



messing about in BOATS

Volume 15 - Number 2

June 1, 1997

Special Features This Issue
The Lost Allure of Ferrocement
Youth At the Boathouse - Three Beach Cruisers

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In Our Next Issue...

From the growing incoming tide of good stuff that is flowing our way, I hope to fish out for you the following:

I will report on Rob Steven's unique Viking ship project in "The Launching of the Knarr"; Walter Fullam sends photo coverage of "The Mount Dora Antique & Classic Show"; and the Antique Boat Museum announces that "Suwanee Comes to Clayton."

Jim Thayer's chronicle continues with "A Summer Abroad - *Annabel J*"; Barry Donahue brings us "A Father's Sea Diary"; and Eric Livingstone extols "The Wind At Your Back".

Charles Fortson presents "The Idea of a Ship"; Carol Davis suggests "Less of the H₂O"; and John Duncan focusses on rowing in "Analyzing & Organizing an Oarmaster Trials".

Tim Butson describes the "Muskoka Skiffs"; Tom Fulk brings us "More on Pacific Proas"; Annie Kolls chronicles a half century in a boat's life in "Mystery Boat"; and Phil Bolger discusses "The Jib Headed Cat Yawl Rig With Sprit Booms".

The Pintle Sisters return in "More Boat-ing Made Practical"; and I really must get long promised Sam Overman's "Oarmaster II User's Report", Bob Young's "Beach Cruising With Bon Appetit" and Bob Smithson's "More About Making Sails" into print.

On the Cover...

Sharon Brown photographed young Boathouse volunteers at Mystic Seaport Museum exploring their boathandling skills sailing a Swampscott sailing dory and a New Haven Sharpie. There's much more on the subject featured in this issue.

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Commentary...

John Gardner re-emerges as a central theme in this issue, which will reach most of you shortly before the annual John Gardner Small Craft Workshop at Mystic Seaport Museum May 31-June 1. Since John died in October, 1995, this annual event carries his name.

Our extensive Gardner related coverage starts off with Tim Weaver's review of John's last book, *Wooden Boats to Build and Use*, continues with Sharon Brown's extensive report on "Youth at the Boathouse", a favorite focus of John's last years, and wraps up with Ben Fuller's "John Gardner Memorial Service Address", from November, 1995 followed by his "Gardner Grants...Towards a John Gardner Memorial Fund".

And how did the "honor" of reviewing John's last book fall upon Tim Weaver? And who is Tim Weaver? Well, Tim some time ago suggested to me a series on John's life with small craft and I listened, for Tim had written some of the most evocative prose in our early issues back in 1984 on the pleasures and rewards involved in messing about in small boats in his "Patina's Log" series. So I knew Tim could do it right and I think those of you who have reason to be concerned about any review of John's books will be pleased.

This "honor" very nearly could have gone to Dave Getchell, Sr. who, as editor of *National Fisherman* during John's reign as resident technical editor for that paper, knew John well and worked with him for many years. But Dave called too late to volunteer a review, Tim had already done the deed. Dave had written John's obituary for *National Fisherman*, in which he explored at some length John's life outside of the small craft universe, and learned to his dismay that militant Gardner disciples found some of what he revealed of John's turbulent younger days as a political activist unbecoming of the man they had chosen to canonize.

Sharon Brown's credentials to be writing about "Youth At the Boathouse" are unassailable for she runs the place. She worked with John during the last few years of his life establishing that livery at Mystic according to his ideas, and also worked closely with him to complete his last book as his health failed. Sharon contributes significant small craft articles periodically for our enjoyment and edification, sometimes with strong overtones of feminism, a favored cause. Sharon also inquired as to our inevitable review of John's book, her proprietary interest in it being reviewed by a qualified person understandable. But John needed no protection from potential critique of his final effort.

Ben Fuller's proposal for a memorial fund in John's name springs not only from many years of working with John at Mystic in the curatorial department, but also from his own dedication to the value of small craft and the merits of traditional ways. Ben is no longer with Mystic but now lives in Maine, where he was a principal in setting up the Artisans School on the foundation of Lance Lee's old Apprenticeshop effort.

Ben is unfazed by his suggestion that \$100,000 can be raised to establish an endowment to provide annually a sum of \$5,000 to be distributed in grants to deserving persons pursuing small craft subjects dear to John Gardner's heart. Ben figures that a living memorial which yearly supports and encourages pursuit of John's ideas, especially by John's favored youth cohort, will perpetuate John's work usefully, and not as just a remembrance of John Gardner as the guy who wrote those old timey boatbuilding books.

Ben originally put this proposal to the Traditional Small Craft Association as a logical developer and administrator of such a program, but found the TSCA Council somewhat nervous over the vast sum he suggested be raised and the envisioned administrative burdens. TSCA had only just agreed on spending \$500 for a John Gardner Memorial Sign at Mystic Seaport, so the amount of money that was coming to mind was poles apart.

Not surprising, TSCA's Council is comprised of John's most dedicated and loyal devotees who are everyday folks with everyday financial lives. Ben Fuller has spent years in organizations that survive by raising large contributions from those who view them as deserving of their largesse. So Ben has no trouble suggesting what he has, while the Council is intimidated by its implications.

So go ahead and read all of this and then think about it. I have and I think Ben is right on. When I see the sums that are poured into static artifacts intended to exhibit the past, the plan to use the money to keep the ideas and efforts of John Gardner alive and still at work rises far above these others. A living ongoing appreciation of a craft far exceeds a large static dead vessel sitting there somewhere to be looked at and read about on a little nearby billboard display.

Let Ben know your views, he's not asking for money right now but trying to assess the amount of support his view of what John Gardner would feel is the way to go might attract. All the boilerplate about setting up the fund raising and administering the "Gardner Grants" will take shape if there is enough collective support.



Small Boat SAFETY

Inflatable PFDs

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

We all know we "should" wear them all the time. Most of us do not, they are hot, they can be uncomfortable and, if we are really

honest about it, we feel just a little bit foolish wearing them. So most of us, most of the time, ignore the statistics and take our chances. "After all," we tell ourselves, "we are experienced boaters who know how to stay out of trouble." The fact that regular Coast Guard on small boats and all Auxiliarists "on orders" are required to wear them does not make much of an impression.

Obviously, I'm speaking of PFDs, personal flotation devices, life jackets. The facts are clear. Most boaters do not wear a PFD. Most boating fatalities are folk who did not wear one.

There is a "happy" solution to this problem. More and more companies are manufacturing "inflatable PFDs" which offer no more inconvenience or discomfort than a belt or a pair of suspenders. We can have the safety without the inconvenience...but...

Unfortunately, there are a number of "in-

flatable PFDs" on the market that are not reliable. They are worse than useless in that they create a false sense of security. The April 1997 Boating Safety Circular #79, published by the Department of Transportation, has an article on inflatable PFDs with a list of some that cannot be trusted, but you do not need to read the article to be safe. Simply make sure that the inflatable PFD on your boat (on your body) bears a label saying that it is "Coast Guard Approved." None of the "approved" PFDs have been found to be unreliable.

There is a moral to this short story.

ALWAYS wear a PFD when you leave the dock.

If it is an "inflatable," make sure it has a "Coast Guard Approved" label.

And, to make the picture complete, if you are going off shore, wear a "Type One" PFD which is equipped with retro-reflective tape, a light, some waterproof flares and a packet of dye marker. That simple precaution means you will be around to renew your subscription to *Boats*.

"The Old Ed Stories"

By Eric P. Russell



The Ghostly Visitor

Once I was working on a coastal salvage boat doing hardhat diving. We had found a wreck that looked promising. The name on her trailboards was *Hunter* and she was about in the right location for a revolutionary era payship that went down fully loaded.

We anchored out over her during a storm. A small boat blew down on us. We rescued the man aboard her just before she sank and made him as comfortable as we could in those conditions. When the storm moderated, we resumed operations. Our diver went down with his tools and started to work his way to the strong room where the pay chest would be.

Our visitor came on deck as the diver announced that he had located the chest. Almost immediately, the diesel-powered pump that kept air flowing to the man below began having problems and we got a call that he was having trouble breathing. We got him up on deck and checked out the pump, which by now was running as though nothing had even been wrong. Everything was fine. When the diver went down again, the same problem occurred. This time when he came up, the weather got up again, so we decided to call it a day.

After checking our position with ranges on the chart we went below to ride out the

storm, leaving only one man on deck to keep watch. The rest of us, including our guest, went below for dinner. During dinner, I thought I saw the flame of the cook stove through him, but put it off as being a dream due to tiredness.

Next morning, the weather had cleared but our guest had disappeared somehow. The men who had had the watch all denied that he had left while they were on duty. No boat was missing. After we checked the pump and found it to be operating perfectly, we sent the diver. He soon signaled us to haul him up. When he came on deck, he asked us to send someone else down but would not say why.

When the second diver came up, he told us that the wreck had gone missing and that there was no sign that it had ever been there. We rechecked our bearings to make sure we had not dragged anchor during the night, but we had not moved. When the divers went down again to continue searching, there was still no sign of any sort.

We never did relocate that wreck and no one got rich from that trip. I have often wondered who our visitor was, who left with an entire sailing ship and gave no sign of his disappearance.

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ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804. (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404. (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840. (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759. (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604. (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 241-1980.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954-225-0640).

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4. (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202. (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688. (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930. (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401. (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636. (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (617) 925-5333.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966. (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada. (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720. (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533. (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802. (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754. (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945. (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC. (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (508) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

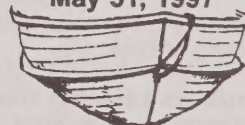
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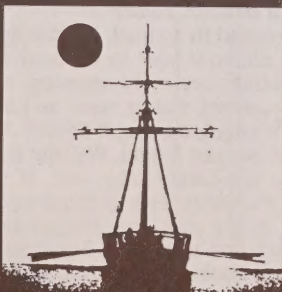
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You write to us about..

Your Activities...

See You at the Boathouse

Back in the October 15, 1996 issue Louis Carreras of the Woodcarver's Knot, Shirley, Massachusetts wrote to you that he enjoyed the 1996 WoodenBoat Show at Mystic Seaport but he was however "glued" in his booth as an exhibitor and unable to fully appreciate the opportunities offered by the museum setting.

In the April 1, 1997 issue you included a letter from Valerie LaFrance of *WoodenBoat* which addressed all the exhibits and special behind the scenes tours and programs which will be accessible at Mystic Seaport over the June 27-29 weekend of the WoodenBoat Show. One item was omitted and I draw your attention as small boat users to the fact that The Boathouse will be open during the 1997 show.

I urge small craft aficionados to include a view of the show from the water in the Herreshoff launch *Resolute*, in the Cape Cod catboat *Breck Marshall* or first hand at the oars of a classic wooden boat. If you are a builder this is an excellent opportunity to compare the handling characteristics of, for example, a Chamberlain Dory skiff, a Whitehall tender, a Chaisson or the *Green Machine*, before purchasing plans from Ships Plans. We have something for everyone at The Boathouse and would enjoy showing you these national treasures and hearing about yours.

See you at The Boathouse during the John Gardner Small Craft Workshop (May 31-June 1), the WoodenBoat Show (June 27-29) and all summer long. Check us out on Mystic Seaport's web site, <http://www.mysticseaport.org>. Linked pages on this comprehensive site include The Boathouse, Ships Plans and WoodenBoat Show.

Sharon Brown, The Boathouse, Mystic Seaport Museum, Mystic, CT.

Marine Explorers Adventure Week

This summer we at the River School in Old Saybrook, Connecticut, will be teaming up with our local YMCA to offer youth from 8 to 16 week-long daily adventures afloat in our Outward Bound type boats on the Connecticut River and Long Island Sound. During each week they will learn about marine science, seamanship, teamwork and self reliance while having a grand time exploring the river's unique marine ecosystem. The highlight of each week will be an overnight camping trip.

Dan Ramage, The River School, 203 Ferry Rd., Old Saybrook, CT 06475.

Saturday Paddler's Tours

Black Duck Boatworks will be offering three hour paddling tours on the picturesque waters of Lake Lillinonah from our boatshop in the historic Bleachery in New Milford, Connecticut this summer. We'll be exploring many micro environments on the 14 mile long lake by canoe and kayak, places like the Still River Basin, Lover's Leap Gorge,

the Shepaug Region.

The tour leader is Bruce Wallace, an associate of Black Duck Boatworks, who has been exploring the lake for many years. Interested persons should call us at (860) 350-5170 for more details.

Black Duck Boatworks, New Milford, CT.

Your Projects...

Building Brockway's Boats

Here at Seth Persson Boat Builders in Old Saybrook, Connecticut, we will be building a line of plywood skiffs and workboats to help fill the void in the traditional market left by the recent passing of Earle Brockway.

We will incorporate the ruggedness which made the Brockway boats so serviceable, while utilizing modern adhesives and corrosion-resistant fastenings to extend the useful life of these boats.

At this time we are building to order skiffs in lengths of 12', 16', 20', and 24'. These boats are offered "unfinished," though such options as steering consoles, fiberglass taping of hull seams, etc., are readily available.

We are a family owned business that has been building boats at our present location since 1935.

Jon and Rick Persson, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.

Your Needs...

Open Water Rowing Boat

I am looking for an open water rowing boat, a dory, a Whitehall, a pulling boat. Wood, used, something I can row alone or maybe with another, not really racing, just recreation.

Dave Bartek, 4700 Braeburn Dr. SE, Grand Rapids, MI 49546-2368, (616) 956-7679.

Chetek Info

I am looking for any information on a 1967 17' Chetek, pictures, sales brochures, etc. This rundown does not have any interior and I would like to bring it back as original. Bill Ludtke, 4040 Olley Ln., Fairfax, VA 22032, (703) 323-1260.

Looking for a Beach Cruiser

I am interested in a small, lightweight, car-toppable, sail/row boat to be used for rowing, daysailing, overnight camping, and cruising in protected waters such as Lake Union, Lake Washington, Puget Sound, San Juan Islands, Clayquot Sound, Willapa Bay, Lake Chelan, Kootenay Lake, etc. If it's calm, row, if it's windy, sail. It appears this type of boat in the past was known as a "beach cruiser" and there was widespread use of "sailing canoes" for beach camping in the northwest.

I'm interested in this type of outdoor activity after sailing in 14' to 30' sailboats,

sculling, and kayaking. I'm average fit, enjoy the outdoors and camping, but don't have a lot of leisure time, or play money. The boat needs to be stored dockside (land or floats) on urban water ready for regular daily use, but when time is available, it may be car-topped to areas like above.

The boat is for use on the Cascadia Marine Trail (overnight camps and lodging every 8-10 miles from Skagway to Olympia) being developed by the Washington Water Trails Association whose goal is "to promote the preservation and stewardship of marine shorelines in Washington for camping and recreational use by low-impact boaters with small, human and wind powered, beachable craft", but to date WWTa is all kayakers.

Preferably a group may come together to cooperatively own and operate a small fleet of these boats like a rowing club. It might be possible to form an association of clubs to promote outings and establish performance specifications to encourage innovation.

As I research the issue it seems to me the boat needs the following attributes:

Good sailboat, centerboard or lee-boards, dry cockpit for two, partially covered, beachable.

Good row boat, oarlocks, sliding bench w/ mast up, two person fixed w/ mast down 14'-16'x 4'6" beam (size/bulk of two kayaks), car-toppable, bottom skids, kickup rudder.

Hull under 120lbs so two can lift onto dock or car rack, possibly detachable ballast.

Safe, rugged, reliable, damage resilient, easy to repair, patches part of look.

Mast may be quickly removed and in sections, 60-75sf of sail.

Cartop or rack to sail ready in 20 minutes, clever quick snap fasteners.

Removable wide sand wheel to move like a wheelbarrow (fits in centerboard slot).

Dryland storable on side along house, or on racks three high.

Design and technical features for those who appreciate quality, ingenuity.

Tent cover while moored or beached, sleepable seat pads, anchor, clever storage/brackets.

For use with backpack type cooking, sleeping gear.

Outboard motors not allowed for water trail camping.

Under \$2,000 equipped and complete, may be homebuilt, or kit, for less.

So far response to the idea has been:

Washington Water Trails Association very supportive, looking for someone to take the lead.

Herreshoff's *The Compleat Cruiser*, 14' double ended, partly decked, sailing beach cruiser.

REI kayak and canoe staff is very interested.

Plywood composite construction seems heavy and centerboard leak prone.

Canoe manufacturers have skills and lightweight materials, but aren't sailors, don't respond.

NW sweep/scull shell manufacturer interested, but cost of molds too high until market proven.

Jim Soules, 8215 41st Avenue NE, Seattle, WA 98115, (206) 718-2368, Fax (206) 527-9128, email: cscascadia@igc.apc.org

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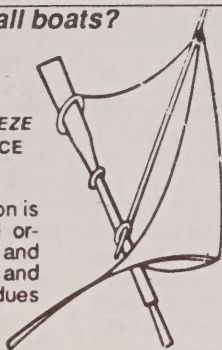
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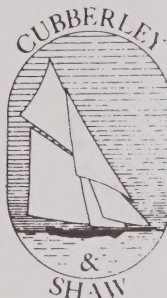


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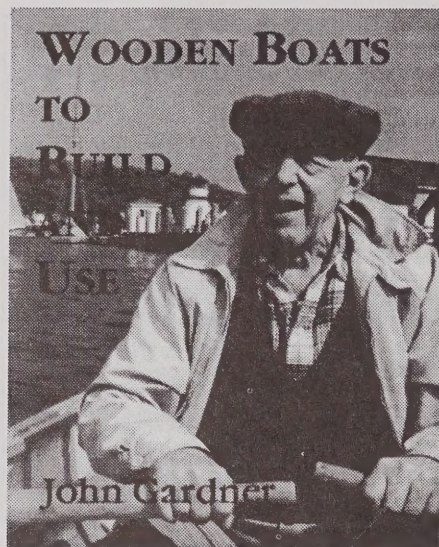
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Book Review

By Tim Weaver

With *Wooden Boats to Build and Use*, John Gardner's literary voyage ends. The last of five books and hundreds of articles, it was finished off in the last year of his life, his 90th year, a year in which congestive heart failure was to take its toll.

For those familiar with his writing, it is more of the same, an exquisite mix of essay, practical boatbuilding instruction and nicely drawn lines. This book is a match for his first, *Building Traditional Small Craft*, and perhaps better.

For John Gardner, the book was a walk down memory lane. There's the historical small boat essay with, as usual, lines and a set of plans. There's the practical family boat. There are a couple of workboats, small inshore outboard types that offer as much boat for the money as one is likely to find. There's an essay on taking off boat lines and a general essay on boatbuilding. There's an essay on the future of wooden boats, interesting, but it might be best left for last, even though it's the first piece in the book. Don't miss the 15-foot clamming skiff, heavily built and with plenty of rocker. It's an old-time Long Island Sound flatiron skiff of sorts, not a Sharpie. Shows what the demands of Long Island Sound will do to a rowboat. That clamming skiff is one rough and ready boat.

But the book's about more than this sort of thing. This book's about enthusiasm for small boats. Never has John gone to such lengths, such persuasive prose, just gems of enthusiasm for small boats, as here. The articles, there are 20, fit together, a song in praise of small craft. With each one, one's enthusiasm builds. There's no question all his books are good and a pleasure to read, no question at all, but this book gets you looking for a pile of wood and a place to start. The boats are intriguing, the stories are great, the instruction precise and the whole show is easy going.

This is a book that introduces one to small craft very nicely, and it doesn't do it the easy way. Take the historical essays, that interweaving of boat, coastline, time and man that is one of his specialties. There are three such pieces here: "A Marblehead Gunning Dory," a recap and extension of all he's done with the subject; "The Moosabec Reach Boat," a beautiful story within a story within a story, and an

intriguing boat; and "The Migration of the Hampton Boat." In the last mentioned he has chosen a boat that has got to be the perfect bare bones coastal cruiser. This book is full of good boats. If you're looking for a modern-day cruiser, there's the 22-foot outboard work skiff in Chapter 15. This is a big boat that, with a cabin, can go a lot of places and see a lot of sights, be comfortable and not break the bank too badly. Though once a boat goes over 16 feet, money, maybe disproportionately so, enters the picture and maybe needlessly.

That just might make the reader go back to Chapter Eight, 13-foot 7-inch Swampscott sailing dory skiff. Here's a family boat that does it all, but Mr. Gardner treats us to more than a good boat. This is an essay about boatbuilding, about skills that "lay latent" and are "awaiting to be awakened," about those who have built and those who have not. There's the tale of Slocum's *Liberdade*. There's the tale of George Bonnell. Our writer has pulled out the stops. Not inconsiderable literary skill is sent upon a mission. He wants a boat built. He does his part. The plans, after motivation, are 30 pages. This is as fine a piece as he ever wrote, and in doing so found a creature he claimed didn't exist, the multi-purpose version of man's best friend.

Let's move along, though. Chapter Six: 19th-century working dory. This is *Centennial*, 120 years young. This boat made the first solo Atlantic crossing, and as Gardner says, "...and it means something to be first." Let John take you on his visit with this boat.

Chapter Ten, Jonesport launch. If you like wandering the waterfront, you run into these sorts of boats. Old, kinda used up, from another time, still alive. But there's not much else before the eye. They don't talk, the guys that built them are likely as not dead or they can't remember they build them at all. Here Gardner gets into one of these hull types, and William Frost's the name. Heard the name somewhere? In an ad for an old boat, going a bit cheap most likely, might have read "Frost built." What's it mean? Find out here.

Don't pass Chapter Eleven, four oar gigs *American Star* and *General Lafayette*. This is the story behind the story of the *General Lafayette*, a reproduction of the racing gig given General Lafayette when he visited America in 1825 and built by John Gardner at Mystic Seaport about 20 years ago. As John says, "Leaving sentiment aside, the importance of the *American Star*, not only for small craft history but for the more general history of technology as well, can hardly be overestimated." For those with a long-time interest in light, fast, fixed-seat, non-nonsense rowing craft, Gardner's comments on the construction of *American Star* are of interest. Line and off-sets for *American Star* are included.

It goes on. There's the lobster boat Gardner designed and built when he worked at the Dion yard in Massachusetts. There's a garvey or two. That's about it.

That's still not the end of what the book's about. Two of the historical essays, "The Moosabec Reach Boat" and "The Migration of the Hampton Boat" go down a light traveled path. It's the path of the small, two-masted alongshore boat that sails well, or well enough, and rows well, or well enough. Of all the traditional small craft, these are some of the most interesting. Cheap to rig, they usually have free-standing masts with sprits on the fore and main sails and, maybe, have a jib. These

are endlessly fascinating boats. As a rule, they don't need a reefing system, an optional third mast step is usually part of the boat's layout, and one simply uses the smaller of the two large sails, or perhaps the larger of two sails in this mast as a reefing system. For boats that were in the water spring, summer and fall, it nicely accounted for the changes in wind conditions the seasons inevitably brought. The rigs are straightforward and squarely address a problem of the over-pressed small boat in the spring and fall.

This serendipitously opens a world of endless possibilities. These boats are like man's best friend, too, but one that's come to the house full grown. It is a scientific fact that such creatures have their ways. They've been around, faced more than a few adjustments and their share of trouble, but they still dream of sunshine, a summer day and a good master or mistress. One watches such a dog, learns his or her ways and enjoys the situation. Maybe you train the dog, maybe the dog trains you. Whatever happens, it's generally for the best. So it is with these boats. They are an endless learning experience. They are exercises in economy of thought and action. They like a new idea, say a change in rudder shape, a tweaked mast position, addition of a sail or two. These boats just may be some of the best of the past. If you like rigging, you're sunk. Hanging around the mooring, changing things for the sake of it, lacing sails, keeping track of line, plenty of line, the boat tugging in the breeze, the sun moving off everything, they are a great way to leave the cares of a more mundane world ashore. The trick is not to overdo it. The rig's the real thing with these boats and there's not a lot of information out there on the smaller two-masted boats. It's here.

So what is this book? It's a great introduction to the writing of one of our best, if not our best writer, on the subject of small boats, a writer now gone, leaving his books behind as he crossed the bar. It is also a fine book, as nice as any one will find, for the small boat fan who has decided to dig a little deeper into his or her appreciation of small boats. For the Gardner aficionado, it's a must. For someone looking for a small, manageable boat of historic origin that, nevertheless, has many uses and can be built so that it is trailer friendly, the 13-foot, seven-inch Swampscott is an interesting proposition and a family boat.

The only question left is how to appropriately buy *Wooden Boats To Build and Use*. This book deserves to be bought in a decent setting, somewhere people like boats, perhaps a regional maritime museum, for it is a book that marks an ending, divides time. This is the last book of one of the old ones, one of those who grew up amongst sights and sounds that are no more. It is, amongst other things, a "last report of things now beyond recall." And then it's time, book safely secured, to take a walk around that waterfront place, look the boats over, enjoy how they are, how out of need and simple things came much. Cathedrals they're not, but refreshing reminders of the originality of the human spirit, they are.

Note: Without Sharon Brown, John Gardner's associate at Mystic Seaport, this book might have come out differently. She has put together something out of the ordinary. Her photograph of Gardner is the book's cover and it is a wonderful one. It says it all, see it, and you've met John Gardner in his later years.

Youth At The Boathouse

By Sharon Brown
All photos by Sharon Brown

"Trust youth, give them room, permit them to develop as whole persons; ask, and set no upper limits in asking, and they will rebuild the world" (John Gardner, 1982).

Of all the John Gardner quotes read at his memorial service (November 18, 1995, Mystic Seaport, Mystic, Conn.), none generated more interest than these eloquent words he wrote about youth in 1982 (cited above) and published in *Barns, Beams and Boats* (Restorationshop, Bath, Me.) and *Sea History* (summer 1982).

"It is an anomaly of this present age that although we idealize youth, we do not trust it. Youth is shielded and pampered but denied responsibility and held back. Maturity is postponed.

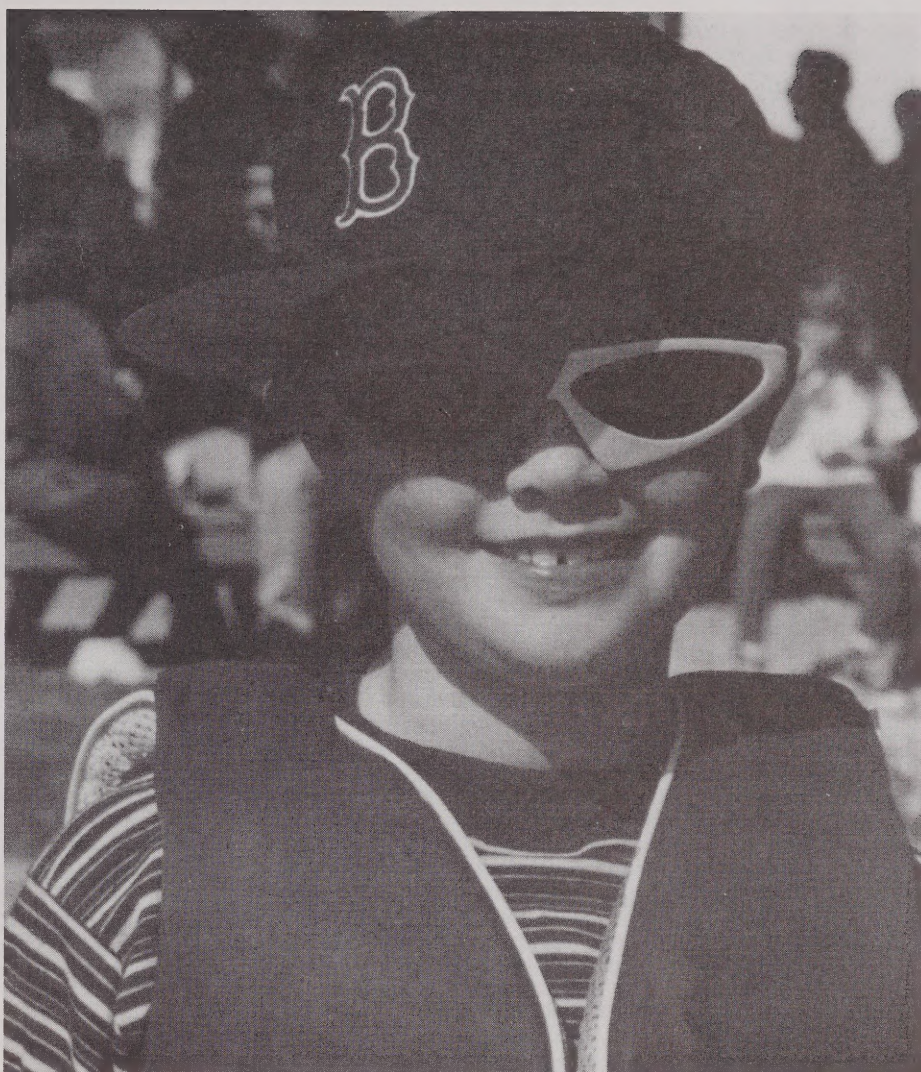
"... youth in our time is desperately eager for meaningful activity, starved for it, in fact. They badly need to be needed by others, and are ready to give unstintingly of themselves in direct measure to what is asked. They seek total commitment and will be satisfied with nothing less. Under favorable conditions they are self-reliant, resourceful, inventive, and learn amazingly fast. They are capable of sustained effort, eat up work and find hard physical labor expended in a good cause satisfying both to body and spirit."

John was an advocate of preservation of traditional small craft through use. He believed in the resilience and capability of youth, and he reiterated in various publications how small craft are the most accessible to individuals for use and for construction. He believed that youth and traditional small craft go together naturally.

While working at Mystic Seaport, John Gardner offered his expertise to boatbuilding programs for many different groups of young people. Youths associated with Riverfront Recapture, Floating The Apple, the Washington County Technical School, the Williams Mystic Maritime Studies Program and the Block Island High School benefited from his interest and counsel. John would hold seemingly impromptu tutoring sessions showing "youngsters," as he called them, how to sharpen a chisel or hold an adz. He'd send excited teenagers off with pieces of emery cloth or pull out of his canvas tote bag a tool, perhaps a plane he made, to give to a young man, a novice carpenter he thought would need a hand up in building his first boat.

No doubt in these instances he thought of himself when, as a young boy on the banks of the St. Croix River, he worked alongside his father, grandfather and uncles learning how to shape wood with hand tools, build boats, repair barns, trap game and harvest fish.

John was a teacher by training and in practice his whole life, and he never forgot the lessons learned as a boy. In fact, in later life he credited his becoming a boatbuilder to the influence of his "Grandpa Green" who, at age 10 or 11, went to work in the family boatshop and ultimately retired as a foreman in the boatshop at the former Boston Navy Yard in Charlestown, Mass. John, as a boy,



Nine-year old Michael Connors learned to row at The Boathouse in the Pete Culler-designed and built Sampan and the John Gardner-built Chamberlain dory skiff. Whether rowing his volunteer parents out to the moorings, pumping out Beetle Cats or crewing one over the flats, he proclaims his enthusiasm in wicked train whistle hoots that echo across the river.

tagged after Grandpa Green listening to his stories and learning skills at his side.

Years later, while still a student at Columbia University, John drew on these resources instructing summer campers at Maine's Pine Island Camp in the Belgrade Lakes, where he built boats with hand tools and taught boys in the workshop how to build large working model sailboats.

In the *Sea History* article John articulated examples of historically significant maritime accomplishments by young Americans, many scarcely out of their teens and without benefit of formal academic training. Such opportunities at sea are rare today. However, youth of 17 to 20 are sailing open waters and setting records circumnavigating the globe single-handed, and in the summer of 1996, a 14-year old Japanese boy became the youngest person ever to sail across the Pacific Ocean alone (*Cruising World*, December 1996). Even these accomplishments are not necessarily rewarded with praise and recognition is grudgingly bestowed.

Usually when youth are in the news today it is due to their perceived shortcomings, with an inordinate emphasis focused on those that seem to be lost in the disintegrating infra-

structure, alienated without hope and portrayed as a threat to the rest of society without possibility of redemption. In truth, the majority of young people are hard-working, applying themselves in a competitive world where they are relentlessly exploited as a consumer group, warehoused before blinking screens and exposed to societal pressures and temptations unimaginable by previous generations.

We are lucky at The Boathouse because we have the opportunity to enjoy the company of people of all ages.

The Boathouse is dependent on volunteer help for a myriad of support tasks as there are only three paid staff on duty, the skipper of the Seaport-built Crosby catboat reproduction, *Breck Marshall*, the skipper of the 1917, 26-foot Herreshoff launch, *Resolute* and the "attendant" who is responsible for supervising and overseeing the whole operation, including boat rentals and hands-on instruction. From the beginning in 1988, the volunteers, 50 to 70 in number, have been the backbone of the day to day organization. They range in age from 13 to 87 and come from every walk of life and boating expertise. Many regularly contribute in excess of 100 hours each in a season, and some continue behind the scenes

work through the winter maintaining and repairing equipment like the oars, leathers, lanyards, thole pins, and oarlocks, brainstorming on ideas for another season, or taking the time to contribute written articles. (See Boathouse volunteer John Blaiklock's article, "Broken Oar Repair" in the Spring 1996 issue of *Ash Breeze*, detailing his clever method and jig for splicing life back into broken oars.)

Young people have always used the boats and volunteered at The Boathouse, but the summer of 1996 was special in that there was a core of teenagers who first appeared one by one, as if by word of mouth, and subsequently developed into a team of talented individuals with camaraderie and esprit.

They were eager, had endless energy and it was a delight to watch them turn each other on and, in turn, derive gratification from sharing with other young people the pleasures that can be obtained from using traditional small craft. They instructed visitors about the handling qualities of particular boat designs from firsthand knowledge, they pointed out the channel, the best places to row and actively participated, offering helpful advice. Sometimes they accompanied families to coach or row or they rowed alongside shepherding or offering encouragement to bolster the tentative strokes and confidence of those not fortunate enough to work surrounded by these national treasures.

The cooperation among the young people was inspiring. They readily took to the tasks at hand, cleaning and pumping the Beetle Cats and refurling the sails, towing the Woods Hole Spritsail boat back to her mooring or towing rental boats to the dock. They kept a watchful eye through the binoculars on errant visitors, boats that rounded the point, behind the lighthouse, out of view.

They had a wonderful sense of humor and teased all relentlessly. They knowingly rowed slowly around the waterfront seductively shilling customers back to The Boathouse and, having mastered sculling, they gladly demonstrated their skills.

They caught *Breck Marshall's* lines at the dock and jumped at the opportunity to sail aboard or take the helm when her captain was doing demo sails in the morning.

They crewed for Captain Gran Beals on *Resolute*, rising to each challenge and mastering the art of interpretation, sitting aft to share with visitors their knowledge of the museum waterfront. They earned respect and, when queried, Tim Killam replied, "I would have to say that my greatest experience this summer was being on the *Resolute* working with Gran and meeting people from all over the place. I learned about where they were from and I got a chance to tell them a little about Mystic Seaport and Mystic, Connecticut. Each ride with new people was a new adventure of learning for both of us."

They shared knowledge with each other. They held impromptu races, whether it be sailing in Beetle Cats or rowing in the Good



Helmsman Eddie Murphy and crew Lucas Frey pause while demonstrating their dock landing skills in the 15-foot New Haven sharpie reproduction built by Willits Ansel in 1979.

Courtenay Bigger hands off the painter and gives last minute suggestions to a father taking his sons for rowing instruction in the 14-foot 10-inch Whitehall tender built in the Boat Shop by Barry Thomas from lines taken from a tender built circa 1910 by Rice Bros. of East Boothbay, ME.



Little Skiffs. They endured my endless hailing, calling out their names to direct them to a problem or visitors in need of assistance. They endured admonitions from older colleagues to mute their enthusiasm, to conserve their energy or expend it on less exotic chores.

On Fridays during Boathandling Classes they pumped and hauled boats, eagerly demonstrated knots, how to pick up a mooring or safely land at the dock into the wind and coached students at the oars.

They absorbed boathandling skills and helped each other. Lucas Frey, sitting in the stern of the Whitehall tender, watching attentively as he talked fellow volunteer Eddie Murphy through proper landing of the *Sandy Ford* at the dock. Again and again he coached him to hold his course, when to jibe and then ease off the sheet as Eddie turned up into the wind, brought her alongside and jumped out to take her bow line while Lucas grabbed the stern line. Later they sailed the small Sharpie and the big Swampscott together. Eventually, Eddie soloed the Beetle Cat *Wilbur Langdon*, racing in the Tuesday Night series.

The young people who volunteered at The Boathouse last year may move on to "real" summer jobs, but they will take with them skills useful throughout their lives and they will no doubt pass on themselves, to others,

the fine points of a perfect landing at the mooring or how to balance the helm of the Sharpie or how to scull a boat through tight quarters or even some interesting aspect of history they learned from a fellow volunteer three times their age.

In addition, they have learned how to interact with a diverse group of people from all over the country, to problem solve on the spot, to accept responsibility, to adapt, to expand their horizons and they have each gained self confidence and independence.

Regardless, more young people will find their way to the open Boathouse door and derive satisfaction from the skills they learn using the traditional small craft skills that will sustain them later when challenged by an unknown.

John Gardner believed that "without that direct personal experience that comes from using boats on the water, yes in caring for them, repairing and even building them, youngsters will have missed something important in growing up, nor can they be expected in later life, if they have been so deprived, to have any deep interest in the sea and things maritime" (*Wooden Boats To Build And Use*, 1996).

The things you learn as a child when you are open and absorbent are carried with you for life and may come back into focus in later years. Too often youth are belittled and talked down to, manipulated by pedagogy applied in a condescending or patronizing manner. They are to be treated as individuals and afforded the same respect expected by their elders. In general, we need to reach out more to those youth who might only need an encouraging word, to share our own passions, to teach them a skill they can learn, take pride in and pass on. They have a lot to teach us.

The photographs included capture some of the contributions made by teenage volunteers at Mystic Seaport's Boathouse.



Captions right, top to bottom:

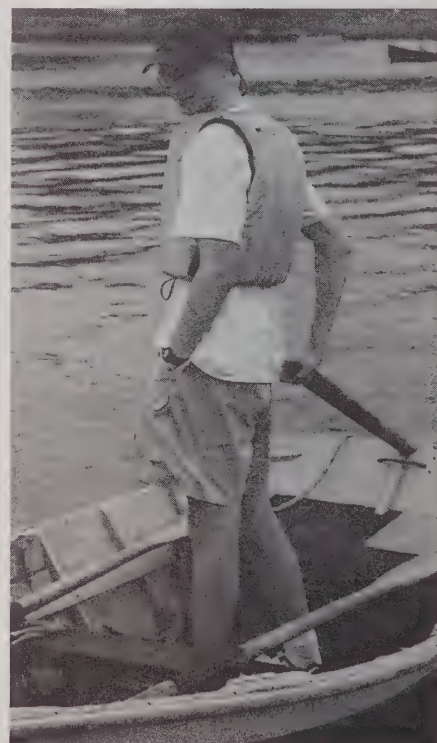
Will Reed stands by to take the lines, as a family returns to the dock after a peapod adventure on the estuary.

Volunteers Justyn Kuzel and Bill Dorr work together preparing boats for rental customers.

Keven Chaput and Tim Killam engage in peapod maneuvers, demonstrating the handling characteristics of two different models.



Clockwise from top left: Will Reed preparing the Southport pulling boat *Captain Hook* for customers undeterred by summer showers. Theresa Grills solos the Woods Hole spritsail boat *Sandy Ford*. Eddie Murphy demonstrates the art of single oar propulsion in the Pete Culler-designed and built Sampan. Courtenay Bigger rests at the oars in the 10-foot Chaisson Dory tender, *Fly*, built in Mystic Seaport's Boat Shop by Forest Lowry when he was 14 years old. Justyn Kuzel demonstrates her rowing skills in the Good Little Skiff on the Sunday morning downriver row at Small Craft Workshop.





WOODENBOAT MAGAZINE'S

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- ★ See the world's largest (nearly 500) collection of boats and ships.
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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.
- ★ Hear how rope was made in a genuine ropewalk, and how ship's ironwork was forged in a genuine shipsmith shop.
- ★ Study some of the more than 100,000 "Ships Plans" in the Museum's collection.
- ★ Watch small boats being made and talk with the craftsmen.
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Some years ago, I developed a traditional watercraft exhibit plan for New York's American Folklife Museum. In it, I was going to use three people to show how these traditions were transmitted from the working past to the recreational present. Many of you knew them: Captain Pete Culler, Bob Baker and John Gardner. Now all are gone.

Today we celebrate a departed teacher and friend. Others better qualified will talk about John's accomplishments. I'll say only that in my time at Mystic, I was nominally his boss, but in reality his student, not so much of content, but rather of philosophy, a certain integrity, outspokenness and honesty, and passion, that sometimes gets you into trouble, but which is ultimately rewarding. John was a great listener and sharp minded critic, willing to listen, advise, and persist in asking the tough question: "Why?"

John's legacy is my concern: How to keep his work going, so I tried to make my remarks the kind John might make.

National Fisherman's Dave Getchell, found his work valuable (and saleable) and gave him a column. (That is where I met

John Gardner Memorial Celebration Address

By B.A.G.Fuller, Nov. 18, 1995

John up in the Mekong.) Waldo Johnson and Ed Lynch of Mystic Seaport recruited John and gave him relatively free reign to establish a program. Publishers like Roger Taylor could once afford to publish him. Now everything is more difficult. In the nineties, we can no longer look to institutions to provide the funding that makes the Gardners of this world possible. We can no longer look to publishers to provide column inches for our interests unless we can demonstrate serious support. The free lunch is over.

In the last five years, museum based small craft programs have stagnated if not shrunk. Many like Mystic's Boathouse and the Center for Wooden Boats rely on volunteers to stay alive. Fresh programs are single purpose youth based. Yet even in our nascent virtual reality culture, "adventure" based recreation is growing: In the last year some 25 million Americans, plied a paddle. Are we missing something?

Unlike many historians, John had a clear audience-based reason for researching and presenting historic material. It was not lines in a scholarly resume or satisfying a grant hunter's demands or preservation for its own sake. His interest was practical application to today's needs. John showed us how to involve people in the activities surrounding traditional watercraft for the lessons that designing, building and using them can teach not only about the watercraft but about life.

John saw in the watercraft with which he grew up and in the values and habits of their users, much of practical benefit.

The craft were highly evolved, efficient and economical.

These working craft could be developed further both in material and design to become better adapted to their new recreational purposes.

These craft could put people on the water in moderately priced high quality boats, that they could build themselves. Craft that represent custom values in a mass produced world.

And why:

The re-creational benefit of going on waters great and small, something arrestingly different from most people's daily lives. A road that has at the same time, beauty, pleasure, challenge and risk.

The aesthetic benefit, the sense of accomplishment that people feel in building a complex finely crafted tangible object, rare in today's electronic society. Or in developing a personal relationship with a builder. Or learning efficient methods to make a boat move: A crew swinging together, the accomplishment at the back end of a Blackburn Challenge.

The values that being on the water can teach: Self reliance, teamwork, forethought (what do you do if a line gives way, the wind kicks up, someone goes

overboard...), honesty (for the sea pays a harsh penalty to those who do not play by its rules), endurance (it is not always sunny and smooth), tolerance (your crew can get irritated), modesty (a pull into a Force 5 breeze is usually humbling). Boating in traditional small craft leads naturally to an approach I call lean sailing or boating, a minimalist approach to boating and potentially to life....

Ultimately John was a teacher who could see the value of watercraft as motivators.

If we want John's work to continue it is up to us to make our voice heard, to support our interests, to become winter sailors, as Tom Paine might say.

Ideas:

Spread the word: Invite a non-affiliated to your favorite maritime museum, to a boat meet, to a ride on your boat. Lend a boat.

Publications: We complain at costs. Space is scarce in our few periodicals. Jon Wilson and Bob Hicks and Ken Steinmetz provide our periodicals, but they have limited space for major pieces. Substantive work like the new *Boats and Boating in the Adirondacks* now requires grant funding. Mystic's next *Watercraft* awaits the same. We need to buy what is out there, and encourage others to do so.

Support the struggling boatbuilder. Vocational boatbuilding was not John's interest; it would be the avocational builder and a few preservation institutions that would preserve traditional skills. Don't complain when the few that are there try to charge enough to live. If budget constrains, trade size for quality.

Community opportunities: Thanks to John and others we have relatively inexpensive efficient designs that can be built and used by youth programs. Many of us, already well boated, enjoy building. Put our skills to use in high schools, Scout groups, youth at risk groups either individually or as TSCA chapters or clubs.

Simple as well as major boat festivals can be planned and operated by volunteers. These should expand to include the non-enlightened, the general public.

Research, publication and preservation: The Museum Small Craft Association and others have put tools out. There are opportunities to use them individually or as a volunteer staff member in a museum.

Finally support institutions that promote programs in which John was interested. If we expect them to devote time and dollars to our interests, we need to contribute our time and dollars. How many of us can honestly say that we have contributed in proportion to benefits received? Organizations seeking to keep the traditional watercraft heritage alive need your interest to keep this a priority.

Without a single focal point, a leader like John, it will be more difficult. John's teaching medium was small traditional watercraft, watercraft that left little wake. But the wake he created in teaching through them is broad. Wakes are unsettling and move things around. John knew and delighted in that. Creators of wakes should be responsible for what they do. It is up to us to keep this big but beneficial boat wake moving.



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It has been over a year now since we lost John Gardner. In that time some good things have happened, things that John would have liked. International Marine brought out a combined edition of Volumes 1 and 2 of *Building Classic Small Craft*. Sharon Brown finished up designing and editing another volume of John's writing which is reviewed in this issue.

I am not sure he would have liked the many moving tributes that were published in the *Ash Breeze*, in *WoodenBoat* and elsewhere. John was probably looking at those and wishing that we would stop talking and get on with work.

So I have an idea that would insure that both John's name and his work would go on for a long time. I've been driving a lot and had some time to think. In this, I have been meditating on John, and his loss, and a way to actively memorialize him and keep the work going. What I want to do is see if there is interest in creating an endowment in John's name amongst traditional small craft enthusiasts, including readers of this magazine. My remarks, (reprinted on preceding page) at his memorial service looked to the future, to what was needed to keep interest in traditional small craft alive, and what these craft could do for people who discovered them. I noted that in the past there had been a lot of institutional support, but in these leaner days, this was drying up. It was harder to find commercial support for publication and research. In short, if we wanted to keep things going, we needed to take the oars, grab the plane, hoist the sail.

I want to test the water to see if we could raise an endowment in John's name. No one is doing this. The objective would be to be able to start a program to be administered by the TSCA to make "Gardner Grants." The goals of these grants would be several. One might be seed money for young peoples' programs: The money for materials to get a boatbuilding program underway, for example. Money might be available to help a researcher to fund some travel to get to a source, or to help publish a monograph. Funds might be available to help in measuring a boat and publishing the lines. And I am sure that given a little thought, we collectively could come up with other ideas.

Our goal should be such that the fund could provide significant help. For example, if we wanted to be able to make five grants of five hundred dollars, we would need an endowment of fifty thousand, so that the fund would not be self liquidating. Conventional wisdom in the fund raising community is that you need major gifts and pledges to come up with half the amount before you go public. We don't have this, and conventional wisdom says then that it can't be done.

But we traditional small crafters are not conventional people. If we were, we'd be in different boats. John Gardner would never have been able to get his books published and find the support to be able to teach. We need to do this as a grass roots project. And that is the way John would have wanted it.

Recognizing that most of us are pretty heavily committed, I've thought about some ways to make this happen. Say

"Gardner Grants:" Towards a John Gardner Memorial Fund

By B.A.G. Fuller

we set up something so that gifts could come as pledges over five years. While many of us might not be able to handle a single gift of a thousand dollars in a year, spread over five it looks a lot more possible. Most of us spend at least this amount in active pursuit of traditional small craft activities. Many of us have extra boats and gear which we don't use. Could we donate the proceeds of selling these (which would help spread the traditional small craft gospel) to the cause?

My thought is that amongst all of us who love traditional small craft could we raise one hundred thousand dollars! It sounds like an ambitious goal and so it is. It would not be worth even thinking about unless we had a clear idea of why we wanted to do it. That amount would give us the ability to make grants totaling five thousand a year. That's enough to buy the materials or tools needed for several youth programs, for reasonable research travel and some modest publication projects.

If we wanted, we could leverage the program further using "Gardner Grants" as challenges to recipients. If we could find 100 individuals/clubs that could take re-

sponsibility for a thousand each it would not be so hard. There may be some of us that could do more or might be willing to match some raised funds. And we are not starting from ground zero; I would take a share, and I know that there are several others who would as well.

The goal is based on what many museums use to set up named endowment funds, but we could go smaller. Half that would still let us do a lot. Ultimately I want someone a century from now who gets a Gardner Grant to know who John was and what he stood for, and that he was far more than the gentleman who gave us all the books.

What do you think? Do you think that a project like this is too ambitious? That is why initially we would want pledges rather than money. Pledges need to take us to a reasonable go/no go point. We should not start it unless we think we can succeed.

Personally, I figure that John gave us individually far more than a few hundred dollars. He gave us a life time sport/hobby/passion. When compared to the amount of time and money we actually put into our traditional small craft, it seems pretty small. It would be a way of giving back and making sure that John's name and ideas live on..... Let me know how you feel.

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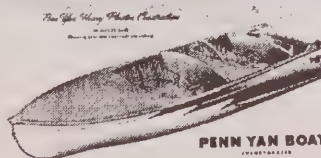
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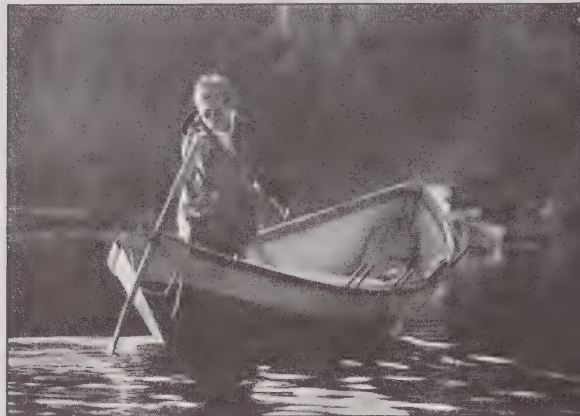
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Winter on the Water

Text and photographs by Barry Donahue



Sculling, rowing and sailing are all ways to enjoy being on the water in the winter.

Staff Photos by Barry Donahue



It started simply on a Saturday night.

A couple of phone calls and a meeting place was decided on for the next day at 7 AM. After chewing over the tides and wind direction, a port of departure was determined and the three boats were trailered to River Road in Orleans. On a falling tide and a light northwesterly breeze, the three small boats started down the river to Little Pleasant Bay, startling a trio of great blue herons who took off with some angry squawks and screeches from Frost Fish Cove. All the vessels were human powered, though the big dory brought a scrap of blue tarp for a sail and a mast and boom in case of a favorable breeze. The two dories and the Whitehall pulling boat anchored at the northern end of Sampson Island to warm up in the lee and share a thermos of coffee and some bagels.

In the warm months of summer this gathering would not be out of place but, on a January day with the temperature hovering around the freezing mark, the trio of boaters seemed to be the only human life abroad on the bay. Other life abounded on, in and above the gin-clear water. Seals followed the boat as they were rowed across Little Pleasant Bay, while waterfowl flew above or gathered in rafts scattered around the water.

A scene like this that sounds too good to be true even here on Cape Cod, where cars, houses and humans seem to outnumber even the gulls at times, is available to anyone with small boat on a trailer or kayak or canoe on the roof of their car, providing they take few safety precautions:

Remember, the water is cold this time of year. Not just bone chilling cold but deadly cold. Five minutes overboard, even with your best set of long johns and your personal flotation device, still make you a statistic.

A true weather eye must be kept out for wind, weather and tide conditions. Don't be afraid not to go out if it looks a bit nasty outside.

Layer your clothing and ventilate as you warm up. Take along an extra set of clothing in a waterproof bag.

Be sure to always tell someone where you are going and about what time you'll be back.

While the dangers are very real, getting on the water in the winter can be as satisfying and aerobically challenging as going cross-country skiing, and a lot more reliable an outdoor activity, given Cape Cod snow conditions.

Don't Forget the Ponds

This is also a perfect time of year to explore the ponds and creeks of the Cape. A small kayak opens new worlds to a paddler hardy enough to search out the ponds with names like No Bottom in Brewster and or Moody Pond in Mashpee. One can explore the larger reaches of Long Pond in Harwich or Wequaquet Lake in Barnstable without the buzz of jet skis or wakes from over-powered outboards. Cruising the icy edges of these places in the company of wintering loons or buffleheads gives the paddler the feeling of exploring the water of Baffin Bay without hitting double figures on your car's odometer.

If you are getting involved in winter paddling or rowing for the first time, seek out those who have done it be-

fore. Talk to the folks at EMS in Hyannis or the Goose Hummock Shop in Orleans. Both stores sell kayaks and canoes and have sales staff who are experienced in all conditions and can direct you toward the proper gear. The Cape Cod Viking Rowing Club offers organized trips in the winter for rowers.

Remember what they say in the west of Ireland: "A man who is not afraid of the sea will soon be drowned for he will be going out when he shouldn't. But we do be afraid of the sea, and we do only be drowned now and again."

Barry Donahue, an avid boater no matter what the season, is the photo editor for Cape Cod Community Newspapers.

Five Trips for Small Boats

1. Pamet River, Truro: Boats can be launched from the ramp at the end of Depot Street. A very tide-dependent trip; try to start two hours or so before high tide. Follow the tide up the Pamet River. The shoreline has an abundance of birds and wildlife. Maybe you'll see the Pamet puma while you are out there...

2. Hemenway Landing, Eastham: This landing, which afford great views of Nauset Marsh, is located at the end of Hemenway Road off Route 6 East, just below the turn-off to Fort Hill. Boats can be launched at the ramp at the parking lot. Another very tide-dependent trip; two or three hours before high tide depending on the draft of your vessel, is the best time to go. Some of the best birdwatching on the Atlantic coast is in and along Nauset Marsh. There are great views of the outer beach and the Coast Guard Station in Eastham. Head west and explore Salt Pond and take a walk up to the Cape Cod National Seashore Visitors Center there, or head east and land at Fort Hill for a hike.

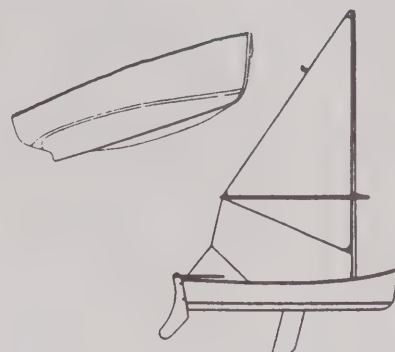
3. The River, Orleans: Boats can be launched at any tide from the town landing at River Road, located off School Street (off Main Street), East Orleans, just before the Town Hall. Head north for a trip into Meetinghouse Pond or head south down The River to land at Kent's Point. For those who want to get some miles under their keel, continue south toward Namequoit Point and Little Pleasant Bay. At this time of year be very aware of wind direction; the northwesterly breeze can make for a tough pull or paddle home from the bay.

4. Bass River, Yarmouth: Boats can be launched from the ramp area near the High Bank Road Bridge. Again make the tide your friend, depending if you go north or south on the river. The upper reaches of the river can be perfect for first-time paddlers just getting their feet wet (hopefully not). Beware of the approaches to the Route 6 bridge and the railroad bridge heading downstream; a very nasty and potentially dangerous current exists. The banks of the river and the upper ponds abound with wildlife. Look for Viking Rock which legend says was a mooring for visiting Scandinavian explorers.

5. Oyster Harbors, Osterville: Boats can be launched at this time of the year without much of a hassle for parking at the landing off Bridge Street near the Wianno Club. Not a great ramp for trailers, but it's just fine for those who car-top. Head in any direction around Great Island for views of some of the most spectacular homes this side of Newport. The circumnavigation of Great Island also gives boaters a glimpse of Nantucket Sound as you slide through the Seapuit River bordered by Dead Neck to the south and waterfront homes to the north. Again at this time of year beware of a northwesterly wind heading through Cotuit Bay; a nasty chop can develop very quickly. This is a very pleasant trip that takes one through the home of the world famous Cotuit oyster and the Crosby Boat Yard, the home of the Cape Cod catboat.

Enjoy the water side of the Cape, always take a friend and be careful. If it looks like it might be too windy or too rough out there, stay ashore; there's always next week.

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A drifter. Perhaps Petit Lande at right.

One could happily lay around La Rochelle all summer, so it was all too soon that time came for the next leg, down the bay and up the River Charente to Rochefort.

This is to be a serious race as far as the river entrance and everybody, *Anna* included, is going to really sail except, of course, the *Ernest Brown*, a rusty old World War II tug converted to diesel. Her owner/captain, a very pleasant Frenchman, keeps her registered in England because French regulations would have her on the scrap heap in a minute. She didn't do Ireland but came straight down from Bristol.

Leaving La Rochelle. A typical long bowsprit.

A Summer Abroad Part 5 Racing to Rochefort

By Jim Thayer

It's a very light air, overcast day and at quite a distance we can hear *Ernest Brown* thumping along at about 150 rpm trying to

match our pace. We are a small fleet, mostly gaffers, and all wood except *Ernest*. Largest are the French navy twin goelettes, *Etoile* and *Belle Poule*. Next is another French training ship, *Mutin*. She is curious in that she is steered by a tiller, worked with a tackle by a fellow on a platform about chest high above the deck. This results in quite a lot of activity by the helmsman when docking.

It was a pretty slow day, but it gave us a chance to see some fine boats up close. By mid afternoon we were obviously out of the running, so Sasha fired up and made tracks for Rochefort to be sure of the lock opening.

There are numerous raised platforms along the banks which support a shack and a small derrick for raising a large dip net. Assuming they work like the smaller ones near the lock, they are just cranked up periodically and catch whoever is swimming by at the moment. No bait is used.

Rochefort was established as a navy base and was put on the first good high ground up the river. The river is easily defended and the surrounding country is marsh over which it would be difficult to mount an assault.

We had heard that the lock approach was difficult with any tide running. Sure enough! On the first try we are swept sideways up the river. Coming back for number two it begins to rain chats et chiens. Taking no notice, Sasha keeps the power on right for the wall. The people on the quad begin moving back and, as the bowsprit comes over the quad, some run up and give us a push back. We stop with a foot or two to spare. Sasha has the range now and we grease it to an ovation from the crowd. As we tie up, the sun comes out and puts a golden glow on the woodwork.

The commercial basin is quite large and there are a couple of ships unloading logs and lumber. Some logs are sawn and then reassembled so that the boards can be matched. It must be a show to get these big guys into the lock.



Rochefort is a planned town on the order of D.C., having monumental buildings and a grid of wide avenues. As is my custom, I spent a lot of time on the hoof. On the way to town one passed the pleasure boat basin which contained a assemblage of glass boats much like one sees in the U.S. As at home they seldom go anywhere, and with reason, considering the river trip to go sailing and the need to make the lock.

The naval base, being ill adapted to the modern navy, was allowed to fall into ruin but has been restored in recent years. Of particular interest are the drydocks, one of which is the world's first. The centerpiece of the place is the Corderie Royale, the rope works, something over 300 meters long. Part of it has been turned into a free museum. As in Bristol, the crews had free run of the museums and other attractions.

The only social function scheduled was a reception at some naval headquarters. Jean Marc, Didier and I set off in high hopes, leaving a disconsolate Vadim on watch. We were running late and, although I knew the general location, the boys stopped at some sort of military barracks to get pinpoint info. After much discussion and working up to the sergeant of the guard, we apparently still hadn't learned anything so left with, I'm guessing, some derogatory comments about the state of local knowledge. Further along Didier insisted on interviewing a shopkeeper, much to the annoyance of Jean Marc, who kept walking.

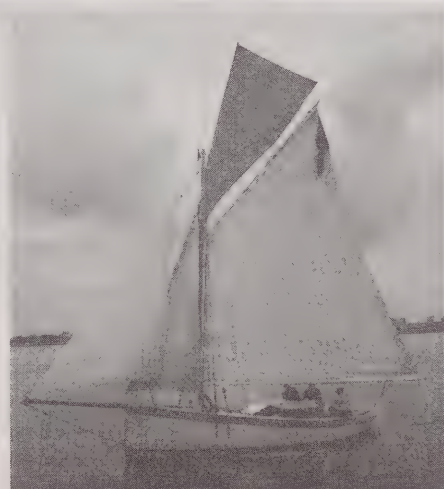
Of course, the festivities didn't start till well after we had arrived and weren't at all what we had come for. It turned out to be an initiation of several men, including Bob Fitzgerald, captain of the only American boat making the circuit, into the local wine society. There were interminable speeches and heartfelt promises to drink nothing but the local pride and joy for the rest of their days. It's a good local fortified wine that was ubiquitous from the moment we tied up in La Rochelle. It's good, but, standing in the hot sun it's best to cut it by half with water.

There were also parties aboard the larger boats in the basin. The general rule is to just grab a bottle of whatever is handy and look for a gathering. If there is a guitar or an accordion, that's a plus.

The next leg was to Penzance in Cornwall, which I felt might be a little redundant. Keith had mentioned that the *Annabel J.* could use a crew as far as La Trinite, so I said my good-bye and moved aboard the fancy pilot cutter. Concurrently, Noreen, who was anxious to get home, abandoned the *AJ* for the *Anna*.



Belle Poule or Etoile. They are just alike.



Typical small boat except for rust. Most are kept to a high standard.

World War II class tug *Ernest Brown*.





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“Handy Billy” A William Hand Concept Revisited

By Harry Bryan

Between the years 1900 and 1920 William Hand developed V-bottomed runabouts designed to make the best use of the motors available at the time. The hull shape was developed to contend with the short steep seas and stiff breezes of Buzzard's Bay off Hand's home port of New Bedford, Massachusetts.

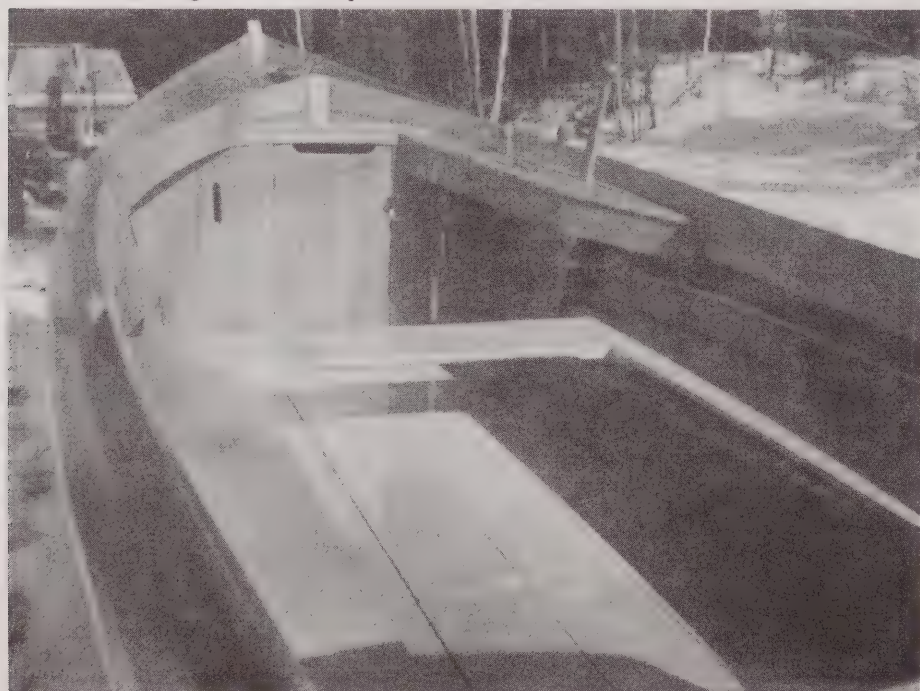
We have taken Hand's successful work and blended it with modern power technology to create a new design while always keeping the following principles in mind: 1) the boat must be seaworthy, 2) it should be highly efficient in its use of fuel, 3) it should be unusually quiet, 4) it must be good looking.

Seaworthiness: Hand's V-bottom craft had a high easy entry for meeting the waves and moderate beam flowing to a narrow transom sitting at the water's surface. Moderate beam and a narrow transom give efficiency at low and medium speeds. These features have been abandoned by the modern outboard runabout which drags its wide or deep-V transom at the slow speeds dictated by crowded conditions or rough water. The presumed

safety of fast planing boats comes from an assumption that one can reach shelter quickly when the weather deteriorates. In truth, their high speed can't be maintained when the going gets rough.

The hulls that Hand developed do not skip along on the surface of the water like fully planing hulls. They will, however, knife through the water at well over displacement speeds. In 1908 he launched the "Squke", an 18 footer which achieved 16 miles per hour with a 10hp motor. Hand commented that he could recommend the boats without reservation as wholesome, steady, fine little sea-boats, capable of really surprising speed.

As the V-bottom concept evolved and more powerful motors became available, other designers such as John L. Hacker, George Crouch, and C. Raymond Hunt led the way with wider, faster (but less seakindly) boats. In these new developments, the soft, sweet, loping ride of the early Hand designed boats was left behind. We believe we have captured what was lost and offer it in our new launch.



Power and Efficiency: It is our opinion that 68hp (which is the average used by the North American boater) is excessive for recreational needs. Power is needed for speed, but speed has a largely negative effect on recreation as it contributes to increased danger and noise both for the occupants of the boat and other people within its sphere of influence. Expense of operation (both in purchase price and fuel cost) increases with speed.

We have chosen a 15hp four cycle engine as powerful enough for moderate speed yet small enough to be efficient. It is also light weight and relatively inexpensive. At the present time, four cycle technology is vastly superior to two cycle in fuel use and in reducing pollutants. It is also quiet.

Quiet Operation: Motor boats have always carried with them the burden of noise. There are some people who consider noise a fine thing and create exhaust systems that maximize sound, presumably to impress others. Our launch has been created for those who think otherwise. Noise is stress, both for the occupants of the boat and those within hearing range of its operation.

While four cycle engines are inherently quieter than two cycle, we have gone beyond this by placing the engine within the hull and surrounding it with acoustic insulation. The result is probably the most quiet outboard boat on the market. The benefit is easy conversation, greater awareness of surroundings, and far less intrusion on others.

Good Looks: A priority in the design of all our boats is a commitment to traditional good looks. Aesthetic quality is *built into* any good design. It is not a veneer to be applied after the basic structure is complete. Even though they may not hear you coming, we think that those who notice will agree.

Construction: Our launch is built with essentially the same techniques used by William Hand eighty years ago. The batten seam hull is planked with northern white cedar over oak frames and keel. Ash, oak, hackmatack, spruce and black locust are used where appropriate. We have sealed end grain and faying surfaces with epoxy and polyurethane.

Harry Bryan, Bryan Boatbuilding, RR 4, St. George, NB, EOG 2Y0, Canada, (506) 755-2486.

Exploration 18

By Jean Grenier

At a time when boat lovers wish to really maximize the enjoyment of their leisure time, my Exploration 18 represents a clear alternative for centerboard sailing at a reasonable cost. Inspired from British daysailers, she has already made her mark amongst small boat experts. She was designed by me at Levis following a lengthy period of training in traditional boat construction in Britain.

Exploration 18 lends herself easily to group (campers), family or individual activities. This strong beautiful boat is ideal for day trips (sailing, rowing, motor) fishing, sports training (sailing, rowing) or coastal cruising. As a versatile boat, she is equally at home thrashing to windward in estuaries and bays or pottering about in rivers or lakes.

Exploration 18 is built with modern material for minimum maintenance, and achieves a surprising marriage of stability and performance. She is an ideal trail-and-sail boat easily handled by one person and able to accommodate four adults without crowding. She can be launched and sailed by a young teenager or an old adult thanks to the simplicity and light weight of the gunter rig.

Her hull is made of high quality fiberglass for lightness and strength. The hydrofoil centre plate is made of galvanized cast iron. Her interior is finished with finest quality woods, principally mahogany marine plywood saturated with epoxy resin and protected by three coats of marine varnish. A stainless steel keel band running from stem head to the stern is designed to prevent keel damage when beaching.

Foam filled tanks provide positive built-in buoyancy ensuring that she will always float even if swamped. A bilge pump is fitted beside the centerboard trunk. Ample storage space is available in a watertight compartment under the aft deck as well as under the side benches. For safe shallow water sailing a kick up rudder adds to the ease of sailing her.

The gunter rig has been chosen for its simplicity and efficiency. The spars are made of finest quality spruce and fit snugly inside the boat for trailering or wintering. The mast is short, light and easy to manage. Stepping and rigging her is a one-person job taking a matter of minutes. The sails are made of white Dacron 5 oz (beige or tanbark are optional) and the mainsail has two reef points. To protect the interior while she is not in use, a waterproof boat cover is provided.

Adding to her potential, a pair of oars, five oarlocks and two rowing stations permit rowing as an agreeable alternative. A bracket has also been included aft for an outboard motor (2.5hp to 4.5hp).

An optional tent can be attached at the bow and over the boom so it can easily accommodate two people during a coastal cruise or camping vacation. An optional trailer (we suggest with rollers) is her natural complement, allowing her to be launched and recovered easily, transported



wherever one wishes to explore and permitting her to be kept at home eliminating expensive marina fees.

Vessar, 2039 Chemin du Fleuve, St. Romuald, PQ, G6W 1X9, Canada, (418) 834-0846.



Specifications:

LOA	18'
LWL	17.2'
Beam	5'
Draft (Centerboard Up)	10"
Draft (Centerboard Down)	3.8"
Sail Area	172sf
Main	143sf
Jib	29sf
Mast Height (Yard Up)	22.6'
Mast Height (Yard Down)	15.6'
Centerboard	135lbs
Total Weight	680lbs.



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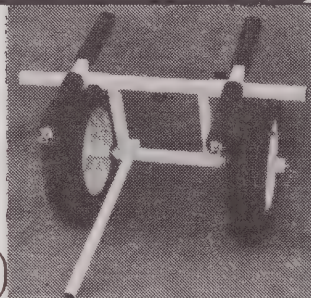
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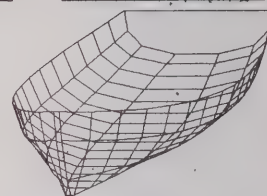
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 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area
- Prints out:
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- Printer support:
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- Sail rig design:
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



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

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

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

- **Modeling:**

Scale up or down .01 to 10X

In model scale do:

Table of offsets
 All .DXF files
 Plywood layout
 Bulkheads

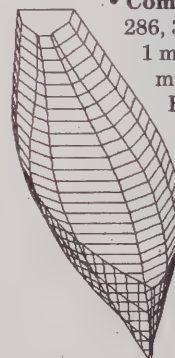
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 minimum

Runs in DOS

No co-processor
 needed

1.44 meg hard
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The Lost Allure of Ferro-Cement

By Hans Waecker

In 1967 almost all the boating magazines carried articles about the "new" boat building material, "ferro-cement", a heavily steel-reinforced, concrete material developed by an Italian professor, Dr. Nervi, primarily for building large, free-standing dome structures. Ferro-cement had been used very successfully in boat hull construction, especially for commercial vessels in the lesser developed countries of the world, as the material had outstanding properties of strength and abrasion resistance as well as being easily repairable by unskilled labor with readily available materials.

The general tenor of the articles dealt with the simplicity of construction and the low cost of ferro-cement as the way for persons of moderate means to achieve the dreams of their lives. "A 35-footer for under \$3500!" I shall elaborate on the fallacy of this concept later.

At the time we owned a summer cottage, now our year-round home, on an island off the coast of Maine. "Wouldn't it be great to have a boat in the water year-round, without having to worry about flotsam or skim ice in the winter? One could get to the island any time!" So our thinking went.

Windboats, Ltd., builders in ferro-cement in England, were unquestionably the leaders in the field with their Seacrete formula, the only Lloyds-approved ferro-cement construction, with a 100 A1 rating.

There began a lively correspondence with Windboats, which resulted in the purchase of a 35-foot Seacrete hull with a Lister diesel engine. This hull/engine combination arrived in the U.S. just in time for the 1968 Boat Show in Boston, and is still in use now, almost 30 years later.

The interest of the public in this "concrete" hull was overwhelming. "We could possibly act as agent for Seacrete!" However, T. McDonald Hagenbach, owner/director of Windboats, convinced us that it would be more

realistic to build the boats right here in the States.

So we signed a licensing agreement with Windboats, went to England to learn the Seacrete process, formed our own "Marinecrete" Company and, for the construction of our first ferro-cement hull, a 32'x16' catboat, we "imported" a crew from Windboats.

The earlier alluded to "fallacy" became rapidly apparent. True, the concrete component of the construction was comparatively inexpensive. Even the steel rods and mesh were still within reasonable limits.

The construction, however, was terribly labor intensive, acceptable for the individual boat builder, maybe, but not so for a commercial builder.

Marinecrete had a permanent eight-person crew, including welders and "gofers." At concreting time, however, when another six-person plastering crew finished the hulls, the cost went right through the roof.

The abovementioned "dreamers" did not realize that the cost of a boat hull, regardless of building material, constitutes approximately only one-fourth to one-third of the cost of the completed boat. Costs for joiner work, rigging, propulsion and steering are practically identical and independent of hull material.

In a sense, we at Marinecrete were "dreamers" ourselves, and rather naive ones at that! We thought that boat building could be done "on the side," in addition to another full-time occupation (like being a physician). "We build a boat, make a little profit, use it to build another boat and so on." How naive could one be! It soon became obvious that work slowed down at the yard when the physician/owner was at his main occupation and, when he was at the yard, no income was generated in the office.

Lack of overall business experience was another factor which should have been, but

was not, apparent, particularly when it came to cost calculation. For instance, a "hole" in an area of ferro-cement was not just a "hole." It had to be built. A steel ring had to be welded into the mesh prior to applying the concrete. This, of course, was an additional expense which had not been calculated into the cost. When multiplied by maybe ten "holes" (e.g., in the floors where shafts and hoses had to be routed through), this resulted in a substantial cost overrun.

Another unexpected problem arose with the 42-foot Pinky. The owner insisted on Lloyds supervision for his boat. This, in itself, was no problem, since Seacrete construction had previously been approved by Lloyds and assigned a 100 A1 rating. The "hitch" came when the designer, Tom Colvin, submitted the plans to Lloyds for approval. He included a sheet for his own ferro-cement construction which, although perfectly adequate, was different from Seacrete and, therefore, not acceptable to Lloyds. It took two months to sort out the problem while eight men twiddled their thumbs. Luckily the owner was a reasonable person and absorbed some of the extra cost.

An offer by another person to buy into the business was rejected for fear that this other person would take over the business. In retrospect, of course, this would have been the logical solution for the lacking supervision at the yard.

So it was that, after construction of four hulls, a 48-foot Alden design, a 32-foot catboat, a 42-foot and a 32-foot Pinky schooner, Marinecrete was broke. A consolation was the tremendous amount of new knowledge gained as well as the meeting of, and making friends with, many wonderful and interesting people, an experience not to be missed regardless of "tuition" paid.

Photo: The 42' Colvin designed pinky schooner built in ferro-cement to Lloyd's 100 A1 rating by us in 1969 at Marinecrete of New England.

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Bunsen Burner

By Bill Kirk

I guess it was somewhere about 1973 when Teri, my mate, suggested that I build another boat before the kiddies got too big. So I started shopping around for a suitably designed family size boat that could be built in my backyard. The first boat that I built was a 20-ft. Al Mason Caranita sloop. This boat was sold a few years later to add to the house buying fund. I do admit that I did shed a tear as that young fellow and his girlfriend sailed away from the finger pier at the Caven Point Yacht Club.

As luck would have it, a good friend of mine, John Vitale, Jr., just happened to have a set of plans on hand, but had given up on the building part. I guess after looking at all of those angles, frames, knees, carlins, bolts, screws, nails, glue needed, planking and all of the other minor details, the energy just seemed to ooze out of him for such an ambitious undertaking. Anyhow, John donated the paperwork and I got down to business of lofting the plans, determining what and how much white oak I would be needing for that framing and floors, building the oversize bench to lay out, cut and drill the bolt holes in the frames and gussets, soak them overnight in a wood preservative and assemble everything.

In September 1975 I drove the 3"x3" piles into the backyard lawn and built the platform onto which the upside down hull was to be constructed, and that brought out the neighbors with the thought of, "What's this dang fool up to now?"

While building this second boat, a 32-ft. ketch designed by Edward (Ted) Brewer with the design name Tern, I was racking my brain on how to melt some 4,200 pounds (1,950 kg) of lead and be able to pour it, from what and into what? That's a gawd-awful bucketful of metal to be purchased, stowed, melted and cast. Anyhow, it took me almost six months of junkyard scrounging before I finally accumulated sufficient lead to begin the search for sufficient fire-making equipment to melt this batch. I was lucky in one sense, the junkyard dealer from whom I purchased most of my scrap lead donated a steel, heavy gauge receptacle to use. All I had to do was to have a heavy steel plate drilled and tapped for the pipe elbow and welded on the bottom to accept piping to the ballast keel mold form.

While wracking my brain over this melting thing, Andy Fedoranko, another home boatbuilder who lived in Bayonne N.J., was building *Marco Polo*, a three mast schooner designed by Nat Herrishoff. On a visit, the talk got around to ballast and Andy suggested a design that was so simple I could kick my butt for not remembering this principal from my college days. Anyhow, I'm going to pass on this little bit of trivia in the hopes that someone may make use of it. It is nothing more than a giant oversize Bunsen burner, using diesel oil for fuel and the blower end of a vacuum cleaner for the forced air.

I will grant that propane is hotter, but this is less expensive and can be stored for future use or loaned out to a buddy when he builds his boat.

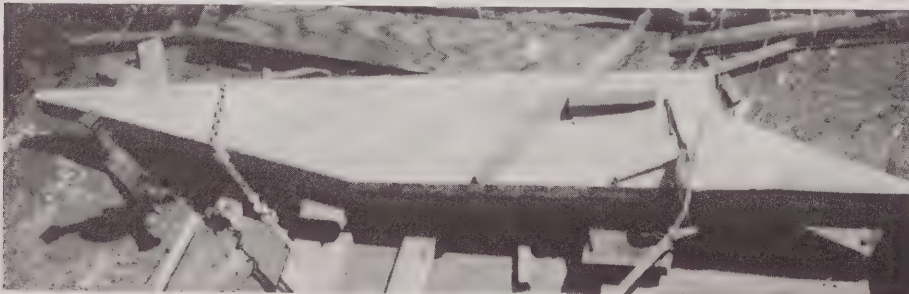


Melt underway, note fuel source, fuel feed tubes and vacuum cleaners for forced air. Three burners used to guarantee sufficient heat.



From left: The 1-qt. size burner; the pipe cap for the 1-gal. size with holes drilled; and the assembled 1-gal. size burner.

Ballast ready for layout and drilling 1-in. diameter bolt hole. Lead section at left. Gawd, but that beast was heavy!



The basic components are:

1. Vacuum cleaner(s) with the ability to blow as well as suck in air. One for each empty, clean, 1-gallon paint can.

2. As many empty 1-gallon paint cans as are needed.

3. A 3- to 5-gallon can with a bottom spout to be used as a feed source of diesel fuel with shutoff valve.

4. Receptacle(s) of sufficient size to contain the lead to be melted.

5. Electrical outlet to energize the vacuum cleaner/blower(s).

6. Cast iron pipe caps, the size that will be a snug fit into a 1-gallon paint can.

7. Sufficient 3/8-in. (9.5mm) inside diameter flexible fuel feed hose.

8. Steel pipe, outside diameter 3/8-in. (1/8-in. pipe size) to feed fuel to burner(s).

9. Some sort of clamp arrangement to regulate the fuel flow in each of the hoses leading to each burner.

10. "Y" or "T" connections for the flexible hose(s) if more than one burner is needed. May be plastic.

The only real labor necessary for putting this thing together is the drilling of a multitude of 5/32" or 3/16" diameter holes around the circumference of each cast iron pipe cap in order to admit the forced air from the vacuum cleaners blowers into the fire chamber, one hole drilled and threaded to accept the pipe fuel feed tube and, of course, putting all of this stuff together. A thought here, I really don't know if the holes should be drilled in the top, middle or the bottom portion of the pipe cap circumference for greater fuel combustion efficiency. Mine were drilled where convenient around the circumference and it did a creditable job. But then again, once all of this stuff is together, this is the beginning of the fun part.

I found out that you cannot drill too many of these air admitting holes in the caps, but you can drill too few. There has to be a lot of air or these things just ain't gonna work right

to generate sufficient heat due to the lack of air. I had drilled four rows of 5/32" holes on half-inch centers all around the circumference of the cast iron pipe caps. The fuel feed tube hole in the cap was threaded for the 1/8-in. diameter pipe and the pipe was long enough to be outside of the heated chamber, containing the Bunsen burners, so as not to melt the flexible hose feeding the fuel from the source.

Clamping pressure to constrict fuel feed? That's something that is determined when the fire is started. Glamps are usually on hand so there is no cost involved. Valves for each hose can increase cash flow, which is a very undesirable situation where a one-off shot is being made. Too much fuel and the dang things smoke like the devil, too little and it won't fire properly. When everything is going right there is a nice blue flame about 12 to 15 inches high with a gawd-awful roar, well, not too gawd awful loud, but they can be noisy, and everything sure gets hot real quick. Anyhow, making use of three of these Bunsen burners, it took me about two-and-a-half hours of cooking to melt 4,200 pounds of lead and about three minutes to pour the lot into the plywood and asbestos-lined mold. I also had around 75 pounds of lead in another pot that was in reserve to take care of the shrink hole that would develop as the melt cooled. I had another small burner, made from a 1-qt. can with a pipe cap to fit under the 2-in. pipe feeding the mold so that the lead wouldn't solidify when it hit the cold pipe after opening the valve.

These type of burners are very easy to start. A bit of diesel fuel saturated paper or cotton waste in the bottom of the pipe cap which is ignited, the fuel flow started, the blowers turned on and the fuel flow regulated to give a nice blue flame. A one, two, three operation.

As used, these burners were set up and supported in the most efficient position. Sand was then poured around the burners to support them and to protect the metal forced air tubes from excessive heat.

1. 5/32 "or 3/16" diameter holes, 4 rows on 1/2" centers

2. Plumber's cast iron pipe cap.

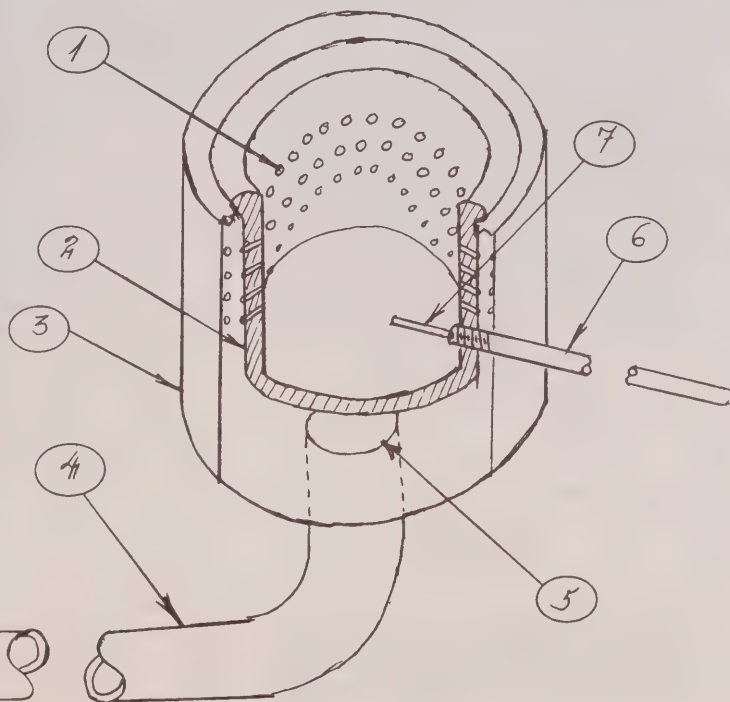
3. Pint can, 1 gallon size, cleaned.

4. Metal tube from vacuum cleaner. Forced air source.

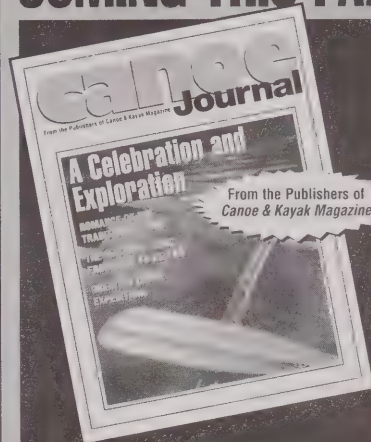
5. Hole in bottom of paint can to accomodate vacuum cleaner tube.

6. Fuel feed tube, 1/8" pipe.

7. Optional small inside diameter tube to conduct the fuel to the fire pot center.



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11'6" x 2'0"

Photo by John C. Harris

John Harris was thinking of building a boat to my old BEEK experimental canoe, but wisely inquired if we'd had a better idea. We had, and rather than go through the usual discussion period, we roughed out a new design in about three hours on two sheets of typewriter paper. Crude as it looks, it's all here, and he built the hulls for two of them over a weekend. He rigged them with spars and sails that happened to be on hand, but agrees with us that the designed gaff rig might be better.

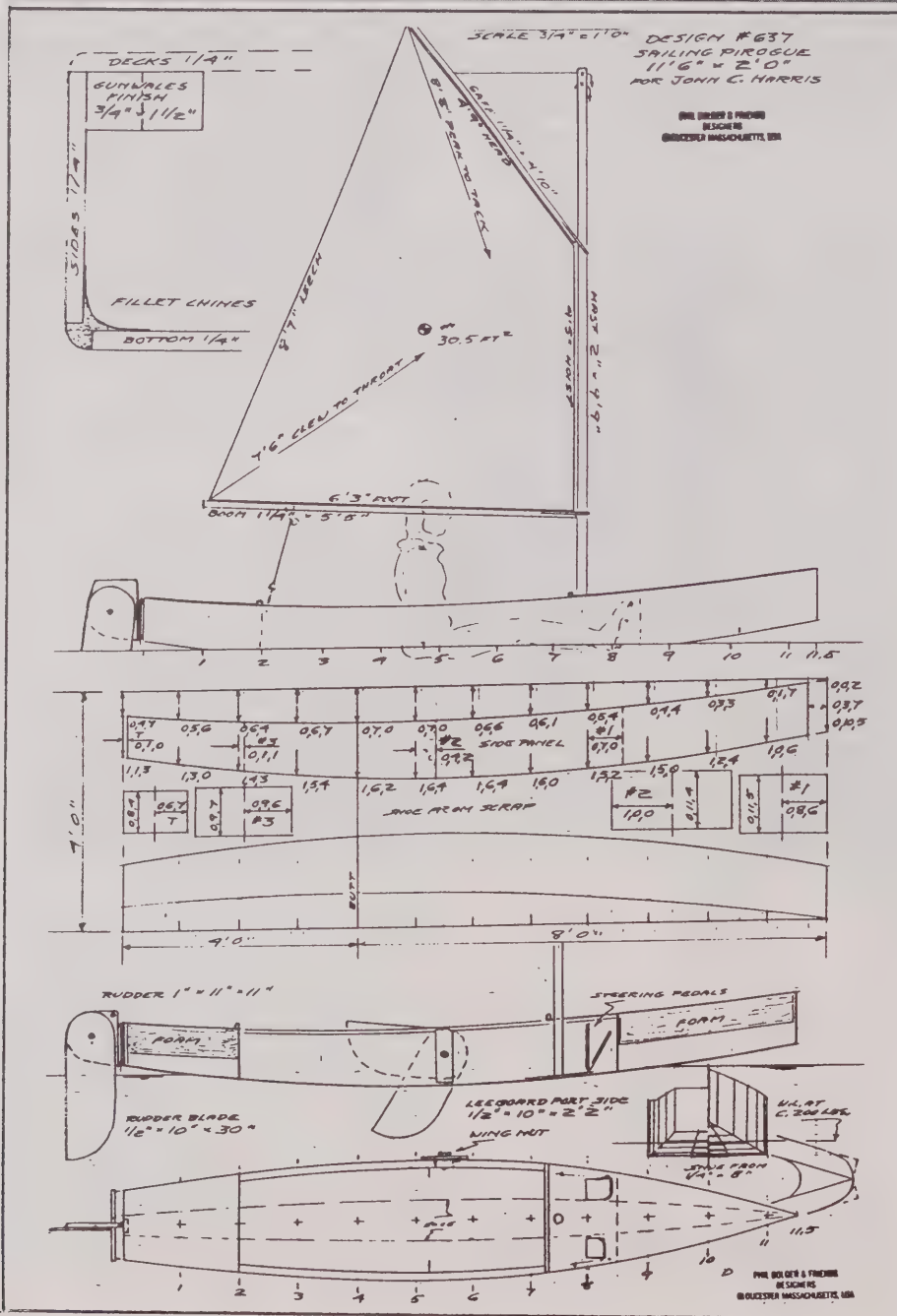
John says, "They tack, jibe, and point convincingly, the big rudder imparts crisp control. Speed is good. Stability is surprising." He thinks they're an improvement, to sail, on most kayaks, so-so with a double paddle, needing some rudder to track, of course. He substituted a drag link instead of the yoke and lines to foot pedals, indicated on the drawing, for more positive control. I have trouble with drag link tillers, which work in the opposite sense to my programming, but they work very clearly if the transverse tiller on the rudder head is long enough.

With the designed foam, this boat floats high on her sides when swamped and is not hard to right, though getting back in after righting her must be acrobatic.

Boats like this are a throwback to the 19th century sailing canoes, before racing forced canoers first up on the gunwale and later out on sliding seats. The comparatively low position of the sailor makes them a little less tricky than the later types. With sail furled, drifting or anchored, it's possible to sleep quite safely in the 6-1/2 foot by 22 inch well. With a pile of cushions or backrest, sailing in a reclining position with head raised on a rest, is comfortable and gives a low center of gravity. The body supports need to be slippery to allow the sailor to slide her weight a little to the weather side. The main drawback is that you can't turn your head to see astern, rear-view mirrors would help but don't give a wide view at a glance.

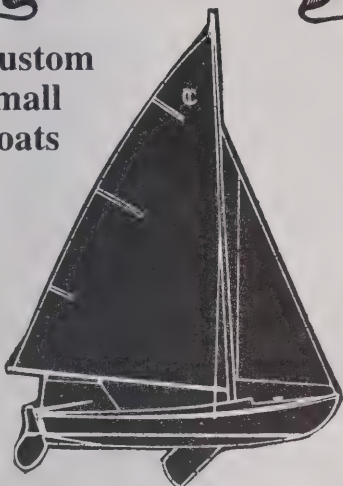
In contemporary terms, these boats are about halfway between a board boat and a sailing kayak in performance, convenience and hazards. Built with a nice and imaginative finish, as John Harris (a professional boatbuilder) did, they don't look at all crude, either ashore or under sail.

Plans are printed complete. It would be appreciated if people who build them would volunteer a \$25 royalty on each boat or, if built for sale, 2% of the sale price. For that amount we'll supply copies of the plans at the original 3/4" to the foot scale (on 8-1/2" by 11" sheets) and field brief questions about them.



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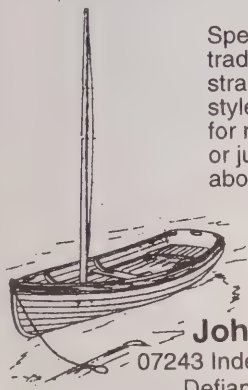
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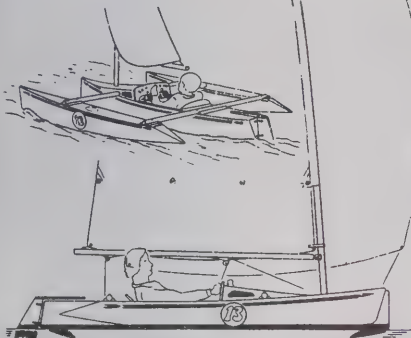
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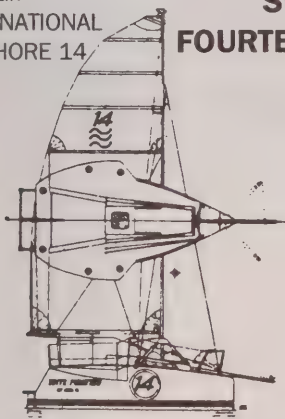
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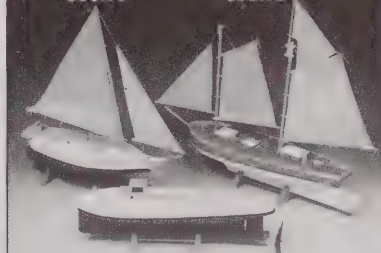
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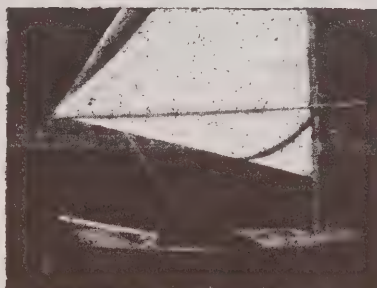
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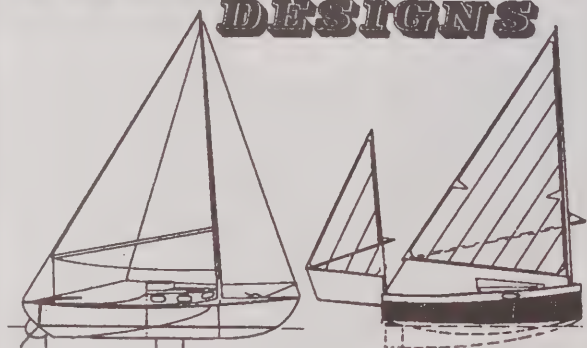
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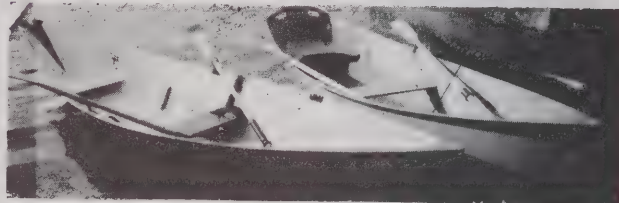
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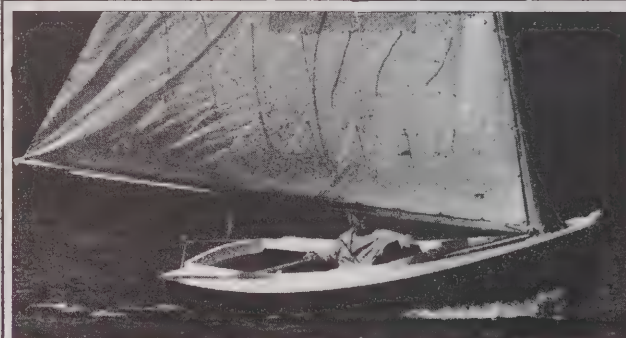
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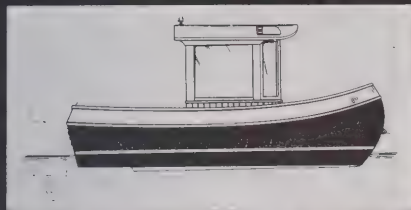
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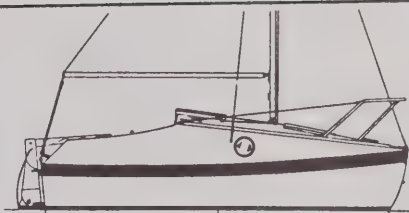
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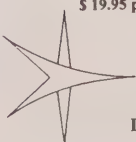
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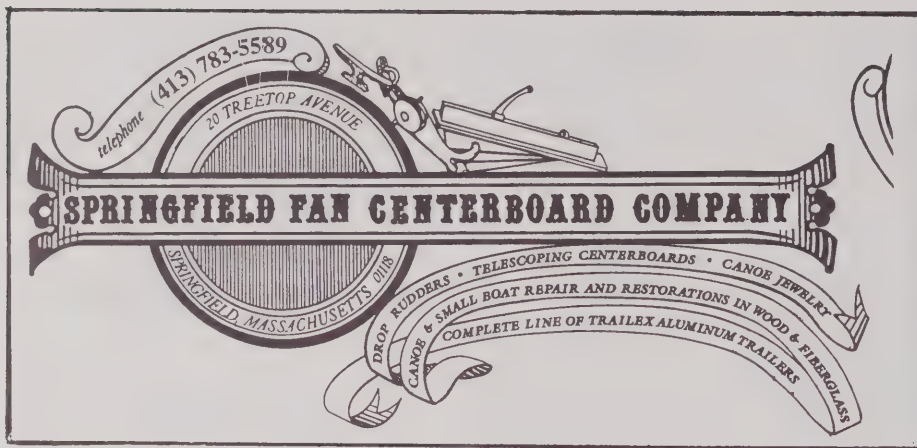
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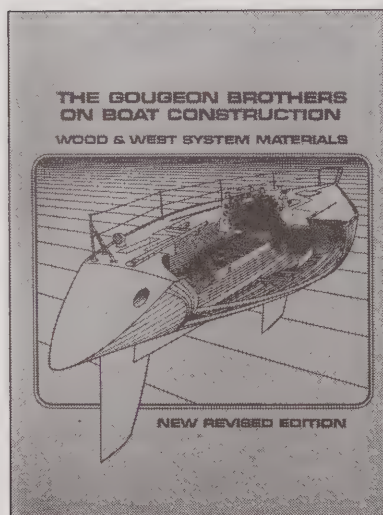
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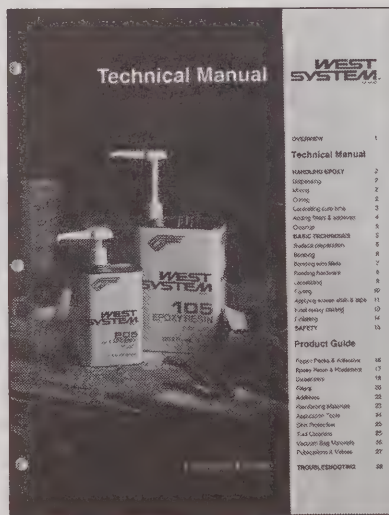
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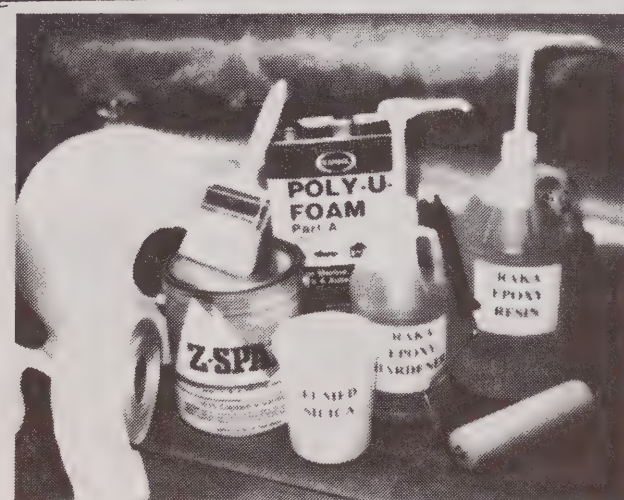
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Roberts Spray 28, 28'8" LOD, 10'6" beam, 3'6" draft. Steel hull launched in '84. New 18hp Volvo-Penta diesel installed '88. 30 gals fuel, 50 gals water, SS propane range & oven, VHF, knot/log, depth sounder, 30lb plow & 22lb Danforth anchors, 8' dinghy & steel cradle. Coast Guard documented. A grt cruising boat! \$19,900.

BOB SLIMAK, 2613 W 5th St. #4, Duluth, MN 55806, (218) 723-1088. (3)

Alden Single Shell, my "like new" boat will save you hundreds of dollars on new boat. Used less than 10 times. Red & white hull, w/Oarmaster & graphite Deltor oars. 1pd \$2,200, will sell for \$1,500. NY tri state area.

FRANK DI CHIARO, Tuxedo, NY, (914) 351-2482. (2P)

Catboat, S.S. Crocker design, Bud McIntosh blt in '57. 22'3" LOA, draft 3'6", full keel. 2 berths, head, 15gal water tank, 15gal fuel tank, small jib, 2cyl Lister diesel. Cedar over oak, bronze fastened. Located Boston harbor. Asking \$8,000.

BILL COLCORD, Chelmsford, MA, (508) 256-5564. (3)

12' Penn Yan, trail boat/cartopper. Cedar strip, canvas, cane, vy solid, nds canvas. \$475. **8' FG Skiff Style Dinghy**. \$150.

BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (3)



'39 Old Town 15' Square Stern Sponson Canoe, orig canvas, painted interior, custom blt trlr. \$1,000. **GIL CRAMER**, Bryan, OH, (419) 636-1689. (2P)

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10'6" Lapstrake Rowing Dinghy, Seth Persson blt. Lauan ply bronze riveted over 1/2" oak stringers. Inside storage. Has had approx 10-15hrs useage. Meticulously maintained since '90 when officially launched & christened. All bronze hrdwre. Too many boats & am asking \$2,300 for this true classic. **12'5" Starcraft Sailboat**, requires some repair and tiller. Rudder, mast, boom & sails in exc cond. Asking \$250. Too many boats.

MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796. (3)



Freedom 21, 2' draft, 4hp OB, trlr, dinghy, always housed. In exc cond, many extras. \$6,000.

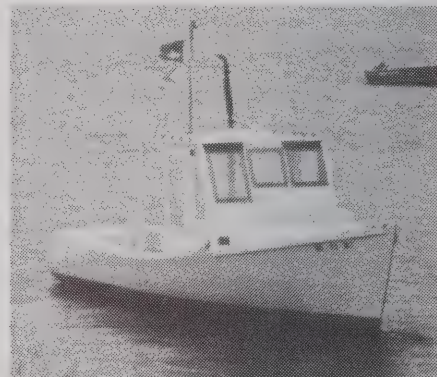
MERIC ARNOLD, Amherst, NH, (603) 673-2538. (3)

18' Old Town Rowing Canoe, '30's era w/sponsons. May be rowed single or dble. Incl seat backs, 2 pr oars, 2 paddles, rudder operated by cords or detachable tiller, as well as sailing rig. Newly varnished woodwork, gd canvas, green exterior, white painted interior. In exc cond, ready for water. \$1,295. Located in Wellesley, MA.

DAN KEMP, Wellesley, MA, (617) 235-0177 home, (617) 788-4056 work. (3)

Sea Pearl 21, cat ketch w/water ballast, vang, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim. Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/ bearing buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 Honda 2hp 4-stroke OB, less than 10 hrs. \$500.

S. PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (3)



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)

Folding Folboat, 17.5', dbl, sail rig, leebeds, spray cover, motor bracket, 2 wheel carriage, 2 folding wooden paddles, padded carrying yoke, 3 carry bags, fore & aft flotation. Lots of miles but still gd boat. \$750. **1 Set Yakima Raingutter Towers**, w/locks. \$65. (3)

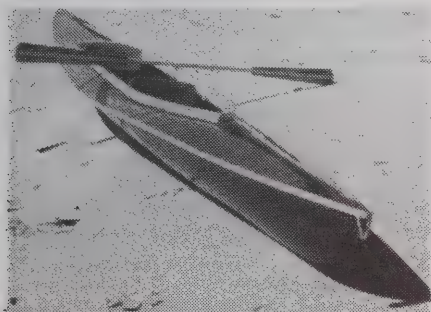
ED SOMERS, Nassau, NY, (518) 766-3684 eves.



20' Dinghy Cruiser, if this boat could talk it would tell a story of twice sailing across the Gulf Stream & cruising for a winter in the Bahamas. 6'8" beam, 12" draft bd up, 450lbs lead ballast removeable, self bailing cockpit, cedar strip, glass/epoxy covered inside & out. Watertight bulkheads bow & stern. Alum stern pulpit w/lifelines. Alum spars w/jiffy reefed main, 3 jibs, spinnaker, Harken blocks. Slips 2 w/ 16sf of sitting hdrn. Easily handled, vy smart sailer. Galv trlr. All in exc cond. \$3,000 OBO. **SANDY VAN ZANDT**, P.O. Box 9173, Noank, CT 06340, (860) 572-5715. (3)



16-1/2' Micro Trawler, Phil Bolger's design plus 2'. Pilot house has seats on starboard & port sides plus door for each seat. Hull is 1/2" marine mahogany plywood. Interior is 100% bright mahogany. Aft cabin has 2 single berths or double berth. Running water & 12v interior lighting system. Powered w/Yamaha 9.9hp 4-stroke high thrust (boat will take up to 50hp). Compl except main anchor & galley stove. Incl galv trlr. Cabinetmaker's personal boat, am building Phil Bolger's Champlain. Must sell. \$15,500. Located nr Perth, ON, Canada. HAN VAN PELT, Balderson, ON, (613) 267-5423 work, (613) 278-2109 res. (3)

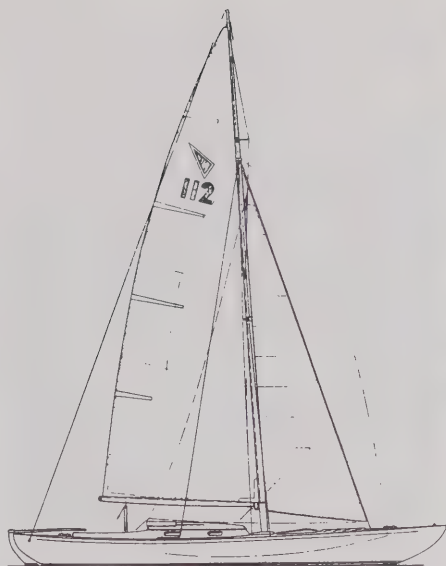


Pokomo Kayak, dbl/single, 19'10"x28", 56lbs. Design by Chesapeake Light Craft, quality blt by meticulous professional woodworker using 4mm okume plywood. Open cockpit easily converts from dbl to properly trimmed single. Beautiful finish w/ red hull, varnished deck, ash trim. Stable, comfortable & solid. Incl 2 custom paddles. \$1,200. STEVE SIKKEMA, 4450 Hemlock Ct., Harbor Springs, MI 49740, (616) 526-1051. (3)

14' RKL Little Rangeley, FG & teak pulling boat w/Piantadosi sliding seat & sweeps, N.E. delivery possible. Nice boat. \$1,800. **Sunfish**, w/new sail. \$400. CHRIS HARDY, Contoocok, NH, (603) 746-3586. (3)

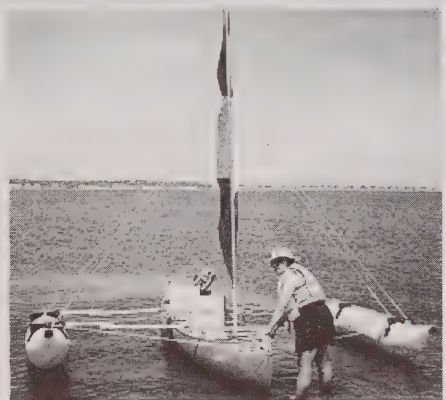


19' Cornish Shrimper, '85. 2350 displ, 18"3/6" draft. A robust heavy & light air gaff sailer that takes the ground w/impunity. Trlr incl. \$11,000. SCOTTY GILLIAM, Atlanta, GA, (404) 523-0615. (3)



28' Tumblaren, classic 20 sq meter sloop blt '83 to Knud Reimer's '35 specifications. 28'x22'x6'4"x4'3"x3,965lbs. Strip cedar on oak, bronze fastened, mahogany trim, ply/dynel/epoxy deck, 4hp OB. Slps 2 plus 2 children. Exquisite throbred in vy gd cond. \$9,800 incl trlr. JOEL PAGE, Jeffersonville, VT, (802) 644-2010. (3)

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)



15' Canoe Tri, 12' beam unfolded, 7' beam folded. 2.7hp Cruise-n-Carry, trlr w/new lights, bearings. \$800. SCOTT LAMSON, 174 Old Boston Post Rd. #19, Old Saybrook, CT 06475, (860) 388-4471. (3)

30' Pearson '73, newish Universal diesel, low hrs. Wheel steering, depth, loran, autohelm, VHF. Main, working jib, 150 genoa, spinnaker, & roller furling. Dodger, Bimini, Lifesling, teak sole, brass lamps, & custom cabinets. Located Cape Cod, MA. DOUGLAS KARLSON, Los Angeles, CA, (213) 933-9004 or (508) 430-1646 or email: WDKarlson@aol.com (3)

'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)



24' Yawl Rigged Sharpie, traditional plank on frame, 31' overall. Gunter or sprit main, marconi mizzen, jib. Sailed last 3 seasons. Nds new sails & work but is ready to sail. SS rigging, engine mount & 3yr old 15hp Merc incl. \$1,000. Located Long Island NY. (3) JOHN ANEST, Hampton Bay, NY, (516) 427-4941.

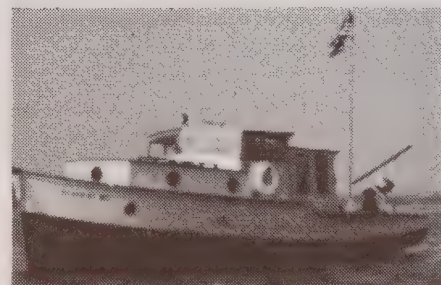
Spring Cleaning! 4 FG 17' O'Day Day Sailers II, '88. Mainsail, roller-furling jib, rudder, spars, anchor & rode, dock lines, battery running lights. 2 w/motor. Asking \$1,200 OBO. 2 w/2-cyl Johnson 4hp motors. Asking \$2,200 OBO. DOUG MAASS, Sleepy hollow, NY, (914) 631-7541. (3)

O'Day 25' Sloop, 1 owner since new. Reblt 2cyl.IB Atomic 2. Main, jib & genoa, knot, depth, VHF, all safety gear, stove, icebox & stand-up hdm, marine head w/sink. Grt wkndr. \$6,000 now or \$7,500 in water. JOE PIGNATO, Brentwood, NH, (603) 642-8647 or (508) 465-4057. (3)

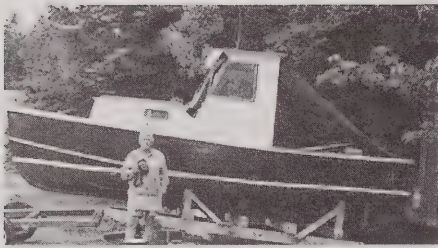
'64 Old Town Lapstrake 14' Runabout, nds some work, in use until 4 yrs ago. OMC controls (no motor), w/trlr. \$495. **18' Gazelle Canoe**, FG, flat bottom w/keel, cane seats, wood trim. will hold 1,000lbs of gear. Gd cond. \$475. CLAUDE CARRIER, Foxborough, MA, (508) 543-6157. (3)

Herreshoff 11-1/2' Dinghy, molds & strongback, keel & stem plus steambox & other assorted forms. \$75. **17-1/2' Redbird Canoe**, forms & strongback for woodstrip canoe (fetaured in canocraft). \$50. 300 lineal ft of cove & bead cedar strips. \$50. VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, email: vbeaudreau@thehartford.com (3)

Alden Single Ocean Shell, w/Oarmaster & Piantadosi 9'9" sculls (oars), all in nice cond. **Exercise Machine**, using Oarmaster unit also available. LENNY LIPTON, Bethel, CT, (203) 778-3745. (3)



32' Classic Fishing Boat, converted to pleasure w/full galley & salon. Slps 4. Blt in Gloucester '52. '85 Chevy FWC 6cyl. Fully found, extensive redesign & rblid in '92. \$4,800. ED HAMMER, Newbury, MA, (508) 465-0736. (3)



21' Lobster/Pleasure Boat, Cecil Pierce strip blt '66 S'port. Rblt topsides '96, varnished mahogany trim. 4cyl Gray IB, gd looking, minor hull work needed. On cradle, Blake's, B.B.H. \$4,500 as is where is.
DAVID LINCOLN, York, ME, (207) 363-1672. (4)

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)

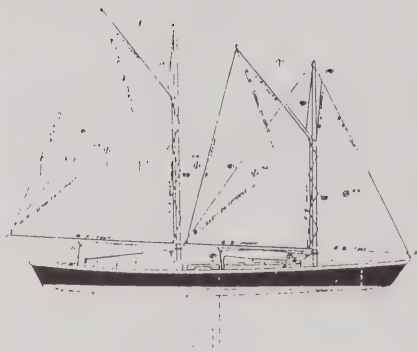
Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce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

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

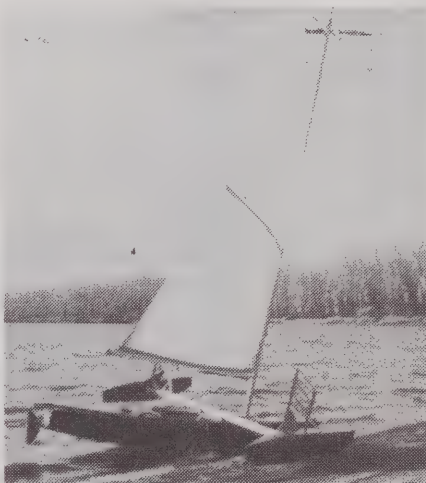


26' Pearson Ariel, '65. 5 sails, masthead rig. White hull, deck & cabin house. FWC Atomic 4. 4 berths, 5'9" hdrm. Mahogany & teak trim. Radio, loran, compass, knotmeter, depth sounder, barometer. Well maintained sought after Alberg classic. \$6,750.
WILLIAM COOGAN, Portland, ME, (207) 878-2554. (2)

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 Hydrofoil, 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)

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, bikini 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)

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)

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. Tlr for dory \$250. **17' Grumman Sailing Canoe**, compl in gd cond. \$580. **HERBERT JESCHKE**, Philadelphia, PA, (215) 871-8493. (2)



15' Wolverine '58, all mahogany, rblt, beautiful. '58 Johnson 35 runs gd. Tlr, cover & more. A classic boat in grt shape. Someone please buy it & have instant fun. \$3,800. Will help deliver. **JIM MINCHER**, Wrightsville Beach, NC, (910) 799-5003, (910) 256-3604. (5)

Capri 14.2, compl & hardly used only in fresh water. New trlr incl. \$2800. **RICHARD HARRIS**, Grafton, MA, (508) 839-4765. (3)

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. **JOHN GRUEN**, N. Berwick, ME, (207) 324-5489. (3)



Nimble Vagabond, grt boat for Keys, ICW or just messing about. Exc cond, fully found, add food & go. \$13,990, financing available. **WILLIAM LEWIS**, Deerfield Beach, FL, (954) 458-0055. (3)

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.

'36 Dodge Utility Runabout, all orig w/Grey Marine engine. EC, always in fresh water & covered slip. \$6,000 invested. BO. **FINN WILSTER**, Piney Flats, TN, (423) 538-5292. (3)

Black Skimmer, leeboard sharpie cat yawl designed by Phil Bolger. In gd cond, plywood/epoxy, sails, head, 6hp Evinrude OB, trlr & assorted accessories. \$4,700. **JAY BLAKE**, Newbury, MA, (508) 462-7847. (3)

Double Kayak, Northwest Seascope, 20'x 30", bulkheads, rudder, gd cond. \$1,400. Wilderness Systems Tchaika, 14'x 23", gd cond. \$700 OBO. **BILL LEITH**, Troy, NY, (518) 272-5157. (3)

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)

Wood/Canvas Canoes, used, 3 to choose from. **FERNALD'S CANOE & KAYAK CENTER**, Rt. 1A, Newbury, MA, (508) 465-0312. (3)

O'Day Rhodes 19, '78 FG sloop w/CB, 4hp Evinrude OB, trlr. \$2,900. **DON KIENHOLZ**, Hillsboro, NH, (603) 478-5266. (3)

14'x 30" Kayoe? Ugly 1 or 2 seater kayak/canoe. Wood & canvas, 60lbs. \$150. **DOC SHUTER**, Glasco, NY, (914) 247-0508. (3)

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

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

Mud Hen, Sea Pearl, Dovekie, Drascombe Lugger, or similar open beach cruiser up to \$6,000 value. Have '53 Chevrolet station wagon to trade, clean unmolested rust-free New Mexico car, 59,000 original miles. Call for details. **KINGSLEY HAMMETT**, Santa Fe, NM, (505) 471-4549. (3)

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

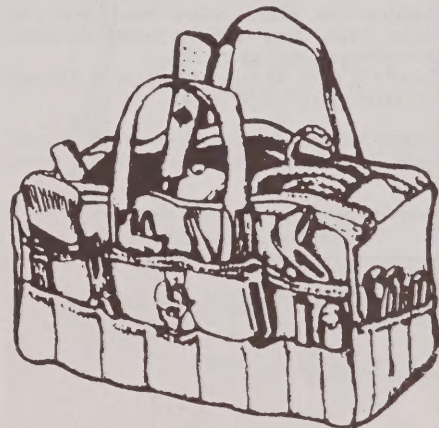
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38

Back Issues: 48 *Small Boat Journal*, '80 to '91, \$150. 29 *WoodenBoat*, '86 to '96, \$100. 96 *Multihulls*, spring '76, summer '77, July '79 to Sept '94, May '96 to Nov '96, \$225. 51 *British Yachting Monthly*, '65 to '90, \$100. Various boating books, new cond, half price. All plus shipping from Pt. Huron, MI or Sarnia, ON, Canada.
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JOHN BARRY, P.O. Box 2009, S. Londonderry, VT 05155, (802) 824-6371. (3)

L.F. Herreshoff Plans (3): H-28 purchased from *Rudder* mag over 20 yrs ago. 10 sheets \$75. BB-14, purchased from Mrs. Muriel Vaughn, former secretary & executrix for Mr. Herreshoff's estate. 4 sheets \$125. Meadowlark, also purchased from Mrs. Vaughn, incl some xerox copies of some correspondence L. Francis had w/various people, most notably Mr. Allen H. Vaitses, plus some commentary Mr. Vaitses had about Meadowlark. 10 sheets \$250. No boats have been bld from these plans. Prices incl shipping rolled in tubes. *WoodenBoat Magazine* issues 1 through 135 (excl 8 & 9), w/indexes. 13 & 14 have loose covers, 2 copies ea of 20, 77 & 83. \$350 plus shipping.
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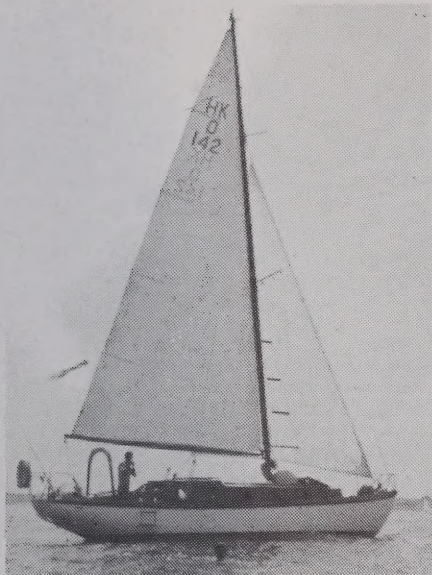
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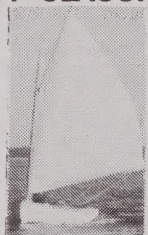
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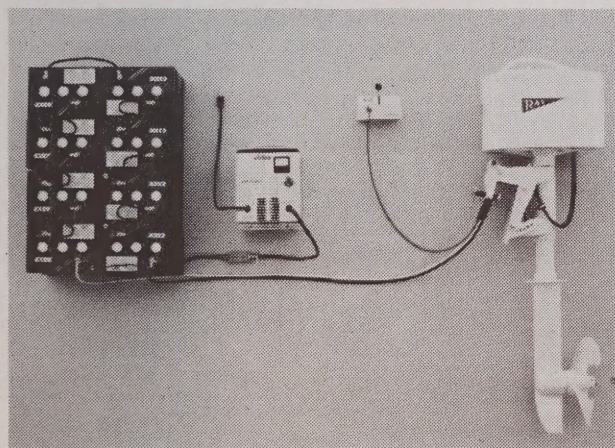
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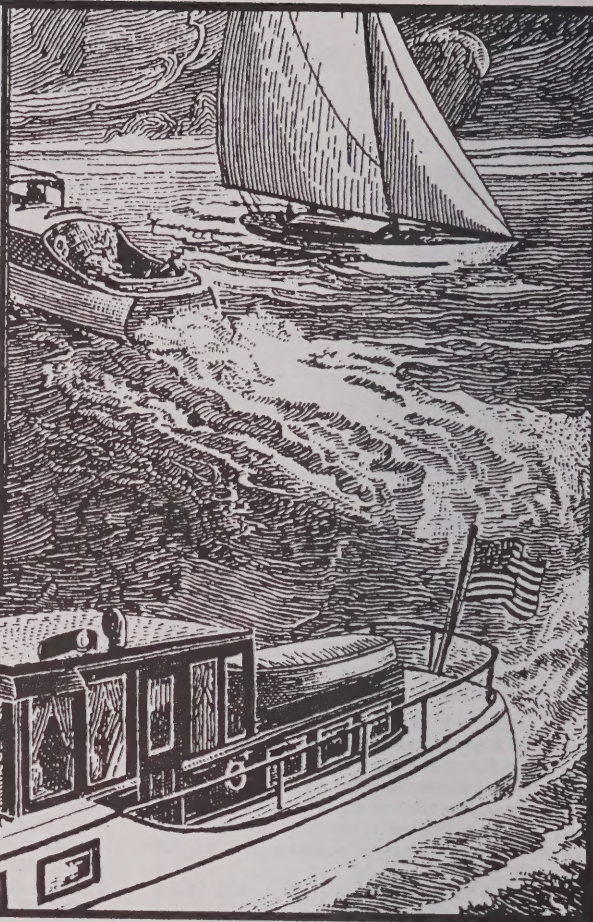
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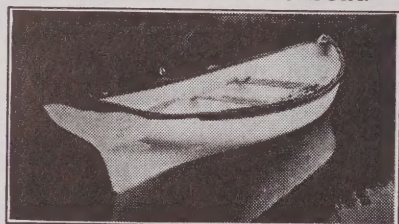
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