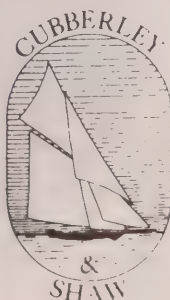
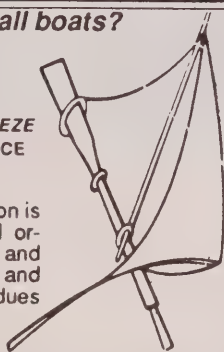
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First Time Builder

By Greg Grundtisch, aka Captain Grundy

Have you ever wanted to build a boat? Have you, like so many others, read those ads in the back of your favorite magazines? "Simple, easy construction," "great for beginners," "designed for the amateur builder?" They also say things like, "can be built with the simplest hand tools," "anyone can build this boat" or "can be built in a weekend," "full-size patterns," "trace and cut," "quick and dirty." All lies! Lies, I tell ye'!

I fell for the one that said "four to six hours to build, no skills necessary, perfect for the first-time builder." That's me. Mechanically challenged, no skills and a first-time builder. The idea of finishing the thing before dinner (four to six hours) got me.

So I sent \$30 for my full-size patterns and plans and waited excitedly for four to six weeks for delivery.

Finally the day arrived. I opened up my plans and booklet of instructions. Four pages that had been copied so often you could barely read them and a page of "terms of boatbuilders." Terms like knee, chine, station mold. How about gunnel, or is it gunwale? I thought battens were something you do with the hatches. Well, at this point, I'm an hour into the building and still haven't touched any "simple hand tools." Having learned the terms, and making up a few of my own, it was time to cut the "full-size patterns." There were only two, side panel and transom. The rest had to be measured and cut. One who has only hand tools would not be finished in time for dinner.

Now another claim I fell for was this 8' Dory-Skiff that can be "built for under \$30" from materials purchased from your neighborhood building supply store. Maybe so in 1968, but in 1996 it's more like 34 times that price, not to mention all the power tools you will need to finish your boat before the end of the century. Electric saws, sanders, planers, blades, brushes, paint, glue, solvents, masks, gloves, oar locks, screws, nails, etc., etc.

The 8-foot dinghy costs somewhere in the neighborhood of a good, used Lexus. By this time you have exceeded the four to six-hour time frame by a couple of days.

You are ready to attempt a couple more steps in your boatbuilding adventure. Cutting the stem, transom frames, seat risers... What is a seat riser? That wasn't in the boat builders terms page! But I progressed and moved forward a few steps and learned the meaning of "measure twice, cut once." What I don't understand is when you do that, a lot of times it still won't fit right. You then learn what "gap filling properties" means on the side of the epoxy. Micro-balloons! Don't ask. You again try to proceed further, but your patience by now has worn thin. Frustration and aggravation have become part of your everyday life. From time to time total madness engulfs you, yet you somehow persevere and go on.

The boat finally begins to take shape and looks a little like a real boat. You begin the never-ending process of filling holes, dents, scratches, etc. caused mostly by flying objects set in motion by complete exasperation some weeks earlier. Then sanding. You can never sand enough and every coat of paint proves it to you. When you have about two inches of dust on the floor, you know it's time to begin the final coat.

Well, you say to yourself, "just about fin-



ished," making sure you don't look too closely or you end up doing that sanding thing again.

Suddenly you have a feeling of accomplishment when the boat is now complete. You're satisfied. Not because it's a nice looking little boat, not because it's a job well done, not because you did something worthwhile.

It's because the thing that caused you so much anger, caused you so much pain, that took so long, is going to be out of the house and out of your life, like pulling a bad tooth or lancing a festering boil.

I gave it to my son to play with, to fish with, to have fun times with. The things the magazine ad said building the darn thing was supposed to do for me. The photo is of my son Gary in *Mudpuppy I* on her maiden voyage in the Erie Canal in June '96. We launched her at Niagara Frontier Chapter ACBS summer picnic. Gary uses the boat for fishing. He is probably the best young fisherman and boat handler in all of western New York.

I built the boat from a set of "Full Sized Plans" that I bought years ago. The whole boat was built from common builders' supply store plywood and hardware. Pine and fir were used for the seats, risers, chines and gunwales. Including paint (exterior latex), hardware, oarlocks, etc. it was built for under \$5,000. The hi tech space age tools I needed were the biggest expense. The cost of the materials used was around \$85.

Since then I have built three more of the same type. I've widened the stern a bit to add more room for a passenger. The next one will probably be a ten footer, same shape, just stretching the mid section two feet.

Anyway, do not attempt this at home. Leave it to the professionals. They deserve and earn every penny they make.

The ads lie. It's not easy, or fun or cheap. You won't enjoy it, nor will your wife. It will cause stress, tension, irritability and sleeplessness. It can lead to cussing, yelling, excessive drinking and religious conversion. I've witnessed objects move across the shop at high rates of speed and leave unusual markings on the walls and boat.

All that being said, I have plans for an even bigger, better boat. I hope I live long enough to see it complete. I hope the guys with the white suits and nets don't get wind of it. I hope my wife can tolerate it.

Please pass the Valium...it's going to be a long winter.



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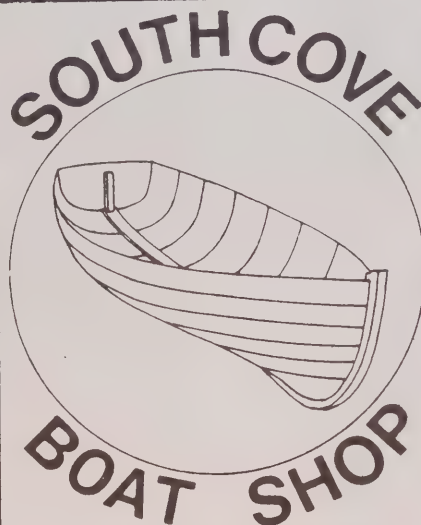
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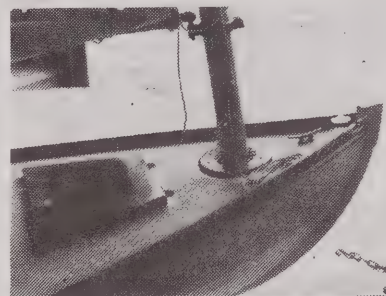


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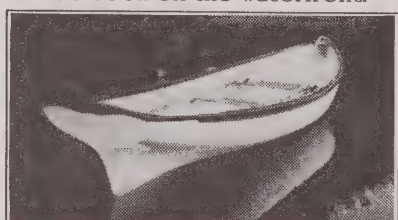
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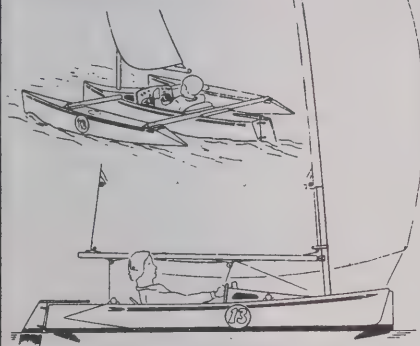
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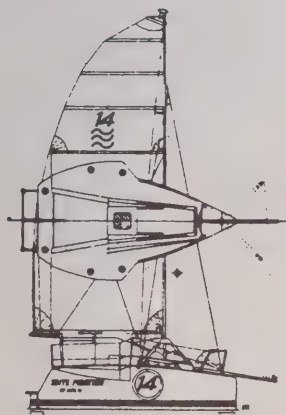
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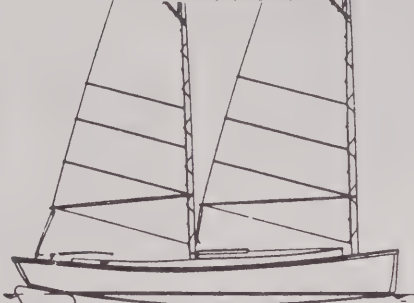
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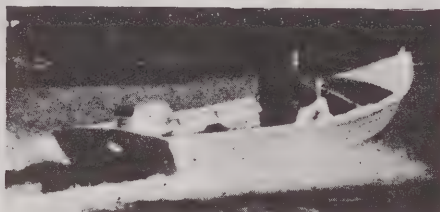
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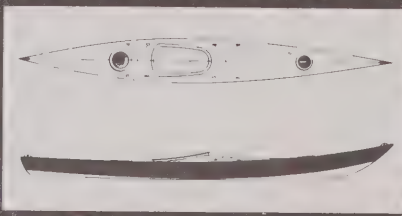
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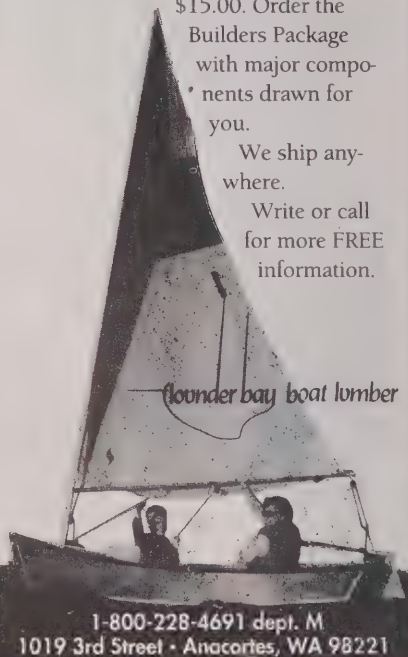
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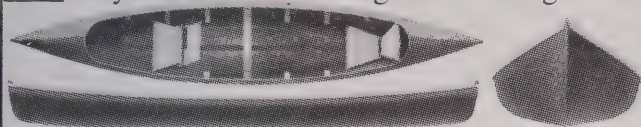
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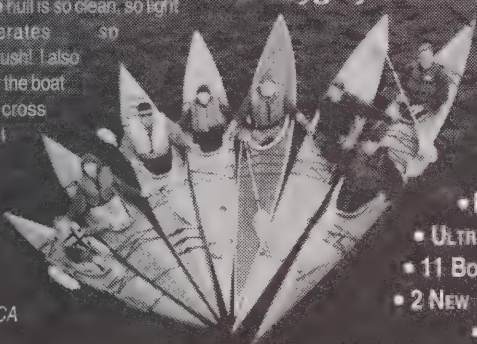
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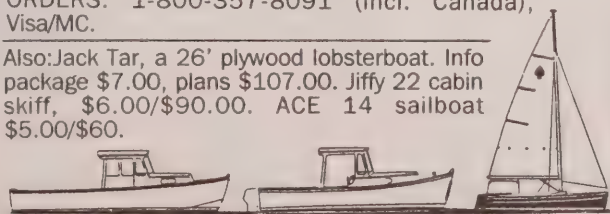
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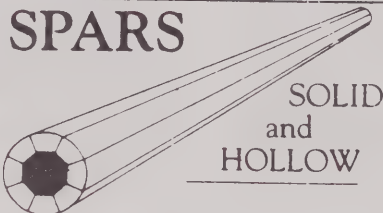


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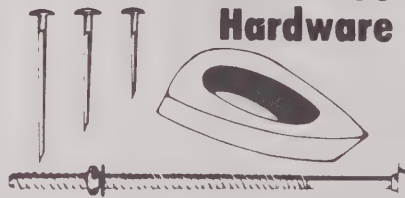
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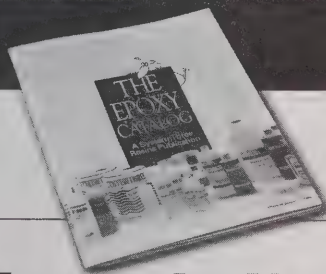
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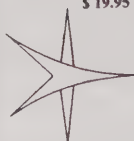
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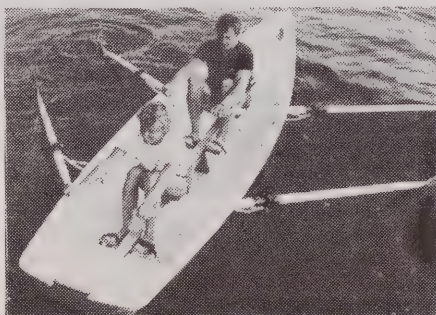
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Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

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

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

Bolger Nymph, nicely blt, epoxy/glass, bright mahogany spar, partner, straddle seat, & rub rails. Stock oars. \$250 OBO. Partial delivery can be arranged. BOB DIANETTI, Stow, OH, (330) 945-7934, email: radcominc@msn.com (1)

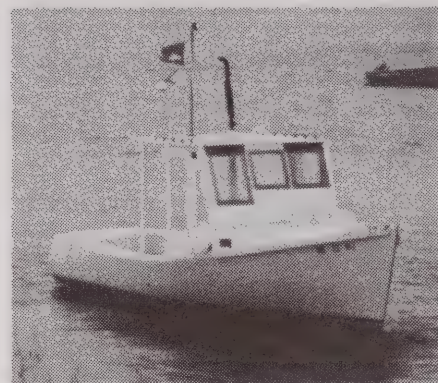


14.5' Single/Double Sculling Skiff, custom blt '93 Laser Skiff. Hand-laid FG/foam core, 112lbs w/removable sculling unit, 2 sliding seats, 2 foot stretchers & sculling outrigger sets. All SS fittings. Exc cond, a joy to row single or double. Grt for car topping, sets up instantly. Fast & stable for open water rowing. 550lb capacity. \$2,300. TOM KURAS, Exeter, NH, (603) 772-5477. (1)

8' FG Boston Whaler Type Dinghy, for small OB. \$300. HERMAN DE BOER, Key West, FL, (305) 296-0846. (1)



25' Van Dine Tancook Whaler, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN, JR., Hardwick, MA, (413) 967-7391. (1)



24' Lobster Boat, blt '71 in ME. Has 250cid 6 cyl gas engine, new shaft/coupling '96, new cabin & recaulked '90. VHF/DF, 300lb mushroom, chain, pennant & ball incl. Located Essex, MA. KEN FOUBERT, Ipswich, MA, (508) 356-0941. (2P)

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)

16 1/2' Wianno Junior Sloop, blt '52, restored '95-'96. 1 of 6 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 & later racing rigs (2) w/accompanying full suits of sails. New CB trunk, skeg, rudder, cockpit floorboards, deck canvas & deck hrdwre, boom tent/cockpit cover. Galv trlr. Overall cond of this beautiful boat is exc. \$7,500. **24' Bristol Corsair Sloop**, '68 classic design. Johnson 9.9 OB, 4 sails in gd cond, fully equipped. Gd cond. \$6,000 OBO. TOM KLIN, Essex, CT, (860) 767-8954. (4)

14'6" Cynthia J, gaff rigged leeboard catboat w/ trlr. 1st boat to be blt to Phil Bolger's design from his book *The Folding Schooner*. Small cuddy cabin, canvas sail, new bottom 3yrs ago. Nds cosmetics. \$475 OBO. (2) RICK RAMSEY, Ft. Wayne, IN, (219) 747-2437.

15' Dory Skiff, mahogany, oak, pine, lightweight, exc cond, 2 rowing stations, Shaw & Tenney spruce oars. Blt by Seth Persson Boatbuilders. \$2,200 OBO. DICK GALARDY, Guilford, CT, (860) 388-2343 days. (2)

17' Flat Bottom Lobster Skiff, ruggedly blt '96. Cross planked cedar bottom, pine topsides, oak frames, SS fastened. Many yrs service left. Appropriately powered by 15-25hp long shaft OB. \$750. TONY OWENS, Cape Elizabeth, ME, (207) 767-2345. (2)

'93 Microtrawler, well blt w/marine ply (have receipts) SS sink, Autohelm steering & motor controls. Foredeck has lazarette w/anchor & fenders. Nds motor & trlr. Can deliver up to 1,000 miles for gas. \$3,000 firm. TONY MC GARRY, Whidley Island, WA, (360) 331-3789. (2)

Attention Collectors: 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. TOM KLIN, Essex, CT, (860) 767-8954. (4)



23' Kenner Kitt Wake, '71 classic Alberg full keel sloop lovingly restored. '92 6hp Johnson, VHF, m/jg, new lines, new paint, lazy jacks, lifelines, bow pulpit, new wiring, exc sailing boat. \$3,900 negotiable. GARRY CERRONE, Baltimore, MD, (410) 448-4091, email: gcerrone@umd5.umd.edu (1)

19' Gloucester FG CB Sloop, vy shallow draft Extra lg cockpit, small cabin, slps 2, porta potty (never used), sail cover, compass, 4 sails, 1 never used, rest exc. Galv trlr. Everything exc, boat has hardly been used. \$3,600. **'93 Peep Hen**, tanbark sail, sail cover, bimini top, tiller cover, cockpit cushions, galv trlr, new tires. Boat exc, nds nothing, sail away. \$3,600. JOE WISEMAN, Virginia Beach, VA, (757) 420-3427. (1)

Tortoise Punt, Phil Bolger design, 5'6"x 3'2", the least expensive way to get to your mooring. Practical, light weight. One sailing version available, see photo in 9/15/96 issue. **Maine Coast Fishermans Skiff**, by Dynamite Payson, 12' x 4'2", a traditional skiff for those who like a "pointed" skiff. See photo 3/1/96 issue. Contact for details & prices. HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (1)

15' Atwood Traveler, Tom Hill-designed glued lapstrake double-paddle solo canoe. Ocoume/West System, black cherry trim. Blt '95, exc cond. \$975. **16' Wood/Canvas Canoe**, unique, probably homeblt. Planking entirely fastened w/bronze screws. \$75. DAN MILLER, Madison, WI, (608) 223-0361, email: dmiller@gcg.com (1)

12' Porta-Bote, w/Bimini & dolly wheels. \$700 OBO. GEORGE SWANSON, Portland, CT, (860) 342-2334. (1)



Mystic Island Cutter #9, '49, 27' LOD. Compl restored '95. New sails, new 18hp Yanmar diesel. Slps 4. Incl marine radio, loran, Skippy stove, ice box, etc. Located in ME. HENRY KOHN, Hardwick, MA, (413) 967-7391. (1)

Sailing Dinghy, 8' Fg lapstrake hull, oars, locks, mast, sail, hrdwre. GEORGE SIEVERS, Colorado Springs, CO, (719) 473-8531 until 5/15. After 5/22, STEVE BURSON, (401) 247-1100. (1P)

21' Lyman, '62 IB runabout. Hull #Y1223, 138hp Gray Marine #S6424. All orig equipment. Nice boat. \$2,500. CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (1)

Nimble 24' Yawl, '90 tropical/offshore version w/ galv DA trlr, 8hp Honda w/alt, tanbark sails, 155% genoa. 26' lod, 8'3" beam, 20'4"5" draft. Lead shoe. FG hull w/plenty of teak, bronze, brass. Salon cabin drs, painred spars, teak grate. 6 opening ports & fwd hatch w/screens. Indoor winters, freshwater berthr. Gunkhole w/style & comfort. Seeking \$16,500. CHARLIE & RUTH PEARSALL, Binghamton, NY, (607) 648-4541 eves. (2)

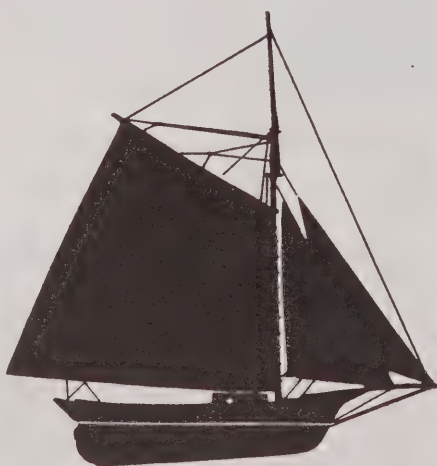
18' Concordia Sloop Boat, blt by Pete culler '62. Stored 15 yrs, some recent work. Exc cond. \$7,500 w/alum trlr. SCOTT ADAMS, Boston, MA, (617) 266-7548. (2)

Glen L 15 Sailboat, sloop rigged, marine fir ply, Douglas fir mast, mahogany transom. in gd cond w/trlr. \$500. STEPHEN CHRISTENSEN, Fremont, CA, (510) 796-8948. (2)

15' FG Runabout, 35hp Mercury OB, galv trlr, new seats, bimini top. Gd 1st boat for family or kids. \$2,000 BO JOHN HAYES, Salem, MA, (508) 745-0505, lv message. (2)

24' Ostkust Sloop, '59, mahogany hull refastened '97, new full batten sails, Vire 12hp IB by Crocker. 2 berths, head, exc survey. W/cover. \$12,500. DAVID KELLAND, Lexington, MA, (617) 861-8981. (2)

Carver Santego 2767, '89, 27' LOA, 10' Beam, 2'8" Draft. Flybridge sedan lk new w/only 150 hrs on each of twin Mercruisers. Looks gd, runs grt, comes equipped. \$38,000. RICHARD RUDIS, Mansfield Ctr., CT, (860) 456-1335. (1)



22' Friendship Sloop Classic, Passamaquoddy blt '68, cedar on oak. Friendship Sloop Society registered #215. \$5,750 incl lg inventory. If you like classics you'll love this one. Compl specs & photos available on request. If you're interested about owning a Friendship let's talk. DAVID COLINAN, Lincoln, RI, (401) 331-3358 ext. 735 days, (401) 725-5640 eves, email: DAVID.COLINAN@NESTOR-PC.CCMAIL. COMPUSERVE.COM (1)

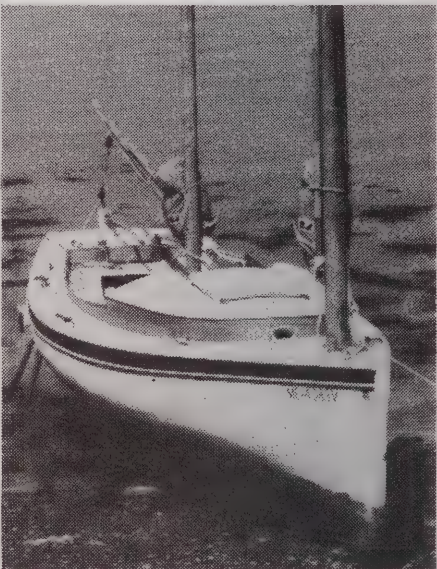


27' Sharpie Ketch, plywood topsides, crossplanked bottom, CB, blt mid-'70's. 7.5hp Evinrude '86. No trlr. Located Martha's Vineyard. \$3,200, offers considered. MARSTON CLOUGH, PO Box 190, Southboro, MA 01772. (1)



31' Pacemaker, '66 w/'83 V8. \$6,600. ED CASS, 122 Stacey Ln., Eliot, ME 03903 (207) 748-0929. (1)

18' Thistle, Orange Shock blt, 2 sets sails, alum mast, hull & boards filled and faired, wood serviceable but nds work, rblt trlr w/new wheels & bearings. BOB ZWISSLER, Manhattan Beach, CA, (310) 545-7338. (1)



23' Casco Bay Hampton, charming camp cruiser. Lug-rigged cat ketch, lines from Chapelle's American Small Sailing Craft. Launched '84. Pine strip planks on white oak frames, 1200lbs interior lead ballast. Incl 6' cedar lapstrake pram, 2hp Johnson, Bohndell sails, oars, 3 anchors, etc. Asking \$6,000. STEPHEN FLORIMBI, 23 Jones Hill Rd, Appleton, ME 04862, (207) 785-2712, email: watershd@midcoast.com (1)

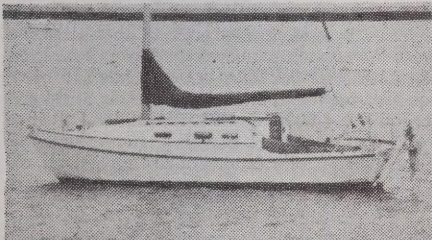
16' Melges M/C Racing Scow, '76, hell bent for leather racing machine, gd cond. Incl fair galv trlr. Buy this & keep yr kids off the street. \$650 OBO. FRED BENNETT, Harrisburg, PA, (717) 599-7827. (1)

16'6" WeNoNah Advantage Solo Canoe, kevlar/foam core, 33lbs, black anodized gunwales. Sleek, fast, new cond. \$1,350 new, \$950 like new. MIKE RUSSELL, Norfolk, VA, (757) 423-0387. (1)



11' Skiff, finely blt & finished. Cedar, mahogany, oak, bronze. Ideal tender for classic boat. Nd rm, sacrifice. \$600. (1) BILL GREENOUGH, Berlin, CT, (860) 828-0425.

13-1/2' Jim Steele Peapod, sprit sail, cedar, copper riveted, gunwale guard, Calkins trlr. \$3,350. **4hp Evinrude**, '93, long shaft Yacht Twin, low hours. \$650. Sell as package or separately. (1) JOHN GRUEN, N. Berwick, ME, (207) 324-5489.

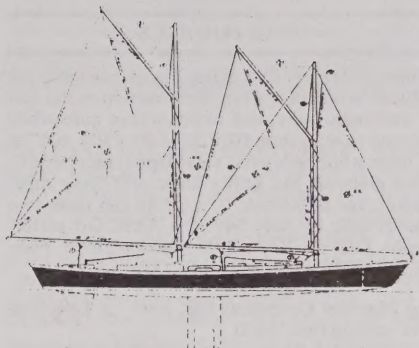


31' Golden Hind, Maurice Griffiths design, multi-chine, FG over ply. 9' beam, 4'6" draft (bilge keels), Lister diesel, Aries windvane. Extensively equipped, solid, sailaway cond. Asking \$16,900. ROBERT CLARE, Milwaukee, WI, (414) 228-7802. (1)



26' Pearson Ariel, '65. 5 sails, masthead rig. White hull, deck & cabin house. FWC Atomic 4. 4 berths. 5'9" hdrm. Mahogany & teak trim. Radio, loran, compass, knotmeter, depth sounder, barometer. Well maintained sought after Alberg classic. \$6,750. WILIAM COOGAN, Portland, ME, (207) 878-2554. (2)

15'x7' Marsh Cat Catboat, '89, designed by Joel White. Compl refurbished '97. Exc camp cruiser & grt daysailer w/spacious cockpit. Bristol cond. Seen on covers of *Ash Breeze* & *Chesapeake Bay Magazine*. Ready to sail away on '95 trlr. \$7,500. RUS O'CONNELL, Lancaster, PA, (717) 299-1663 home, (717) 291-3944 work. (2)



His & Hers Schooner, 19' gaff rigged sharpie. Phil Bolger design from his book *Boats With An Open Mind*. Winner '96 Newport to Dana Point Race. 2nd Place '96 Best Owner Built Boat @ San Diego Wooden Boat Show. Other awards too numerous to mention. Only boat built of this design. Dble ended w/125lb lead CB. A joy to sail, in exc cond w/trlr & trolling motor. \$2,900. RANDY AMES, San Diego, CA, (760) 940-8417 home, (619) 889-8417 cellular. (2)



14' Keiper Trimaran Hydrofoiler, fast, safe, 1-2 persons, light 180lbs, easy beach launch. Marine ply & epoxy. 1 of a kind featured in April 15, '96 issue. The "poor man's Hobie Tri-Foiler". Compl w/trlr. \$1,900. JIM MONTGOMERY, Erie, PA, (814) 833-4432, email: amontgo830@aol.com (2)

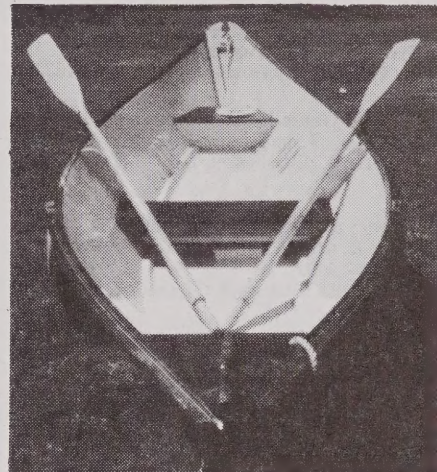
19'6" Bolger Stretched Gull, professionally blt of okume ply to Bolger specs. Never damaged, exc cond, fast & seaworthy for 1 or 2 rowers. \$1,600. BOB YORKE, 45 Meetinghouse Ln., Scituate, MA 02066, (617) 545-1651 eves & wknds. (2)



15' Diablo Skiff, Phil Bolger design. FG over plywood. Will take up to 30hp. Vy gd cond. \$550. **14' Salisbury Point Skiff**, nds paint. \$250. JACK CURLEY, 82 Clifton Ave., Saugus, MA 01906. (2)

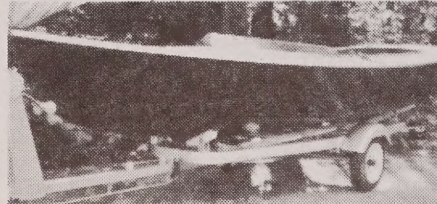


'94 Bolger Microtrawler, galv trlr, vy nice, w/out motor. \$9,000. BOB CUSHING, Cazenovia, NY, (315) 687-7220 or (315) 687-6776. (2)



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. (2)

Classic '47 Old Town Lapstrake Runabout, exc cond, a Bruce Malone restoration. White hull, varnished seats & trim, orig hrdwre & decal. Exc running '72 orig dealer serviced 20hp Johnson. Trlr available, or can deliver in New England area. For copy of orig invoice & picture send address & \$1. MERV TAYLOR, P.O. Box 303, Lincolnville, ME 04849, (207) 236-2602. (2)



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. **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. (2)

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)

16' Lightweight Dory, 5.5mm mahogany, WEST epoxy, 7-1/2' spoon blade spruce oars w/birdseye maple tips. \$1,200. Force 5, new sail, trlr, nice.
DOUG GRAY, Lancaster, PA, (717) 299-1176. (2)

17' Old Town OTCA Canoe, wood/canvas. Orig. exc cond. Incl sailing equipment. \$1,450.
R.A. NOTARISTEFANO, Northport, NY, (516) 757-3087 eves/wknds. (2)

'57 Penn Yan 12' Cartopper, cedar strip, canvas covered, 65lbs, vy solid, no rot. Nds canvas. \$485.
9' Dyer Dhow, teak trim & seats. \$300.
BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (2)

16' Sebago Guide Boat, '40's vintage, 100% restored (glass), 9.5hp Evinrude & trlr. \$1,495 firm.
PAUL SHAW, Kensington, NH, (603) 772-1271. (1P)

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. (2)

16' Martin Appledore 2 Man Rowing Shell, little used. \$1,200.
R.F. WEEKS, PO Box 574, Wiscasset, ME 04578, (207) 882-7134, email: rweeks@maine.com (2)

18' Antique Work Dory, fair cond, wood, w/4 ash oars & oarlocks. \$690. Trlr for dory \$250. **17' Grumman Sailing Canoe**, compl in gd cond. \$580.
HERBERT JESCHKE, Philadelphia, PA, (215) 871-8493. (2)

BOATS WANTED

Aluminum Runabout, '50's-'60's, divided cockpit. 15'-16' Feathercraft or Alumacraft or ?
BOB TORGENSEN, Nanuet, NY, (914) 623-4835. (2)

18'-20'-22' Drascombe Lugger, on west coast.
MIKE FALVEY, Box 264, Gustavus, AK 99826, (907) 697-2267. (1)

Peep Hen Sailboat, w/trlr, etc.
JIM PRINGLE, 3073 27th St. SW, Grandville, MI 49418, (616) 532-7134. (2)

FG Folbot Double Kayak, or other FG vy high volume dble kayak.
DICK DUDEK, Waterford, CT, (860) 277-2858. (2)

SAILS & RIGGING FOR SALE

Gaff Mainsail, 235sf, 18' foot, 13' luff, 13' head, 21' leech, 20' clew to throat. \$140 plus shipping.
RICK RAMSEY, Ft. Wayne, IN, (219) 747-2437. (1)

Sprit Sail Rig, 12' spruce mast, 8'6" spruce boom, 75sf dacron sail. Also rudder w/hdwr, dagger board & trunk. All for \$100 OBO.
BILL COWELL, Carpinteria, CA, (805) 684-5900. (1)

Balogh Kayak or Decked Canoe Sail Rig, 2 full battened "Batwings", 18sf & 24sf, 2 masts, leeboard w/ mast step & deck bracket. \$300.
MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (352) 543-5307, (352) 543-5657. (1)

Cruising Design Reefer, 4x6 extrusion length 31'8" (sections). \$100.
HOLT VIBBER, Waterford, CT, (860) 442-7376. (2)
 38

Jib, possibly Lightning. \$25
RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (2)

GEAR FOR SALE

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' x 20' to 20' x 30'), 108" of 3" wide white industrial vinyl tape (colors extra); brass grommet kit; utility knife; 100' poly rope; marker; and directions. 10' x 20' 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)

6hp Mariner Longshaft OB, new '95. Less than 6hrs running time. \$800.
BOB SILVIUS, Freeport, ME, (207) 865-3947. (1)

'57 Bucanmeer OB, 3hp, compl w/decals & paint. Runs grt. \$125. Sextant, plastic Davis Mk3 w/instructions. \$10. **'50's 16' Lyman Hrdwr**, bow light, speedometer, bow handle, chocks. \$30.
JERRY BAKKE, 1872 Walnut St., Muskegon, MI 49441, (616) 755-7528. (2)

150lb Mushroom. \$100.
DICK DUDEK, Waterford, CT, (860) 277-2858. (2)

Mushroom Anchors, used, 100-300lbs. \$.60/lb. **FG Cloth**, #7x38", \$1/sq yd.
HOLT VIBBER, Waterford, CT, (860) 442-7376. (2)

Antique OB's: '54 Evinrude 25hp, \$100. '56 Johnson 10hp, \$200. '69 Chrysler 35hp as is, \$50. '39 Bendix Eclipse 2hp, \$200. '37 Johnson 9.3hp, \$200. '36 Johnson 1.7hp, '59 Evinrude 5.5hp, '57 Johnson 35hp. 50 Others. Plus parts, remote controls, etc. (1)
BOB O'NEILL, Bricktown, NJ, (908) 4777-1107.

Shaw & Tenney Oars, new 7' w/leathers. \$75. **150' Nylon Anchor Line**, new w/markers. \$50.
RON SILLIMAN, PO Box 1516, New London, NH 03257, (603) 526-9363. (2)

Teak, Ash, Oak, Poplar.
JOSH HAINES, Boaz, KY, (502) 554-8570. (10P)

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



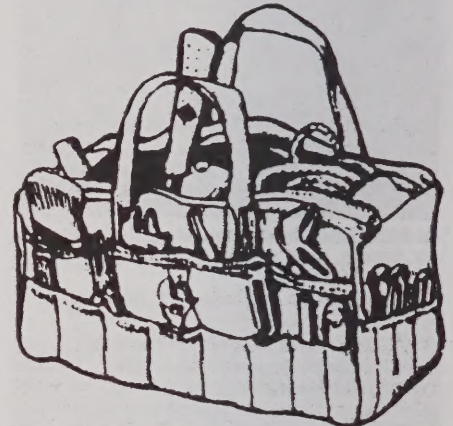
as simply meaning about in boats.

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

'58 Chris-Craft Model MCL, w/transmission. C-C #302310. Hercules #JXDL MCL 1785216. As is, ran in boat. \$1,250 OBO. **'60 Palmer I.H. 308**, 6 cyl., w/Paragon 2:1 hydraulic transmission. Engine #BD308/192456. Compl rbl'd professionally. FWC, low hrs since rbl'd. Also 2nd Palmer I.H. 308 for parts, or overhaul compl w/1:1 Paragon mechanical transmission. Both engines for \$2,450 OBO. 2 '59 35hp Johnson OB's, Model RDSL-21B, electric start, long shaft. S/N's 1968515 & 1970089. Service, parts & owner's manuals available. \$600 OBO.
RICHARD GARNJOIST, 3317 Allen St., Easton, PA 18045-5601, (610) 258-4223. (1)

Custom Canvas Bags. Call for brochure. Monogramming available.
CLARK CANVAS CO., Cataumet, MA, (508) 563-5208. (5P)

24" SS Destroyer Type Steer-Wheel, w/12" center ring; hub = 3/4" bore. \$60 (new). **SS Sailboat Bow Rail**, w/6 free standing stanchions, clad SS cable + all fittings. \$150 (used). All above + shipping.
WALTER SAUERS, JR., Millville, NJ, (609) 825-4043, Fax (609) 825-6216. (1)



NEW! WorkBoat Rigger's Bag. Classic design, heavy weight non-marring canvas. Sturdy triple bottom, 30 outside storage pockets, open center for tools. Web handles, embroidered WorkBoat logo, 18L x 10H x 6.5"W. Made in USA. Only \$36. Mention *Messing About in Boats* & S&H is \$4.50. Order toll free 1.800.985.4421, Fax 207.985.4421 or write: WATERMARK, Box 1037, Kennebunk, ME 04043 USA. (Color catalog of rowing apparel, accessories, posters, etc. \$2. Free with your order). (TFP)

Galv Trlr, dual axle, electric winch. \$1,500. **5hp Mercury Mark 5 OB**, late '40's/early '50's. Green cover, short shaft. BO.
CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (1)

4hp Johnson OB, '76, gd running cond, new prop. \$175.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (2)

8-1/2' Oars, pair w/sewn leathers & 2-1/4" bronze oarlocks, 1/2" shanks. From Shaw & Tenney. Superb white spruce, well varnished. Cost me \$250. Make offer.
IRVING SHELDON, P.O. Box 52, Saundertown, RUI 02874. (1)

GEAR WANTED

2 Blade Propellor, 16"(D)x 10" or 11"(P) LH Also **90mm Piston**, for Coventry Victor WD3 or AD3, or parts engine.
DOUGLAS F. BROWN, Calais, ME, (506) 529-4230. (1)

BOOKS & PLANS FOR SALE

Half Price Sale, approx 75 nautical books & tapes, all in as new cond.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (2)

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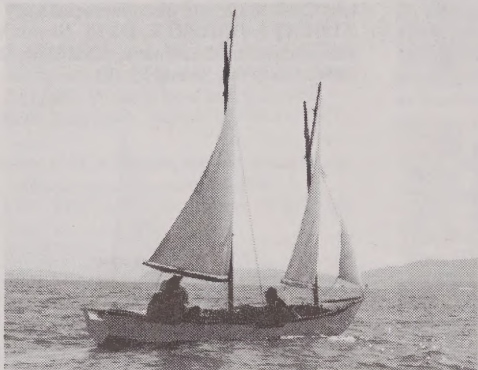
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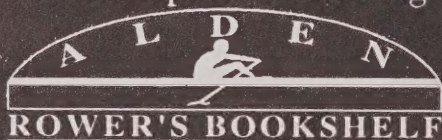
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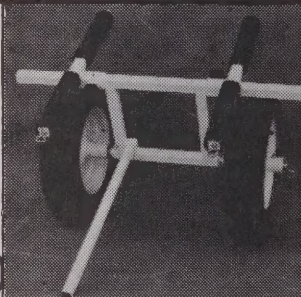
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