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Special Features This Issue
A Father's Sea Diary - The Lake Life
Designing the Peregrine - The Chebacco 20



messing about in BOATS

Volume 15 - Number 4

July 1, 1997



messing about in BOATS



Commentary...

It was my intent to bring you an update on the progress of the schooner *Thomas E. Lannon* project at the Essex Shipbuilding Museum that prompted my dropping by the site not too long before this issue went to press (see May 1st issue cover story). The sign pictured tacked up to the staging by the stemhead gave me my answer. Progress had obviously reached the point where people were asking that question that all of us who have messed about with boats ashore have been asked. Builder Harold Burnham seems to have tired of answering and his exasperation is plain to see in the sign.

Harold's situation is unique in that he is building in a public place a highly publicized local vessel and so the interested public visits daily, weekends often bringing hundreds of onlookers to the site. These people are not knowledgeable about boat building and in an effort to show some interest in something they don't really comprehend going on before them, they ask what seems to them this reasonable question that can be so vexing to the builder.

A project like the *Lannon* has a deadline, owner Tom Ellis has to get his self funded major effort afloat and at work in Gloucester for the summer tourist season to begin to recoup the large sum he is investing in it. So builder Burnham and his crew are under much pressure to get the job done. Being chivvied by well meaning but unaware onlookers as to when it will be finished just doesn't ease the stress level.

I felt that many of you would recognize this little scenario, even as it may have applied to the little skiff you have been building on your back porch. The family and visiting friends almost inevitably will ask you when you plan to launch her. And if you're working on the boat in a boatyard, or even at home but out where the passerby public can see what you're up to, the question is bound to be asked by all and sundry.

Boatbuilding is assumed by onlookers not afflicted with our persuasion to be just a preliminary to boat using, the necessary task to be carried out so we can go out and paddle, row, sail or motor off on the bounding main. In the case of boats being professionally built for clients this is the case. But for many of us into boatbuilding (and I include restoring and repairing within this term), the work is itself something we are doing for the pleasure of doing it. Some projects never do get to the water, seemingly not bothering their builders at all. To be pressed for some sort of commitment on when the building

will be done and the fun will begin misses the point altogether.

The dream that we all pursue starts as a vision of a snug little ship afloat on the sea with ourselves skipping it wherever we choose to go. The realities of its sailing often are hidden from our imagination at this stage, and so we envision bright sunlit seas with brisk, but not too brisk, breezes, placid sunsets as we end the day with a meal afloat, and a snug cabin at hand for overnighting wherever we have chosen to anchor.

For many of us an important preliminary is that we will build this vessel for ourselves first. And so we study the study plans, and buy the building plans for the ship of our choice in due course, or haunt the boatyards and classified ads looking for that restoration project. All this preliminary stuff becomes a very important part of the dream sequence. When we become immersed in the challenges of the building or restoring, the intrusion of that question from those who do not share our infatuation and see only what appears to be tedious, slow moving and often dirty work, is aggravating.

Our real world lives are afflicted with deadlines of all sorts, every day most of us have to be somewhere, or do something, at predetermined times, and we are driven from deadline to deadline implacably. Whether it's the job or child care or meal preparation or tax paying, we are pretty much cornered in this deadline thing. So to be able to enjoy building or restoring a boat for recreation with no pressing deadline to be met is a wonderful outlet. Not only is the activity itself rewarding to those of us who enjoy creating a boat with our own hands, but the absence of some arbitrary deadline for its completion adds serenity.

Harold Burnham and his crew are professionals earning their income building the *Lannon*, so they cannot enjoy this freedom from deadlineitis. They are being frequently asked about the launching date of a project they have to have done by the owner's deadline. This is a constant reminder they do not need. Hence the exasperation manifest in the sign. There is no serenity in this context.

Meanwhile back home here, few ask me anymore about my apparently dead in the water projects. My monotonous "when I get around to it" responses to the question over the years have pretty much educated all who know me that I prize the serenity of this freedom from deadlines more than the fulfillment of the dreams the projects represent.

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In Our Next Issue...

Once again I will bring you photo/commentary on the annual "Mystic Seaport Small Craft Workshop".

Carryover adventures from this issue include Bob Graves' "River Cruise", Roland Barth's "Kids' Night on the Town", and Howard Johnson's "Outboard Man". Space permitting I may include Lee Hartman's "Three Sisters" and Smiljka Fitzgerald's "The Maiden Voyage".

For projects we'll look at "TYRS Restorations", and include if we can Kim Apel's "The Old Graham", Robb White's "Two Turned Out Fine" and Carol Davis' "Less of the H2O".

In the design genre Jim Delcamp's "\$50 Mostly New Material Sailboat" carries over, to which we may add Walter Head's "Lil Beauty", and Bill Mantis' opinions on "My Own Personal Hull...an Agnostic's Perspective". Phil Bolger will discuss "The Chinese Gaff Rig", and maybe we can fit in Bill Kirk's "Classic Period Wood Blocks".

The techniques material has been piling up as I don't get enough of it into print each issue, but once again I'll try to get in Sam Overman's "Oarmaster II User's Report", Bob Smithson's "More About Making Sails" and Bob Young's "Cruising With Bon Appetit". Waiting in line are Tim Barnum's "Inexpensive Dinghy Wheels" and "Amateur Sailmaking", Peter Moore's "Using GPS in Small Craft", and cranky old Tom is back with "How to, Live on a Damn Boat".

Well, this gives you a peak at what may be in the issue after next as obviously it will not all get into the July 15th issue.

On the Cover...

Bruce Tyson sails his Bolger designed Chebacco 20 alongshore in his native Tasmania. The design has really gotten around, full Bolger feature on it in this issue.



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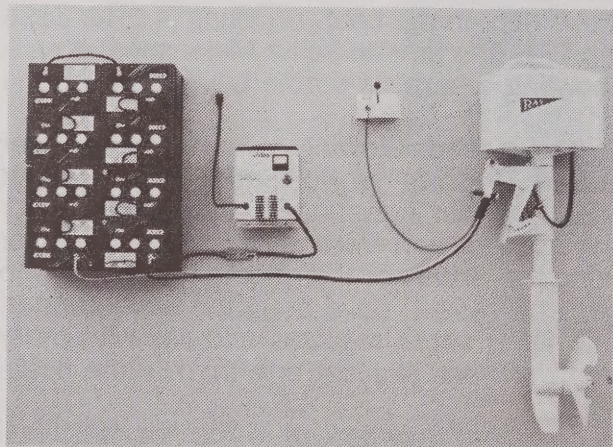
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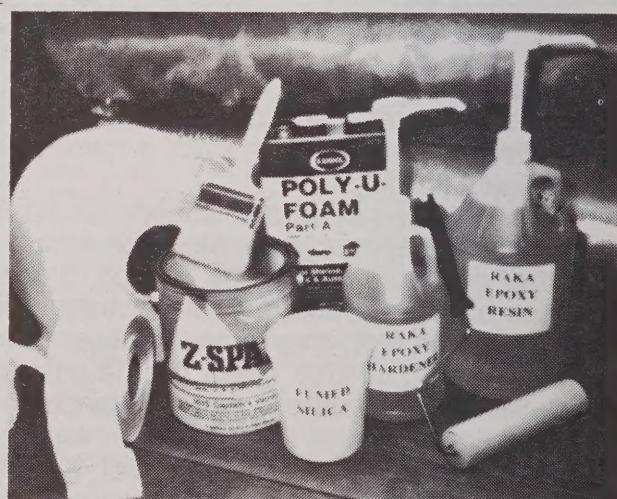
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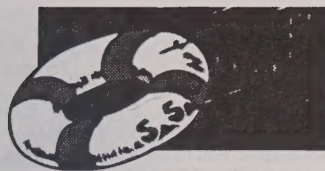


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Small Boat SAFETY

An Off Duty Assist

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

It was a bright but very blustery late spring day with winds of 20 to 30 knots from the southwest. Even in the Intercoastal Waterway there were two-foot seas! I was returning from taking two old friends to lunch at a dockside restaurant some 15 miles from my marina, very definitely an "off duty" affair, when I saw a large boat where no large boat ought to be, aground in a tidal bay on the east side of the ICW. A crew member was waving a towel.

I had, of course, been monitoring Channel 16, even on a pleasure cruise, and had heard nothing. A quick call to "vessel aground near marker 137" produced no response so I decided (correctly as it turned out) that she had no radio.

What to do? Had I been "on orders" from the Coast Guard, the answer would have been simple. As a civilian, with one passenger with absolutely no boating experience and the other age 78 who had retired from the Auxil-

iary with a heart condition, my first thought was "just call it in." The second thought was, "Let's investigate. Perhaps we can help. Besides, there is still an incoming tide, so if we get stuck it won't be for long."

We approached very slowly and with extreme caution. The 26-foot I.O. had a broken shift cable and could not move. They wanted to go to any dock with a telephone.

Given the situation, extremely shallow water and strong winds abeam, I decided on an unorthodox tow and sent a heaving line from my bow to the disabled boat's stern.

Then, with fingers crossed that I remembered where the shallows were, we backed out some 200 yards into the ICW and could shift to a conventional stern tow.

Problem solved? Not quite. The channel to the nearest marina was narrow and there were strong and gusty winds at 90 degrees to the course we had to steer. The boat I was towing was nearly twice my size and far more than twice my weight. I entered that channel steering a full 45 degrees towards the upwind side and with my tow on a very short line. It worked.

Why this story? After all, no one was in real danger. No vessel was at grave risk. The worst that could have happened was an overnight stranding, because sooner or later the Coast Guard or a commercial towing vessel would have found them.

The tale is, I believe, worth telling because of the lessons it teaches. This boat was being demonstrated by a national boat sales company. They had gone out (granted in protected waters) with no means of communication, no anchor and no life jackets! A handheld radio and an anchor would have solved their problems. They could have put the hook down in deep water, called for assistance and waited for help in comfort and total safety. Instead,

the failure of a \$15 part put a \$50,000 boat, a salesman and two potential customers at risk.

The moral of the story is that while boating is a wonderful and magnificent sport, ANY BOAT can get into difficulties at ANY TIME. To go out on the waters without adequate safety equipment is foolish. To go out without life jackets is totally absurd.

I had a long telephone conversation with the manager of this particular boat sales company. He said he agreed with me. I can but hope he makes some changes in his boat demonstrations.

Incidentally, the salesman in question tried to slip me a \$20 bill for my help, but he never did say, "Thank you."

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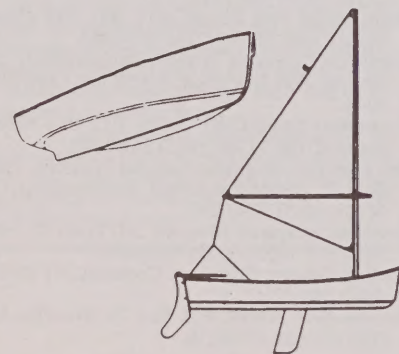
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"The Old Ed Stories"

By Eric P. Russell



Navigating in Fog

Once our schooner got into a fog bank as we approached home port. The fog wasn't too thick, it certainly was no peasouper, we just could not see more than a hundred yards from the boat. As we were in busy waters, everyone kept a good watch but we were unable to find ourselves closely enough to head in.

It has to be remembered that, as with an airplane, the element that is of the most danger to a boat is the land. There are accidents at sea and the possibility of weather damage, but the greatest risk to a vessel that is properly manned is the land, usually upon arrival or departure or in a channel.

In the afternoon, the captain spotted a

flock of gulls headed for where we thought the land was. He told the man at the wheel to follow them and they would lead the boat right up the channel. He then went below.

When he came up an hour later, the fog had lifted a bit and shore was visible. After taking a short look, he walked over to the helm and checked the course. He then asked the helmsman to tell him what had occurred while he was below. The helmsman said the flock of gulls had split and he had elected to follow the right-hand group. He was then informed that he had followed the wrong group as this group was headed for Norwalk rather than Northport.

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.

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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.

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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) 925-5433.
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. (860) 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, RRI 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.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
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, Midlebourne, 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

Barneget 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.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

Return of the Rendezvous

The Inland Northwest Chapter of the (unorganized, row, sail, paddle) Intermountain Small Boaters Announces the

Second Annual "Pend Oreille RENDEZVOUS".

We're shooting for another full moon gathering on August 16/17/18. Last year families and folks from British Columbia, Washington, Idaho and Montana paddled, powered and sailed to our island hideout and a swell time was had by all during the near perfect weather. This year we'll be meeting ashore and inquiries continue to trickle in from all points of the compass. Peripatetic road warriors and "non-leaders", the Thayers, will try a run from Colorado, between visits to far coasts and borders. Boaters are welcome to come early and stay late.

Contact Bob Simmons, P.O. Box 2010, Sandpoint, ID 83864-0906.

Phone (208) 265-5419 (Pacific Daylight Time).

You write to us about...

Your Activities...

Announcing the Piscataqua Rowing Club

A recreational rowing club for those who enjoy fixed seat rowing in open boats. Join us if you will for rowing on the Piscataqua River and its tributaries this summer. The club will gather on the second and fourth Sundays of June, July, and August at 9am on the water at the Gundalow at the foot of Prescott Park in Portsmouth, New Hampshire. Rowing will be completed by noon each day.

Directions and destinations for individual trips will depend on tide, wind, weather, and the interests and abilities of the participants. Boat launching is available nearby at Pierce Island. Participants should have their own boat, oars, and life jackets. No rain dates. Bring foul weather gear and a smile.

Rowing dates will be Sundays: June 8 and 22, July 13 and 27, August 10 and 24.

For further details contact Mike Gowell at (207) 439-0886 or Jeff Taylor at (603) 228-4614 evenings until 9pm.

Model Schooners to Race Again

The Model Schooner Race will again be held this year on Sunday, July 20th, at Cape Porpoise (ME) harbor at 12 noon. The course is a short (about a mile), triangular one. All the models will be displayed at the Atlantic Hall in the square at Cape Porpoise the day before the race.

Cecil Benson, 163 Wilder District Rd., Kennebunkport, ME 04046.

Two Days on the Concord & Merrimack

An opportunity to retrace some of Henry David Thoreau's travels that he wrote of in his book *A Week on the Concord and the Merrimack* 138 years ago will present itself this summer in July when we will host a two day sea kayak trip on those northeastern Massachusetts rivers guided by Thoreau scholar Thomas Blanding. A Friday evening slide lecture by Mr. Blanding will be followed by two days of paddling on the historic regions of these rivers. We invite interested persons to contact us for details.

Karen Blom, Zoar Outdoor, P.O. Box 245, Charlemont, MA 01339.

Great Lakes Wooden Sailboat Society Regatta

The Fourteenth Annual Great Lakes Wooden Sailboat Society Regatta, held at Battery Park Marina, Sandusky, Ohio last August was a great success with about forty boats participating, 12' to 45', all rigs. The weather "person" gave us a lovely day for the race, with 10 to 15 knots of northwest wind, which made the sun and heat tolerable.

The race was won by *Stormy Petrel*, a 1937 39' Alden cutter. The trophy for "Bristol Fashion Yacht" was awarded to *Sea Dawn*, a 1950 36' Crocker yawl. A plaque for "Most Improved Yacht" was presented to *Similau*, a 1960 32' Atkin ketch. The plaque for "Oldest Yacht" was awarded to a tie between *Ardette* and *Fife*, both 1924 38' "R"

class sloops. The plaque for "Yacht Sailing Furthest Distance" was presented to *Polly*, a 1958 26' Folkboat which sailed 150 miles.

Boats designed by Alden, Atkin, Bolger, Concordia, Crocker, Fife, Manna, Herreshoff, McGregor, Mason, Mower, Rhodes, and Sparkman & Stevens were all well represented. No one boat was more beautiful than another, each one was unique in her own charm. Many dockside spectators attended as Battery Park Marina is very accessible to the public.

On August 15th and 16th we will celebrate our Fifteenth Annual Regatta, at Battery Park Marina, Sandusky, Ohio. We eagerly await many lovely craft.

Ruth Goetz, 31538 Center Ridge Rd., Westlake, OH 44145.

Your Opinions...

Pleasure Inverse to Size

My wife and I returned last summer from a 5-1/2 year circumnavigation in a 38' steel cutter (which draws 3' with two bilgeboards) which I designed and my wife, son and I built.

I thoroughly enjoy the magazine. If people only could understand that the pleasure one gets from a boat is inversely proportional to its size and cost, our water ways would be a lot more fun.

Sandy Van Zandt, Noank, CT.

Developing Judgement

One of the ways that I develop the judgement to figure out what I think is good in small boat design and construction, insofar as I develop it at all, is in the reading about different boat designs and methods of construction in this magazine.

I enjoyed reading "Lake Arthur Souveniers" by Lee Hartman in the February 15th issue, about sailing the *Sloop John B.* with all its beautiful press of sail.

Tom Grimes, Muncie, IN.

Sailing on the Cheap

Why not take a surf sailing hull, build it up as the main hull, strap on a pair of amas, hang some sail on it and go sailing on the cheap?

Finn Hilster, Piney Flats, TN.

City Kid's Viewpoint

It's always interesting to read about other boatbuilders, their designs and techniques. I enjoyed Robb White's article, "Building Boats in Georgia" in the May 15th issue for this reason. Mr. White, with his sawmill operation, has evolved a form of boatbuilding that suits his needs and the materials available.

About 180 degrees opposite from him, I am a city kid who would need a field guide to identify a yellow poplar. I'm not a woodworker, I'm a boatbuilder. I use plywood almost exclusively. For me, plywood (aircraft, marine and MDO) offers uniform quality as a core material.

Wood without fiberglass and three coats of epoxy is either furniture or firewood. I try to minimize my use of mechanical fasteners. The nails I use are plastic, from Utility Composites, Inc.

I chuckled when Mr. White told of his contact with that other magazine. The wood expert didn't care much for tulip wood. That's a moot point if it's saturated in epoxy. I've built boats using Baltic birch plywood which isn't exterior grade. Thousands of strip builders glue their strips with carpenter's glue. The wood and glue are but the core for the fiberglass and epoxy. That's why they're called composite built boats, not wooden boats.

Marc Pauls, St. Louis, MO.

Sexism in Boating

When I get to talk to readers of *Watercraft* the most common reason the men come up with for not doing more boating is their women, and from the women the most common reason is their men. It's not getting cold or wet or not having a sit-down loo, or not getting frightened for themselves.

Get women talking further, and invariably you find that HE learned to sail first and then took HER out, tried like hell to impress, overestimated his abilities and got them into a situation where HE got seriously scared but pretended he wasn't. SHE knew damn well he was, and worse, if they were a part of the scenario, so did the kids. And HE knew SHE knew THEY knew.

Which is why, to offer encouragement to female readers, I've always liked running articles by women who can really write. Jenny Bennett (now at *WoodenBoat*), Annie Hill, Judy Brickhill, Kathy Mansfield, Alice Driscoll, and others, and every single one of them better sailors than I'll ever be.

Pete Greenfield, *Watercraft*, Gweek, Helston, Cornwall TR126UE, UK.

Small Tris

The following are some random notes concerning small trimarans.

Recently, I had the opportunity to sail a Windrider at Ft. Walton Beach. This 16' tri is a rotomolded polyethylene, commercial item. The dealer (actually in Niceville), Bob McIlvaine mostly deals in kayaks and windsurfers but had this boat and an MX Ray (a hot rod dinghy) on hand. He had a video demonstrating the boat. In the video Jim Brown commented on some of the features. The inference was that Jim designed the boat. After sailing the Windrider, I wonder how much input he really had.

We (me, Chuck Flett and Dave Maxwell, all experienced in multihulls) sailed in about five knots of wind and a one foot chop (Ft. Walton bay is very shallow). While the Windrider moved well, it was limited by the submergence of the bows. Besides being very wet (we wore a kayak spray skirt) it was very slow to tack because the vertical bows would drag and the skeg keel tended to hold the boat in a straight line. The ride was similar to a kayak/tri, the bows wanted to submerge.

The Windrider had some good features such as a main that could be roller reefed on to the mast (vertical battens), easy access to a large cockpit, and quality polyethylene

construction. The skeg limited the minimum draft and the fixed rudder could take a beating when beaching the boat. The foot steering on this boat was stiff.

My original interest was a replacement for my 3 Meter tri, but my Marples' designed boat is much more responsive and a lot dryer.

I followed up on the Balogh sail rigs for kayak trimarans. His literature is first class and his video is interesting. In particular, I was impressed by how far the rig drove the bow (main hull) under water! But kayaks are supposed to be wet aren't they? The aka/ama (some are inflatable) combination is simple and effective except when the leeward inflatable digs in for lack of buoyancy at higher speeds.

In building your own kayak/trimaran you might consider greater buoyancy in the main hull bow and non-tripping amas. A sailing kayak must incorporate some sailboat design features if they are going to carry 45sf plus sail area and operate in heavy chop. Submerged hulls are for submarines!

My boats are getting smaller and smaller. I'm working on a two meter tri (something like the Hot Yot) using my 6'9" skiff but elevating it with high buoyancy, deep amas. I will use my Wee Brick rig (45sf) for starters.

H. Douglas MacNary, Knoxville, TN



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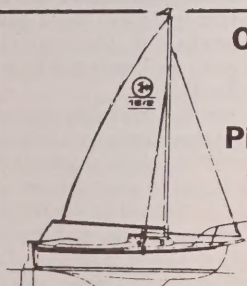
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Jon and Rick Persson, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.



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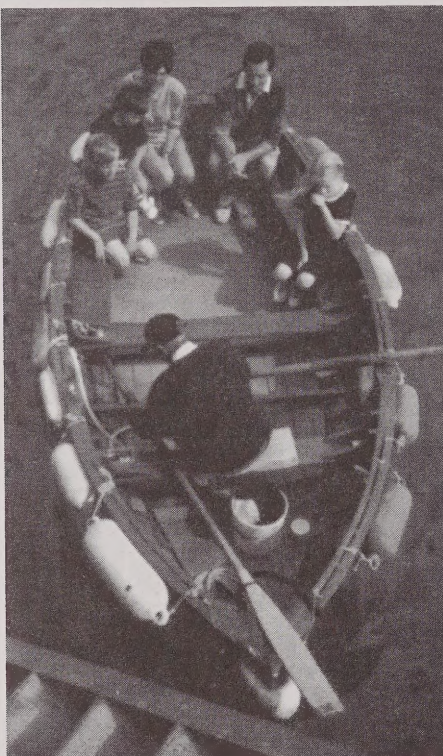
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Limpet emerging from Chris Yerby's garden shed.



The ferry at Weymouth, 16' x 6'.

Limpet on the beach at Swanage, tent partially stowed.



A Summer Abroad - Part 6 The Channel

By Jim Thayer

The ferry tied up in Plymouth just after dawn and I was once more in the land of the mother tongue, not that it helped a lot. It took several inquiries before I tracked down the bus station over a mile distant.

I was soon back in Bristol and familiar territory. I got Chris on the phone and received detailed directions for finding his place, no simple matter. A good shower set in, which complicated getting a cab, but eventually I was deposited at a rustic farm replete with numerous outbuildings.

Nobody was about except a nanny and a babe, so I hunted up the *Limpet* and proceeded to sort and re-arrange my gear. I was pretty well organized by the time Chris blew in and fixed up a bailer-sized mug of tea and then went on to whip up an elegant supper. Mrs. Yerby was off in the countryside somewhere with a horse and cart making her way home from a show, so Chris had charge of the babe and certainly didn't need an itinerant sailor hanging around.

We decided to put in at Weymouth, so I busied myself putting bearing lines on the chart and copying tide info. I drifted off to sleep after reading an account of Chris's latest Wayfarer cruise off the west of Scotland.

Next morn, after a hearty breakfast (here, try some of this Marmite, it's a bit salty), we expropriated the Wayfarer trailer and set off for Weymouth. The Vauxhall was so well muffled that I had to look under the hood (bonnet) to convince myself it was a diesel. It pulled like a champ, and after we left the one-lane country roads behind we were often in fifth gear. The gridlock leading into Weymouth was enough to make the Connecticut Pike proud.

Finally we located a ramp in the heart of town and parked the car while we went off in search of an anchor. A Danforth secured, we hunted up some lunch. Picture, if you can, a baked potato buried under baked beans. Thus recharged, we wandered about for a look-see. We chanced upon two ferryboats running people across the river. The price was nominal, even by my lights, and we piled aboard. The ferries were quite beamy 16-footers of traditional wood construction which seated about eight people and were handled by an oarsman who looked to be 70 or so. The boathandling was a joy to watch, with never a wasted motion, nor a hurried one.

Back at the launch we ran afoul of the guardian who nicked me deeply for the parking as well as the launch. With *Limpet* tied to the float, Chris and the babe headed home leaving me feeling quite alone. To postpone departure I went off in search of bananas and apples.

Finally, about 1700 on a sunny afternoon with a Force 4 or 5 breeze out of the west, we set off on a run down harbor with the first reef tied in. On arrival Chris had asked if I could make the bridge and I assured him it was no problem. Now closing fast, it was obvious that conditions, namely the tide, had changed. I whipped alongside an open boat and jerked the rig. The wind provided plenty of steerage

to run the bridge and well along toward the entrance where we rounded smartly up to a float, set the rig and squared away for sea.

The immediate goal was a nearly circular hole down the coast called Lulworth Cove. We were sheltered by Portland Harbor and Portland Bill, but at some distance we began to get two to three-foot waves and some whitehorses. I held about a mile off the beach for the first hour and then closed the shore so as not to chance missing the cove. The cove was the only shelter anywhere around as the coast was high cliffs interspersed with small beaches which probably covered at high tide.

I was getting a bit anxious when I suddenly saw masts and was nearly at the entrance. The surf broke heavily on the near side and there was heavy weed as well, but the keel boats indicated no problem for a ten-footer. We swept into a circular bowl that looked volcanic but was just the fortuitous result of erosion on locally weakened rock.

We beat up to the near end where there were a number of moorings, small boats and a temporary pier. I ran the boat ashore, took stock of the situation and then walked up to the small village, then on to the top of the hill, which gave a splendid view of the whole place.

Later, I anchored out, had some supper, wrote a letter and bagged up. It was clear when I sacked out but proceeded to drizzle during the night, so I pulled the sail over me. I was up at first light, went ashore and posted my letter, then had a simple breakfast and readied for sea. Wind and sea were much the same as the evening before. There was a heavy overcast and now and then a bit of drizzle, so I had put on my foul weather jacket.

We scooted right along, headed for a mid-channel buoy some 38 miles distant. I had fiddled with the GPS the night before, trying to get it to lead me to the buoy. It was happy to tell me where I was but couldn't get the hang of leading me to a chosen point. I assured myself that knowing our position was the important thing and that it would all work out.

We got along splendidly for a couple of hours, but the wind seemed to be building some. On occasion we were taking some spray so, with difficulty, I put on my bib pants. I marveled that I was feeling so chipper. Normally in such conditions I would be feeling a bit anxious if not downright disturbed. Suddenly, out of the mist appeared a big sailboat running down the coast. They altered course slightly to pass astern and gave me a hail, which I couldn't make out. She was the *Whitbread*, a big ketch, well reefed, which I was to see later in Brest.

We were now taking a moderate amount of spray and my street shoes were well soaked, which tells you something about my level of preparation. I now began to speculate on all sorts of possibilities. Now hard on the wind I was no doubt making fair leeway and doubtless not going nearly as fast as it seemed. I'd be out one night and likely two. Hypothermia seemed a real possibility.

From time to time we were taking a dollop of green water which required attention from bailer and sponge. In time we took a real slug, several gallons, and I was wet clear to my knees. This precipitated a loud and animated debate about the wisdom of turning back. In my heart I knew the outcome but continued on for some minutes, bemoaning the loss of such an adventure. Discretion was

firmly in the saddle and I congratulated myself that Mama Thayer didn't raise no dummy.

We tacked for shore and settled into a spirited broad reach. It began to clear and before long we had the shore in sight, high white cliffs. A Truckline ferry hove into view about a mile east, bound I suppose, for Southampton. I resolved to follow it but it soon disappeared ahead.

We now had bright sun, clear blue sky, snow-white cliffs ahead and a good many waves that were unstable at the top; not big curling breakers, but they were slopping over and making some foam. It was a splendid scene but I couldn't help but worry about what would happen if we chanced to meet one of these buggers at just the wrong moment. The law of averages set up an appointment and when the time came we got three to four gallons over the gunnel.

A sharp sailor might have tried to dodge it, but I had had so many close calls that I waited too long.

The coast made a sharp turn to the north and it looked like a village just around the corner. I hadn't looked at a chart since last night so I wasn't sure what we were getting into. I was still fixated on the idea of following the ferry into Southampton, which must lie straight ahead to the north. I could have hove to and dug out the chart but, when the boat requires your undivided attention, it's hard to consider leaving her to herself.

About this time I could just make out what appeared to be a square rigger well inshore toward the village. Well, if there was room for him there was room for me, so I hardened up and went for it. I had to sit out now and the seas seemed steeper and more irregular. It was getting very sporting indeed. I began to earnestly wish I was double reefed but had no intention of trying it.

A couple of 30-foot cruising boats, well reefed, passed just ahead, indulging the sailor's passion for beating oneself over the head or perhaps just making a fast passage to Cherbourg. I gave them a cheerful thumbs up lest they call out the coast guards. Doubtless, from the English point of view, I was just a chap out for a jolly good time.

After an interminable time we were in far enough to see boats moored and what seemed to be a long breakwater, just covered. We had to ease off to get around the end and then reached on to the far side of a shallow bay where the pebbly beach was backed by a high berm of large cobbles. Looking for something more hospitable, I charged along the increasingly sandy beach, obviously a summer resort, dodged through a wrecked pier and fetched up at a sailing club. Just the place for me. I decided to settle in, welcome or not, and with considerable effort dragged the *Limpet* above the tide line.

All secure, I set out to explore and was soon walking the cliff top looking out over the way I had just come. The shallows over the ledges, which extended well out, were clearly much rougher than the deeper water. I was doubly glad to be ashore.

Swanage is a summer resort, perhaps not up to its steamboat glory days, but still busy during the season. I spent the next day walking about, getting the lay of the land and planning for some local cruising. I chanced upon a brochure showing Poole Harbour to be an expansive place, ideal for my little boat. It's a large sort of estuary with an entrance about



Bound for Poole, Old Harry in the distance.



Sail Rock, with old Harry alongside.

The fearsome chain ferry across Pole entrance.



100 yards wide. A local sailor told of seeing sailboats being squirted out backwards. To add to the tide worries, the entrance is guarded by a fearsome ferry that clanks back and forth on two large chains.

July 2, 1996, was a bright sunny day as I set sail, carefully timed to make the Poole entrance early on the flood. We reached north along the chalk-white cliff, rounded closely Old Harry and his lamented stub of a wife, then hardened up for the Poole entrance some four or five miles distant. For a wonder all went according to plan and we zipped in, giving the ferry a wide berth and never breaking stride.

A short dog-leg and we continued up harbor, hard on the wind with closely moored boats on either side. After looking around some our progress seemed to have slackened and it was time for a break, so I reached through the mooring field and anchored about 30 yards off Brownsea Island, a nature preserve where landing was prohibited.

I had some lunch and was engaged in some fix-it project when I noticed a strange floating outfit of some sort headed my way. It swung back and forth in a short arc as it came straight for me. Must be some sort of dredge.



Naturist beach where all over tans are acquired in public. Pants hung out to dry, sail wrapped over tent to quiet rattling.



Just as I was about to up anchor, it turned broadside and I could see that it was a peculiar square little tug with a barge and workboat tied on. They ran the barge ashore, pumped it full of water and went off on some other errand.

On one of my periodic look-arounds I noticed that all the sailboats had turned and were headed down harbor. The behavior didn't fit the tide table but the meaning was clear. We were soon underway and threading through the moored boats. We tacked up the fairway enjoying the sights, although the wind was really more than we needed. Soon I noticed that our tacks weren't making much, if anything. All the sailboats were now headed up harbor! Strange place. I reached back through all the boats and anchored near the western end of the island. I settled down to wait for the tide to make up its mind. A while later we were nearly aground. Better do something.

I worked back through all the boats and, once in the clear, began eating a lot of spray. Little choppy waves were creating a veritable maelstrom. A mini-maelstrom to be sure, but a maelstrom nonetheless. I was wondering whether to fight it out and get really wet or turn back, when the board struck. We were evidently on a spoil bank and certainly couldn't get to windward with the board up. Time for a new approach.

I elected to run down to the east end of the island and nip around to the south where I could reach across to some sheltered water or, failing that, hole up at a sailing club just south of the entrance. On the way I was forcibly reminded that red poles must mean shallow water.

The wind slackened in the lee of the island and I began to worry about getting past the shoal in front of the entrance. (I later saw a boat high and dry there.) A not unlikely scenario had us being flushed sideways out the entrance, even perhaps getting enmeshed in the iron toils of the fearsome ferry. The old mental computer rapidly evaluated all the parameters, assigning very high values to the possibility of disaster, and suggested that we run out and nip around the corner to the very nice beach I had observed on arrival.

Outside I found that the red poles I had supposed to be mere guide stakes were setting atop two feet of exposed breakwater. We would have to run out a mile or so and then beat back. We did, arriving at dead low.

Wanting to spend the night on the nice flat above a fairly steep slope, I made short excursions up and down the beach and into the dunes while the tide brought the boat along. The first foray was to examine a sign which said "Please Dress Beyond This Point." Evidently they didn't want people changing on the beach. Ah, but on the other side it said "Naturists May be Seen Beyond this Point." Ye gods, I had landed on a nudie beach.

Near dusk the boat was delivered near the top of the slope and with much tugging, first one end then the other, I was able to get it beyond Neptune's reach. Beach rollers are definitely in order on these shores.

Dawn revealed overcast skies spitting drizzle powered by a wind doing 40 per. I plodded through the dank dunes and probed the edges of the sinister swamp looking for a crossing to the main road. I went to bed with the wind howling unabated.

My cockpit tent was made of ripstop nylon supported by fiberglass tent poles sock-

eted into holes in the bulwark. It was remarkably effective for such a quickie development, but the light fabric made a fearful racket in the wind. On the second day I tied the sail over the top and enjoyed the relative peace and quiet.

A ranger (warden) on a four-wheeler came along, welcomed me to the beach and invited me to make myself at home. The wind was blowing as fierce as ever but I spotted a few heads up in the dunes. Much too late in the day I hiked to the ferry, caught a bus downtown and found that I was just in time to buy a bag of fries (chips) and catch the last bus home. I found sand on top of the CB trunk, also a seat, and figured that the tide had snuck up and sloped it through the trunk. I wiped it off and soon it was back. In fact, there was sand all over everything. It was blowing up through the trunk.

On day three I crawled out onto a nice dune building behind the boat. The boat then fell forward into the blowout underneath. By noon it was sunny and the wind had tired somewhat. A hike of the coast trail out around Old Harry rocks seemed like a good idea. The sun had brought out a scattering of skinbirds, most of whom were huddled behind their windscreens. The scene was enlivened by a few fellows jogging about, apparently delighted by the freedom from the unaccustomed constraints of civilization. There is an alternate branch of the coast trail behind the dunes for hikers unnerved by the sight of people in their natural state.

By the fourth morning Aeolus had sent in a sub who couldn't manage more than 10 to 15. When the tide was ready, we followed along the shore out to Old Harry and around the corner, thence close reaching for Swanage. Be there in no time. A big black cloud came over the cliff and by the time I got reefed I had lost about a mile and was soaked.

I have reef lines rove through holes in the boom leading to cleats. On the beach it's a simple matter to ease the halyard, pull the reef lines down and whip them around the cleats. The clew can be pulled down even before easing the halyard. On the water, however, it's quite a different matter.

I had never gotten around to make a fitting which acts as a parral to hold the yard against the mast. I checked chandlers in France and England but never turned up one. One can make do with a piece of string, but it's not very satisfactory. Anyway, as soon as the halyard is slacked, the sail with yard bellies out to leeward which provides a powerful heeling moment. Maybe the boat is supposed to lie head to wind but in practice it doesn't work that way. Also, with everything flapping, flogging, jerking and banging, all the while the boat to capsize, whipping a line on a cleat is not the simple matter it would seem.

It occurs to me now, here in my easy chair, that with a loop on the reefing line and a properly positioned thumb cleat, the job could be done with one simple motion. As always, thinking and living is better than living and learning.

I had shaken out the reef and regained little more than my lost ground when another cloud came over the hill. I may be slow but I ain't stationary. I was double reefed with my oilies on when the blast hit. That was it for the day and I was soon back on the beach at Swanage Sailing Club. So much for Poole. What next?



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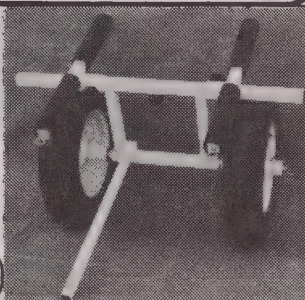
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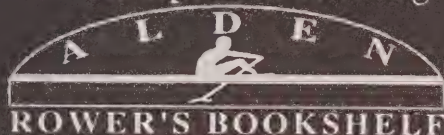
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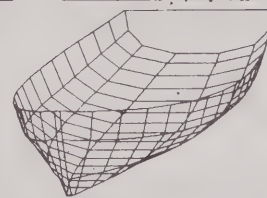
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 Prismatic coefficient
 Block coefficient, etc.
 Displacement curve of areas
 Righting moment
 Righting arm
 Centroids of submerged sections
 Wetted area
 Surface area of hull
 Lateral area
 Center of lateral area

- **Prints out:**
 Table of offsets
 All graphics
 Plywood layout graphic
 Plywood layout offsets
 Table of design inputs

- **Printer support:**
 Laser or ink jet
 Epson or IBM
 Proprinter dot matrix

- **Sail rig design:**
 Sail graphic
 Jib + two masts
 20 sail types
 Bowsprit



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

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

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

- **Modeling:**

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

Table of offsets
 All .DXF files
 Plywood layout
 Bulkheads

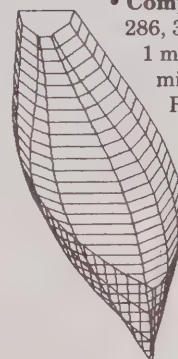
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Editor's note: Last March, Cape Cod Community Newspapers sent reporter Doug Fraser and photographer Barry Donahue on a trip to Georges Bank with researchers from the National Marine Fisheries. The scientists were conducting research in remote areas of the bank that had been closed to fishing for over a year. Facing 40-ft. seas and wind gusts of 70 mph, the reporter and photographer were just trying to come back alive.

The following is a journal Mr. Donahue kept for his family; wife Mary, daughter Meghan and son Brendan, while on board the 95-ft. trawler, Isabel S.

6:30 PM March 1, 1996
Dear Mary, Meghan and Brendan,

Just finished dinner of chicken pie, potatoes and veggies. We've just crossed all day on a very wide open ocean. I sat on deck and watched Nantucket pass in the distance. The boat is very nice, it has a VCR and everything. Uneventful trip across Nantucket Sound.

Almost warm out. Watched a beautiful sunset before dinner. Probably the only one we'll see in the next 48 hours. According to the radio a storm is on its way and will reach Georges Bank on Saturday night. Excuse my handwriting since the boat is rocking a little. I can't help thinking of you guys. I miss you already. I'm going to start my new book tonight. Can't wait. The night light will be very handy since there's no light in the bunks. Thanks again for those thoughtful birthday gifts. See you soon.
Love Dad.

8:30 PM March 2, 1996

Dear Mary, Meghan and Brendan,

Finally in my bunk. Just writing your names makes me lonely for you guys. A very long day which started at 5 AM with our first tow. No sunrise and snow. My job is to work on deck sorting fish. After they are gutted I would weigh the livers and gonads and perform a histology on the gonads, which means cutting a slice out of each end. The seas started out at around 6 feet. By the end of the day they've risen to 10 to 15 with 35 to 40 mph gusts when the wind really came up. The ocean out here has a terrible beauty. I've never been this far away and felt this far away. As I lay here we are heading northeast away from the storm to try to get some tows in tomorrow. The wind is singing in the rigging and outside my porthole the waves are pounding

A Father's Sea Diary



▲ The power of the open ocean on Georges Bank.

Photo by Barry Donahue

to
His
Family
Back
Home

the boat. Even a boat this big gets tossed around in these kinds of seas. Tomorrow promises to be worse with winds up to 50 mph and 20-ft. seas. A decision will be made in the AM whether we will run for Nova Scotia or not. Doug and some of the science people are seasick. Some of them very seasick. Knock on wood I've felt fine. We've eaten very well.

The cook is good. Pizza for lunch and fresh caught haddock for dinner. Just like the Balsoms. I can't find the words to describe the strength and awful beauty of the ocean today. It attracts me and scares me at the same time. I hope you are all snug in your beds right now. Somehow I think you are all in mom and my bed downstairs. I hope so.

I love you and miss you, Dad.

7:00 PM, March 3, 1996
Dear Mary, Meghan and Brendan,

What a day. I started to write this about 15 minutes ago, but had to go out and throw up. Yes, Dad got seasick. Not as bad as some but bad enough! Right now it's snowing out, the wind is gusting to over 60 mph and the seas are running 20 to 30 feet. A bit scary. I fell this morning while shooting pics on deck and bruised my coccyx bone and ego. Thought I was going over the edge. Had a little breakfast this AM but lost it almost right away. I've tried to keep drinking water though. We did one tow this morning but after finishing called it a day. Too tough to work in

the 20-ft. seas. Managed to nap this afternoon. I'm not feeling well right now but writing this helps take my mind off how lousy I feel. I love you guys.
Dad.

Noon, March 4, 1996

Dear Mary, Meghan and Brendan

We've just sighted Nantucket. Had never looked sweeter. Last night was one of the worst I've ever experienced. The wind went up to gusts of 70 mph with 40-ft. seas. Felt lousy all night, waking and falling asleep again. It was so rough there were times I was up in the air. I awoke often when I heard bangs or the waves smacking against the sides of the boat. I didn't think I'd want to be in a boat again. The most frightening thing was to hear water coming into the cabin area from above the boat. I awoke to the most discouraging sound of the boat idling which meant we were about to start fishing again. I lay in the bunk and debated whether I wanted to feign extreme seasickness or not. I felt I wouldn't face another

to win in those conditions and perform what was asked of me, which was handing guts to someone to weigh them. I got up anyway, figuring it was best to be doing something than lying in my bunk trying to stay in contact with my mattress as the boat pitched. When I got to the galley only Doug and the crew were up. The scientists were still bunked in. We had to allow the crew to break ice from the gear and wheelhouse. I looked aft and the entire boat was covered in 2 to 3 inches of ice. They had already cleared the boat once during the night. As we turned to get underway again a loud bang went through the boat with the sound of rushing water. A second later the chief sci-

tist was standing in the passageway, soaking wet and yelling his porthole had broken through and water was coming in. Very scary. We had to wait again while the crew fixed it and continued to slog our way home at 5 mph. The conditions were such it took us 30 hours to go 150 miles, which still put us 20 miles away from Nantucket. Once entering the sound the seas went down to around 4 to 6 feet and even the very seasick people came alive again.

They say the best cure for seasickness is sitting under an apple tree and that's why I planted two in the back yard. Now that it's almost over, I've got to say I went out and saw what I wanted to see and did what I wanted

to do but I don't want to do it again. The ocean is vast, powerful and relentless. It does what it wants to do no matter who you are or what you want to do. I've never felt so powerless and alone except during Hurricane Bob, and at least then I was on land. Like they say: been there, done that, don't need to do it again. I can't wait to see you guys and I'm thinking of all of you as we steam through Nantucket Sound with the Vineyard on our port and Mary, Meghan and Brandy on our starboard. Good to be in home waters and can't wait to get home.

Love, Dad.

Cliff Island Children Race Their Own Boats

By Hans Waecker

During these cold winter days it is pleasant to look back, but also forward, to the Fourth of July weekend when the "island children," young and old, compete against each other in various games. One competition, the Boat Race, always attracts an enthusiastic crowd.

For the kids to compete against each other, the island people used to make available their punts, rowboats and dinghies, anything that would float. It invariably happened that one boat out-performed all the others, regardless of the crew's abilities. That winner was a Phil Bolger-designed Gloucester Gull rowing dory which had been built and made available for the race by Martha and Hans, "The Cliff Island Boat Doctors," who are still building these small, very affordable "stitch and glue" boats for oar and sail in addition to restoring and repairing other boats right here on the island.

To overcome the great disparity in shape and performance of the various boats in the race, Hans suggested to Roger that if ACE would foot the bill, he and Martha would help the school children build their own boats. Roger enthusiastically picked up the suggestion and ACE underwrote the cost of the project.

The school children met in Martha's art studio, the project was discussed in detail, boat plans were selected and plywood, fiberglass and resin were ordered. Then the work began. The kids were kept busy, even the "kibitzers," under the helpful hands and eyes of the "Boat Doctors." Finally three Bolger "canoes" had taken shape with the additional help of a couple of grown-ups. Double paddles were made, the boats gaily painted and off they went to the ACE Olympics Boat Race.

This all happened just a few years ago. The boats were raced every summer since, and before last summer's "Olympics" the boats were given a fresh coat of paint with Martha being in charge of the "aesthetics. As in the past, all participants had a lot of fun "racing" the Cliff Island Olympics Fleet.

We on the island, and I am sure our summer folks too, are looking forward to another season filled with relaxation, joy and fun and, of course, the Cliff Island ACE Olympics!



Sprucing up the fleet for the Cliff Island Olympics.

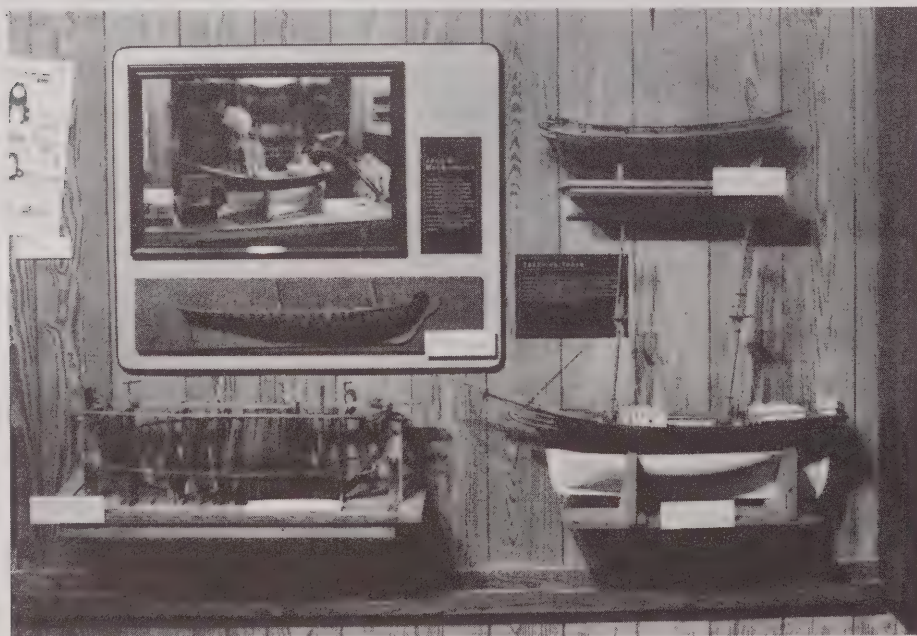
"Ace Olympics," Cliff Island, Me.





Two models above are from left: Maritime Commission Type C-3 Cargo Ship, ca 1946. A small "shipping company" type model. Scale 1:500. Donated by Bill Viedeman. Wooden Kit for *Portland*, New England Paddle Steamer. Scale 1:96.

Four models below, clockwise from top left: Hawks nest half model of a mid-19th century brig. Scale 1:32, made by the late John S. MacCormack whose photo appears above. (The museum's model shop is named after Cmdr. MacCormack.) U.S. Brig *Lexington*, 1775. Built by John S. MacCormack. Brig *Marie Sophie*. Model was built to demonstrate rigging techniques of the last days of sail. Frame model of the reconstructed Elizabethan Ship *Elizabeth II*. Scale 1:24.



Later he enrolled in the graduate program offered by the Frank C. Munson Institute for American Maritime Studies at Mystic Seaport.

Paul came to North Carolina to complete his MA in maritime history and nautical archaeology at East Carolina University. He has been a volunteer in the North Carolina Maritime Museum's model shop since 1994. In November of 1996 he joined the museum staff as curator of maritime research.



Ships In Miniature

Why do people build ship models? Our exhibit that ran from January through May at the North Carolina Maritime Museum answered that question and more about the very ancient craft of producing replicas in miniature of ships and small boats.

The oldest models still surviving are clay or wooden representations of small vessels used on the Tigris, Euphrates, and Nile Rivers some four thousand years ago. For hundreds of years ship models have been constructed for many different reasons. In the 1800's naval architects used half models to design almost every ship built in the United States and this was the case for small craft through the late 1940's. Actual builder's models were used to check performance and arrangements, for layout to facilitate the ordering of construction materials, and to demonstrate performance, features, and form to prospective customers. Tank test models are still used to check performance, but in more recent times computers have assumed the majority of these functions.

Models are built for museum collections, for the offices of shipping and trading companies, and are made as gifts for special occasions or recognition. Models called votive models are made as offerings of thanks to God for safe passage on the sea. Teaching models and models, which have been researched to illustrate a particular aspect of maritime culture or history, are made to be studied.

Most models have probably been built for the sheer pleasure of the exercise. Ships and boats possess a beauty inherent in their function that induces modelers to devote hundreds or even thousands of hours of their leisure time to accepting the challenge of building their personal re-creation of the original vessel. Many of the finest models in the world are the end result of such ingenuity and devotion.

Ship models have served as either tools, exhibits, or for recreation. Our exhibit, *Ships in Miniature*, demonstrated the diversity of ship models. Included among the many models on display were half models, a fully-rigged clipper ship, ships-in-a-bottle, a ship with masts constructed of bone, radio-controlled racing yachts, and a seven foot destroyer.

The North Carolina Maritime Museum is open weekdays from 9 to 5, Saturdays from 10 to 5, and on Sundays from 1 to 5. There is no admission charge.

The exhibit was coordinated by Paul Fontenoy, curator of maritime research. Paul's interest and expertise in ships and maritime matters goes back to his early childhood in Capetown, South Africa where he built models and was an avid reader of books about ships and the seas.

When he entered the university he says, "I had come to appreciate that the most important element in constructing good models was research. I also found much of my interest in my subjects lay in the story of their users and functions."

What's Happening At Lake Champlain Maritime Museum

Haulout for *Philadelphia II*:

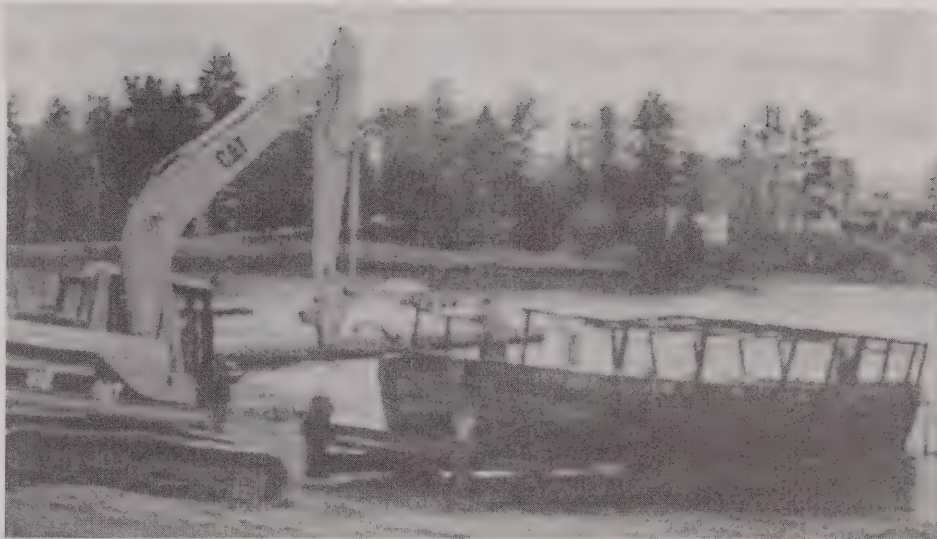
For the first time since it was launched in 1991, the museum's replica Revolutionary War gunboat *Philadelphia II* is spending the winter on land. It became clear last summer that the time had come to haul the boat out of the water to inspect the bottom and to repair some serious leaks.

In early November the LCMM boat shop crew constructed a trailer of long steel I-beams and tandem truck wheels, strong enough (they hoped!) to carry the 54', 20 ton vessel. The sailing rig, cannons, ballast, and everything else not nailed down were removed.

On the appointed day Pete LaPete and his construction crew used an excavator to wheel the trailer down the ramp into Basin Harbor, pull the *Philadelphia II* onto the trailer, and haul the whole works up the road to the Maritime Museum parking lot. To everyone's relief, the operation went smoothly, one blown tire and some tense moments notwithstanding. Many thanks to Pete, by the way, for generously donating several hours of tricky machine work. Thanks also to Friend of the Museum Warren Nichols, who helped fund the project with a special donation.

Once the boat was safely at the museum, it was cleaned thoroughly inside and out, including scraping zebra mussels off the bottom. Careful inspection showed that almost all leaking was occurring at the chine, where the garboard plank attaches to the flat bottom. Several alternative repair schemes were discussed. It was decided to sheath the entire chine with metal sheeting, using the same technique used successfully for smaller patches that had been applied when the boat was in the water. A 12" wide strip of tar paper smeared with roofing tar was molded over the chine, more tar was applied over the top, then the whole mess was covered with lead flashing. Other planking seams below the waterline that needed attention were recaulked with cotton.

When the *Philadelphia II* is recommissioned in the spring, we are assured that leaking will be minimal.



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After many years of building, acquiring, and restoring small wooden boats of all shapes and sizes, LCMM has decided to put some of these boats to use. Starting in July we will be offering traditional rowboat and sailboat rentals in North Harbor.

Initially our rental sailboats will be a Beetle Cat (a very stable cat boat for up to four people) and a Lightning (a fairly racy 19' sailboat for up to four people).

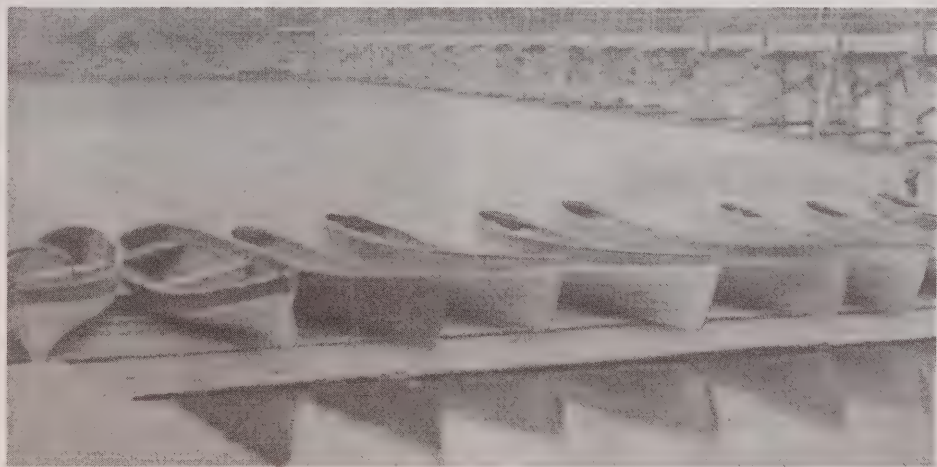
Our rowboats will include a 16' North Harbor pulling boat, a 15' Maine Peapod,

an 11' Chaisson semi dory, a 13' Rushton canoe, a 17' cedar and canvas canoe, and a 14' Maine coast dory.

We plan to enlarge the livery fleet as boats are restored and made available and hope to offer sailing instructions in the near future.

Rate sheets may be requested by calling the Museum at (802)475-2022. Discounted rates will be offered to LCMM members.

Anyone interested in volunteering to help with livery boat restoration and maintenance or to help in running the rental service, contact Nick Patch or Don Dewees at (802)475-2022.

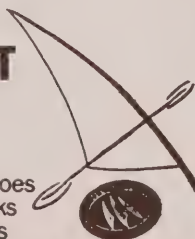


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After moving onto the shores of Lake Mendota in 1982, enthralled by our beautiful new lakeshore home, Dorothy and I turned with great energy to cleaning, clipping, generally tidying up and organizing our mini marina. Soon we met Charlie Schmalbach, our new neighbor, a 40-year veteran of the lakefront. A hearty, mildly rotund, somewhat professorial man, Charlie wore his trademark long-billed fishing cap and khaki shorts, an easy smile and an oft-present pipe clamped between strong jaws. The lower levels of our properties run together in a park-like setting at the lake's edge, so we soon developed a sense of waterside community. As we puttered about the pier, Charlie, obviously the patriarch of the lake edge scene, seemed clearly happy to see some new water enthusiasts. We were happy to ask for his wise advice on how this waterfront property affair worked. "Ah, the lake life," he would say with a wistful, happy look on his face.

When first we arrived, Charlie was semi-retired from the publishing business. A New Yorker, he had emigrated to the Midwest as the sales representative for Scholastic Publishers, selling school books and magazines to school districts throughout the area for many years. Charlie fell in love with Madison and the Midwest, adapting to his new home and culture with the infectious enthusiasm that a native can rarely appreciate.

As a young man haunting State Street, he met Anna May, his wife to be, in a local music store where they were both auditioning Billie Holiday recordings. They soon chartered their matrimonial course from a new home on Farwell Drive and later, their daughters having been raised and gone successfully into the world, Charlie settled into his avocation of "messaging about in boats." He always prided himself on getting a "minister's discount" in such dealings, buying at ever a good price and selling at the top, closing the deal through his irresistible salesmanship by throwing in a few extras to seal the bargain. At least one of these extras, say a paddle or an anchor, would come with a nautical tale well embellished by this man of letters. "Oh, Dad! You're such a BULLS****TER," Anna May would often say when Charlie was on an eloquent roll, recounting one of his patented sales pitches.

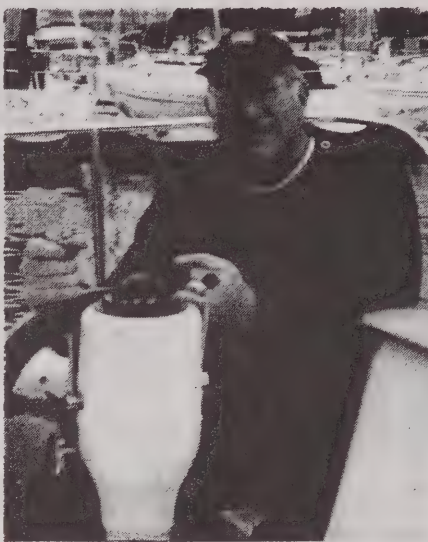
Early on he kept a small office where he ran an association of school book sellers and edited their newsletter. After a few years, he eased out of this activity into full-time retirement and was then able to become a permanent supervisor of the lakefront. His small fleet of boats was meticulously maintained but unnamed; an aluminum fishing boat that could be pulled up onto a ramp, a pristine O'Day Javelin daysailer perched on land on its marine railway system and his Super Sunfish awaiting the true warmth of summer for he-man sailing adventures.

Each morning he policed the shore for "gifts from the sea," various pieces of wood and other flotsam swept in overnight by the prevailing wind or after a thunderstorm. A truly useful item would be placed on display at water's edge in case its owner should come looking. After a suitable and gentlemanly period, however, it would be added to Charlie's collection of salvaged goods from Neptune.

Always the diplomat, Charlie would saunter over to offer us advice on the right way to straighten the pier or hang the bumpers, loaning us boots to set the sections or tools to

The Lake Life: Memories of Charlie

By John Farnham



drive the supports into the lake bottom, subtly educating us on his way of doing things, all the while imparting lake lore to the newcomers.

Charlie had what he claimed was the first Endres pier ever sold in Madison (produced by the old man himself in the only Waunakee in the world), a heavy old narrow gauge arrangement that required immersion to the arm-pits for its installation and removal each year. The boards in the wooden sections had gradually evolved over the years with replacement mainly via his salvaged gifts from the sea. They were carefully painted white each year and the paint layers reflected those years like the rings in a tree stump. The metal sections were scraped each fall and repainted forest green, the fittings greased carefully for the coming season. Charlie would neatly stack the pier sections and carefully tie down the boat covers to put his marina to sleep for the winter.

Well into his middle 70s, Charlie would put out the pier in the spring and then take it in each fall, looking down his long nose a bit at those of us, cut from wimpier cloth, who paid the professionals for this service. "When I can't do this by myself, I won't live on the lake," he proclaimed proudly.

Up the lakeshore bank stairway (those "26 steps") on his back porch, he kept a rack of fishing rods always at the ready. In his trusty Alumacraft he would terrorize the small mouth bass population of Lake Mendota each summer when they were biting, generally claiming 20 or so an afternoon, lovingly releasing his prizes as properly befitted a sportsman. He knew where those fish were in the lake during any given part of the season and had no need of a silly fishfinder. Almost every warm late summer night would find him on the pier casting a few of his favorite lures, a connoisseur of all varieties of fish the lake had to offer, savoring each sunset and puffing his pipe.

We often were invited for a summer drink on the sun porch where I would study his memoirs of previously beloved vessels; sales literature about *Fraulein*, a classic black-hulled

Century inboarder and the wooden nameplate for *The Dutch Girl*, a wooden Star class sailboat he had imported from Holland. He regaled us with tales of these wooden classics, but was now a modern man who appreciated fiberglass and had no interest when I tried to tempt him to buy another old boat. "I've sanded and varnished enough for a lifetime," he said. Charlie loved to tell the stories of entertaining his bosses from New York City, showing off the good life of Wisconsin by shooting ducks from the back yard (in season, of course) or arriving by water via *Fraulein* at a summer business meeting, stepping ashore from the boat wearing a three piece suit.

He was a frugal environmentalist. The steep bank down to the lake was to be kept in a controlled natural state, always making certain the critical root system remained undamaged. Special attention was required to prevent loss of the all important shade trees, without which he knew the August sunsets would be intolerably hot. Charlie knew the angles of the sun and direction of its path for those baking months and he nurtured shade trees accordingly.

Down by the lake the grass was carefully mowed and tidied up, bare patches brought back to green splendor with the judicious use of seed. The lakeshore itself required annual maintenance, and Charlie insisted that a few days in the water throwing errant rocks back up toward the edge was good exercise ("Suck it up, it's good for you") and would prevent erosion of that valuable property. Weeds growing in the water required diligent harvesting, almost always by hand and foot else an occasional minimal application of copper sulfate might be required. He taught us the technique of the burlap bag weighted with a rock and a small amount of the now illegal chemical, judiciously dipped along the shore like a tea bag at a late evening hour. "Those weeds think it's Hiroshima!" he would exult, "but it don't poison the lake!"

Though most storms came predictably from the southwest or west, especially vicious thunderstorms would often sweep by with a sudden tornado-like reversal of wind from the north. In one such downburst Charlie lost his famous lakeside Versailles willow tree (smuggled in as a twiglet from France many years before by traveling neighbors who were tree lovers). Its shallow root system overhanging the water's edge was no match for the 60-knot windburst, so there it lay on Charlie's Javelin, filling his lower yard. Big John, the tree surgeon, was summoned to remove the carcass, but on topping the willow its trunk rose majestically and phallically to point back into the sky. Big John declared that the 20-foot high stump would recover and left. Within a few years it grew a new round top of branches and once again shaded Charlie's marina. The Javelin was undamaged except for a bent mast which was easily put right.

Many years before, just after Charlie constructed his marine railway, the neighbors on both sides decided to bring in fill to raise their lower levels. Rather than reinstall the whole rail system, he decided to leave his at the original level. Flash forward to the great flood of 1993; the water rose to the levels of the piers, 22 inches over the normal summer high, and Charlie's lower level was awash, eventually to be known as Lake Charlie. Ducks swam in his back yard and he beached his boats up against the bank. When the flood finally re-

ceded, malodorous dead brown sod remained, well fertilized by lake water. Undaunted, Charlie donned his boots and toiled within his desert lawn, sprinkling grass seed, encouraging surviving blades back to health and patiently waiting a whole season before Mother Nature rewarded him with luxurious free new sod.

He was proud of the fact that in his younger years he had been able to water ski while smoking his pipe. He could still keep it ignited while sailing the Sunfish with her lee rail well over so "water comes up your derriere." Charlie could only shake his head in wonder at the soft younger generation with its big luxurious and expensive boats. "Small boats! Keep it simple! Wind and water in your face. Good clean fun," he would proclaim.



Charlie gracefully accepted the seasons. At a decent time each spring he would appear and begin painstakingly to restore his marina to its summertime state, working slowly as the water warmed, never troubled or rushed by potential shortness of that green time. On Labor Day he would begin the dismantling, even as the rest of us hoped for another good month or more on the water. On average he was always right and would be safely ensconced in front of his fireplace while we more foolish dreamers struggled with cold fingers against the north wind, trying to get our properties battered down for winter. "There'll be a few nice days after the holiday," he would say, "but you won't use your pier, so you may as well get it in while the water is warm, then go watch the Badgers play football."

An icon of common sense and a great appreciator of nature's waterside beauty, Charlie seemed indestructible. We only knew a part of him for a part of a long life, not the stuff of an obituary, but it was the privileged acquaintance of a courtly and mannered gentleman sailor of brio, from an era perhaps never to return. He's gone now, but I think his spirit lives on in the lake, probably chatting amiably with new friends, the host of predecessor water-lover souls like himself who were infatuated by Lake Mendota in generations past. I have his Sunfish now, still unnamed, and sodden derriere hanging over the side, I remember how he taught me to appreciate this wonderful lake life. Its nice to know that some of him, ashes from the urn, con-signed lovingly by his daughters, resides in these wonderful waters.

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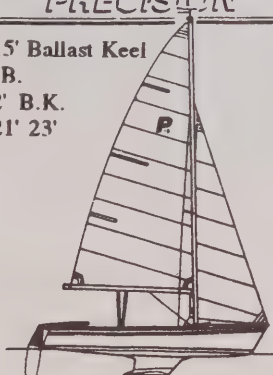
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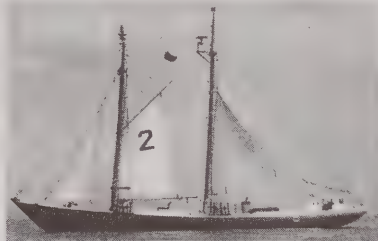
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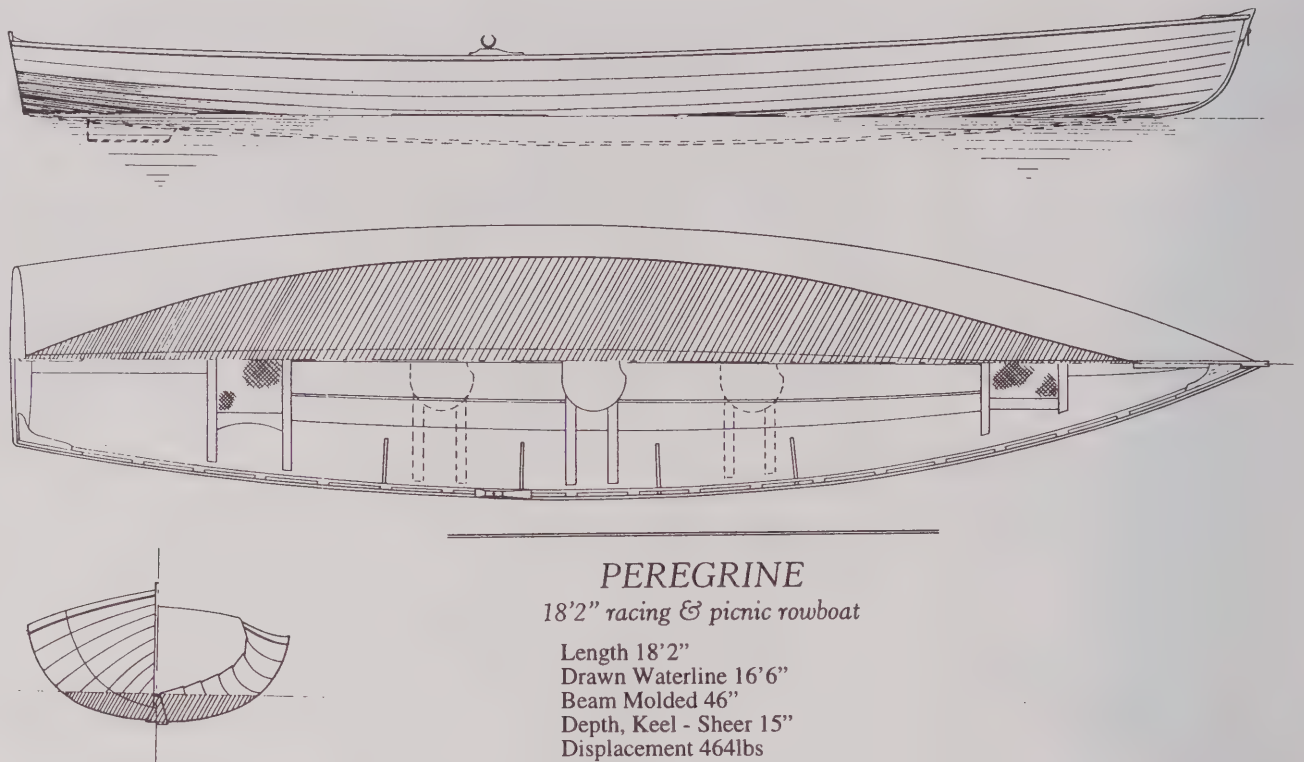
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Displacement 464lbs

Designing The Peregrine

About the Design: Over the years I have helped officiate for a local rowing race called The Somes Sound Classic. This is a race open to sliding seat and fixed seat rowers as well as kayaks. When a client asked me to design a fixed seat rowboat that would win this race I reviewed the race results for several years and discovered a couple of surprises.

The first was that the faster fixed seat boats did not take much longer to go around the course than the faster sliding seat boats. There was at most only a 5%-10% difference. Many of the sliding seat boats were actually slower than the fastest fixed seat boats.

The other surprise was just how fast these boats were going. They were covering the three miles in just under to just over half an hour. This is a speed of about six knots which, when I worked the numbers for an 18' boat, is a speed length ratio of 1.6. This would be a boat that had broken out of the wave formation of a displacement hull, a boat that was climbing its own bow wave to try to plane, a boat whose transom was squatting in the trough and being robbed of the opportunity to go any faster.

So I approached the design of the Peregrine from the viewpoint of designing a semi-planing boat. This mainly meant a much bigger transom than is normally seen on row boats. I also gave the boat a nearly semi-circular mid-section to get the surface area as small as possible since the power source is small, though efficient. I did not go as extreme as possible because my client planned to compete in only one race.

What's Happening at Brooks Boats

By John Brooks

The original Peregrine has some hollow in the lower portion of the transom, a suggestion of a wineglass shape that my client liked. This is a harder shape to build so when I drew up the plans to offer for sale I took out this hollow and made the transom a little fuller. I think the plans version will be the faster boat.

Another interesting feature with this boat is the skeg design. In a race my client needed a boat that would hold its course well so he could concentrate on pulling at top speed rather than steering. The race is run in a triangular course so he also needed maneuverability around the marks. I'd seen boats lose places when they couldn't make a tight enough turn.

I made the skeg much shorter than is normally seen on traditional rowboats and put an end plate on it, a wing if you will. In section the skeg looks like an inverted "T". The idea is that when the water is going over the skeg at high speed, the end plate keeps water from slipping from one side to the other which happens when the boat is turning off course. When the boat came to the mark she would have to slow down to make the turn and, in that case, the end plate loses its effectiveness and the small area of the skeg allows the boat to turn quickly. In trials it has worked very well.

At this writing I have not seen the boat in a race. The first owner of the Peregrine has not been able to row the boat competitively. But she has been rowed with kayaks and in company with some of my other rowboats and she has proven faster than them all. A fellow who built a

Peregrine from my plans last winter reported, "Launched on Memorial Day in Oxford, Maryland. 8' spoon blade oars (homemade) makes her go great! Many compliments from onlookers! Fast as h---!"

Peregrine Plans: Plans for the boat cost \$75. Our plans illustrate my building jig and my method of clamping planks without having to own a thousand clamps. I developed the jig mainly so that I could easily clean up the epoxy on inside of the hull before it became globs of rock that would have to be chiseled out. The jig also allows me to plumb all the molds in a single step, rather than having to plumb each mold individually.

The plank clamping method uses a batten over the lap that is drilled, sheet rock screws inserted in the holes and screwed into little blocks that pull the whole sandwich tight. The batten holds the thin planking fair until the epoxy kicks and allows the molds to be 24" apart for easier access to inside the hull to get at that squeeze out. This method also allows a builder to attach more than one pair of planks a day.

Two Peregrines to Build This Year: One currently under construction is being built in the racing style, with caned seats for the passengers and a contoured seat for the rower, but is being planked up with a little thicker plywood (5mm instead of 4mm) to make it tougher. The owner of this boat has had the hardware fabricated of titanium, based on my designs. It will also be propelled with a set of custom spooned oars shaped to the latest thinking about oar design, i.e. a shorter, wider blade. Another cruising Peregrine with custom

spooned oars will be exploring the warm waters of Florida.

Peregrine Prices: I am presently working on revising the prices for my boats so I don't have a new price, but I estimate the cost of a racing style Peregrine at \$6,500. There are a long list of options that can be added to the boat.

Peregrine Classes: For the last two years I have taught a class on building the Peregrine over at the Wooden Boat School in Brooklin, Maine. These have been one week courses that concentrate on teaching the students how to build the hull, from making the molds and parts, to setting up, to measuring, making and attaching the planks.



And Now, the Merlin

About the Design: In September, a family experimented with several of my rowboats and decided that they liked the Peregrine 18 but do better with a smaller boat. This winter I have been designing and building a 15'-6" version that is to be called Merlin.

The Merlin, while a shorter version of the Peregrine, will have similar speed and stability characteristics. The shorter length is intended to make her easier to handle than the long Peregrine. While the shorter length will reduce this new design's ultimate speed, the intent of the Merlin is to make her as easy and pleasant to row at moderate speeds as the Peregrine.

A boat that is simply shorter would lose some capacity and stability with the shorter length, so the Merlin's depth and beam will both be increased a little to compensate. This is a delicate dance as increasing these too much will result in a significant increase in resistance and the boat's good rowing characteristics will suffer. To further help this situation, the waterline length will be proportionately increased a little.

The Merlin's final length will be determined by the planking length from two sheets of plywood joined with one scarf joint.

The Merlin is to be laid out for two fixed seat rowers with the option of being rowed by one. Thought will also be given to location of the framing and stringers that are required for the installation of the Alden Oarmaster removable sliding seat unit for the boat to be rowed as a single. These extra structural members will not be required if the boat is used only as fixed seat rower, thus saving weight.

Length overall 15'6"

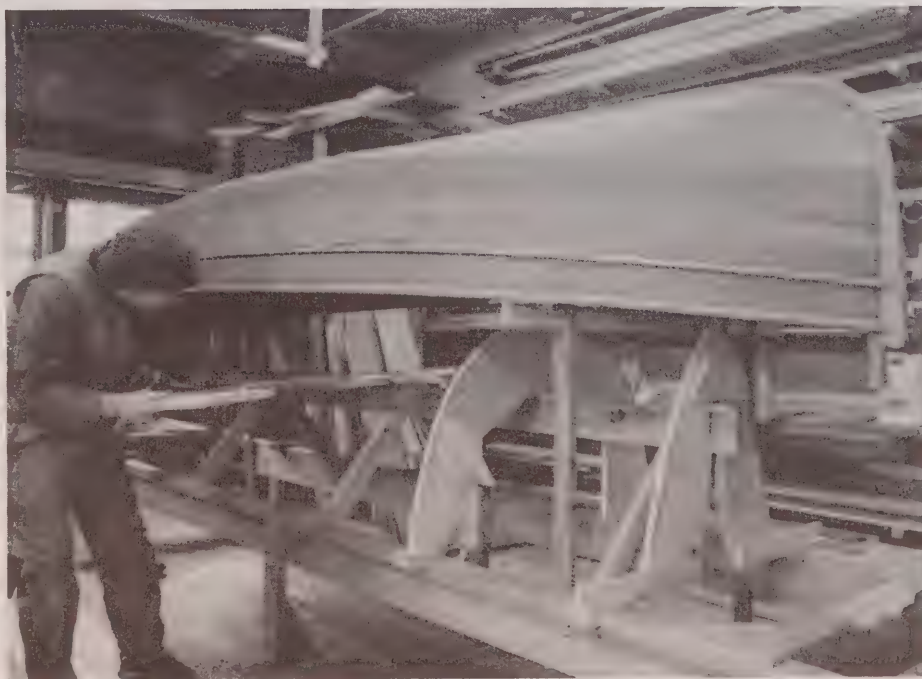
Waterline length 14'3"

Beam 47"

Rig Fixed or Sliding seat

Depth amidships (sheer to keel) 16"

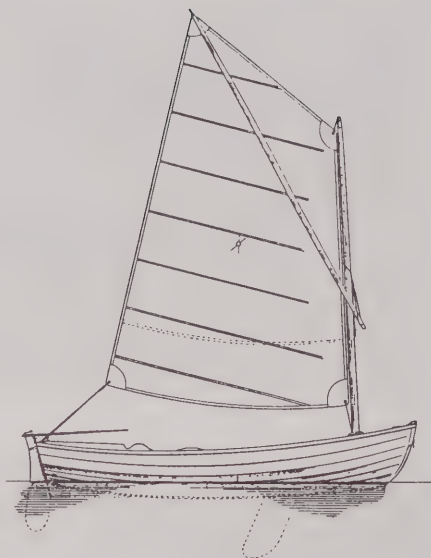
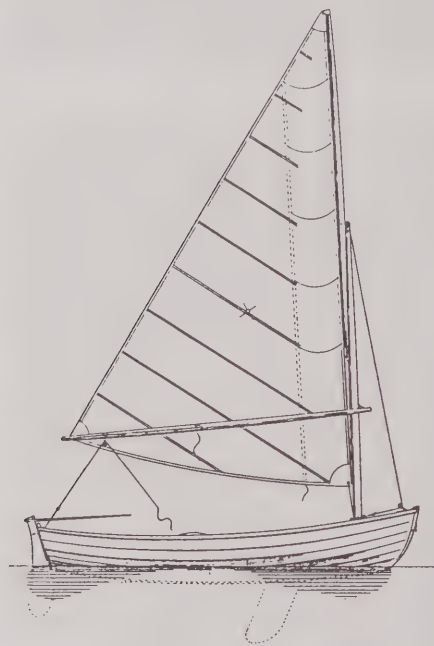
Weight (approx.) 100lbs.



And There's The Ellen

Ellen 12 Sailing Dinghy

Plans: I have just completed the plans for the Ellen 12' sailing dinghy. The Ellen is the most popular model that I build and many people have asked for the plans to build their own. There are 11 sheets of drawings for this boat, including full size patterns for the sections, stem, transom, rudder, tiller, daggerboard and the daggerboard trunk. She comes with two sail rigs, a gunter and sprit.



Nesting Ellen 12 Sailing Dinghy: I am just finishing up a gunter-rigged Ellen 12 that is built as a nesting dinghy. When nested, this boat measures only 7'6" and fits neatly on the bow of a forty footer. When the big boat is at anchor, the two halves of the dinghy can be launched separately (the larger aft section weighs well under 100lbs.), then joined in the water.

My biggest criterium was that the two halves be able to be easily joined in the water. I am happy to report that it works very well, though it did take a bit of head scratching time to figure it out. The general concept of how it was to be done came to me early on and has stayed very consistent, but many of the details have had to be sketched out in detail, thought about, revised and finally carefully built.

I tested this new design while the boat was still primed, in case I needed to make modifications, and the halves floated well and went together easily, but the locking mechanisms needed some small refinements. I have since made the modifications, which make the two halves lock firmly together. This option has turned out to be very time consuming to build and thus is expensive.

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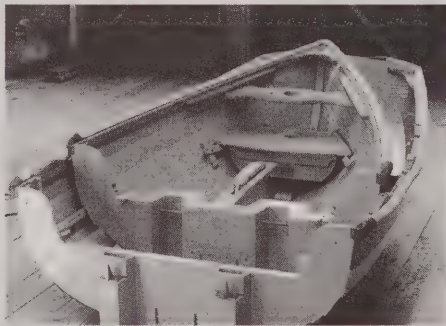
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Ellen 12 Rowing Version: Last July I delivered a rowing version of the Ellen 12. This boat has the latest incarnation of a movable rowing thwart (so the boat can be set up for one or two rowers). I am very happy with the new seat. It is easy to lock and unlock, is unaffected by the swelling of various parts (unlike a cam-type of locking mechanism) and is easily adjusted to fit different parts of the boat.

New Ellen 14: This version of the Ellen, which I have named the Ellen II, will be a sloop with a gunter main and a small jib. This particular boat will be built with a moderate sail rig, 80-85sf, since the customer's grandchildren will be learning to row and sail. The boat will also be designed to sail well, and be balanced properly, under main alone. An "Oh, so you want to race!?" rig is on the sketchpad; it will have a 95-100sf sail area and very probably a small removable bowsprit.

Ellen II is to be an open boat with a look and qualities similar to the original 12' Ellen sailing dinghy. She is to have a proportionately narrower beam to maintain good rowing qualities, yet at the same time have full sections for good stability to carry her sail plan and be a safe boat for young sailors. The jib is to be set flying from a fitting on the stem, the halliard running through a sheave at the masthead. In the original rough sketch the jib has a small 3/4 club and is self tending. Ways will be explored to find the simplest way of setting the main alone for heavy weather and solo sailing.

Ellen II is to have a centerboard made of wood, weighted with lead, in a fully enclosed trunk.

Length overall 14'

Waterline length 12'-6"

Beam 52" (4'-4")

Rig Sloop

Sail area 80-85sf

Depth amidships (sheer to keel) 18"-19"

Weight (approx.) 200lbs.

Ellen Classes: I also teach an Ellen class for Wooden Boat School at Brooklin and in San Francisco.

And Others Too

Achates 10' Sailing Dinghy:

The first Achates 10 was delivered this spring. She features a proper amount of varnish, and serves as tender to a classic wooden power yacht.

Modified Grebe 15' Yawl:

In early spring I delivered a 15' British-style yawl based on Ian Oughtred's 13'6" Grebe design. I was asked to stretch the original plan and redesign it for better maneuverability in a crowded anchorage. This is a very classic boat with a plumb stem, wineglass transom, lug rigged main and a tiny mizzen stepped on the forward side of the transom. Her sails were made up in the traditional manner by Nat Wilson from his new Oceanus cloth (made by North), a dacron that looks and feels like cotton.

Sailing Peapod: This 13' lapstrake Beach Pea peapod designed by Doug Hylan will accompany a new Rozinante.

John Brooks, Brooks Boats, PO Box 101, Mount Desert, ME 04660, (207) 288-9761.

Spare Parts

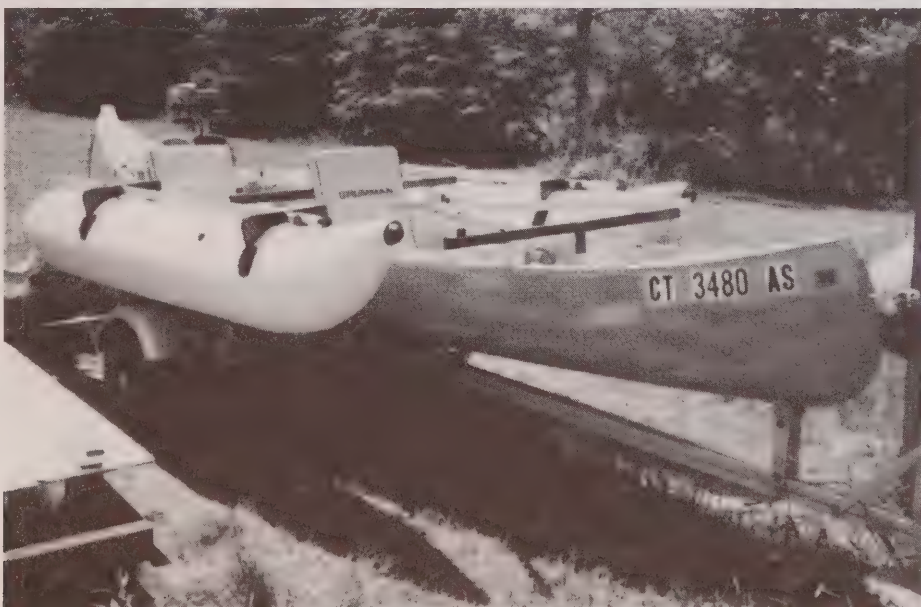
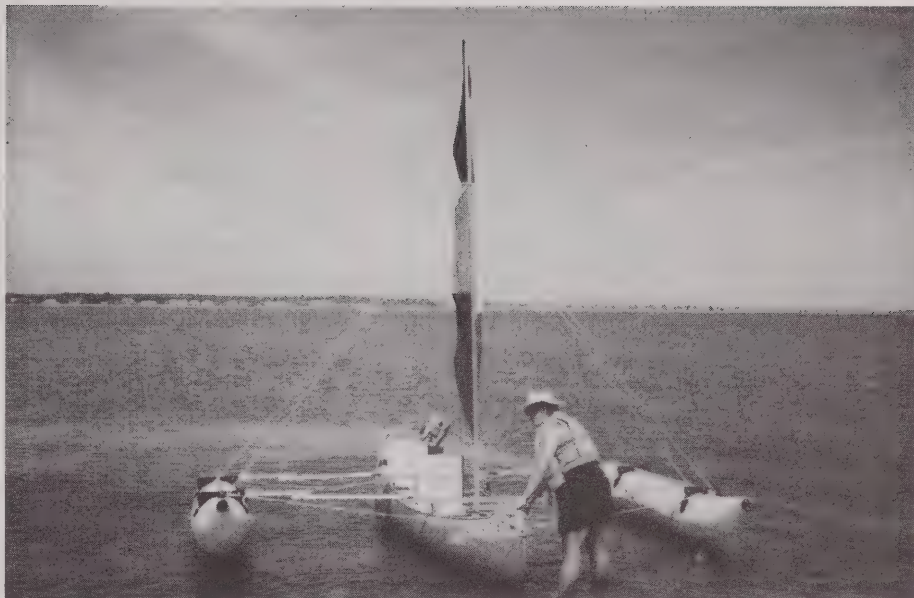
By Scott Lamson

I know what you're thinking, yet another article on a "home-made" trimaran. Well, I started this project before Mr. Hicks started covering them in *Messing about in Boats*. I finished *Spare Parts* last summer and have used it not only under sail, but cruising up our local tidal rivers under power.

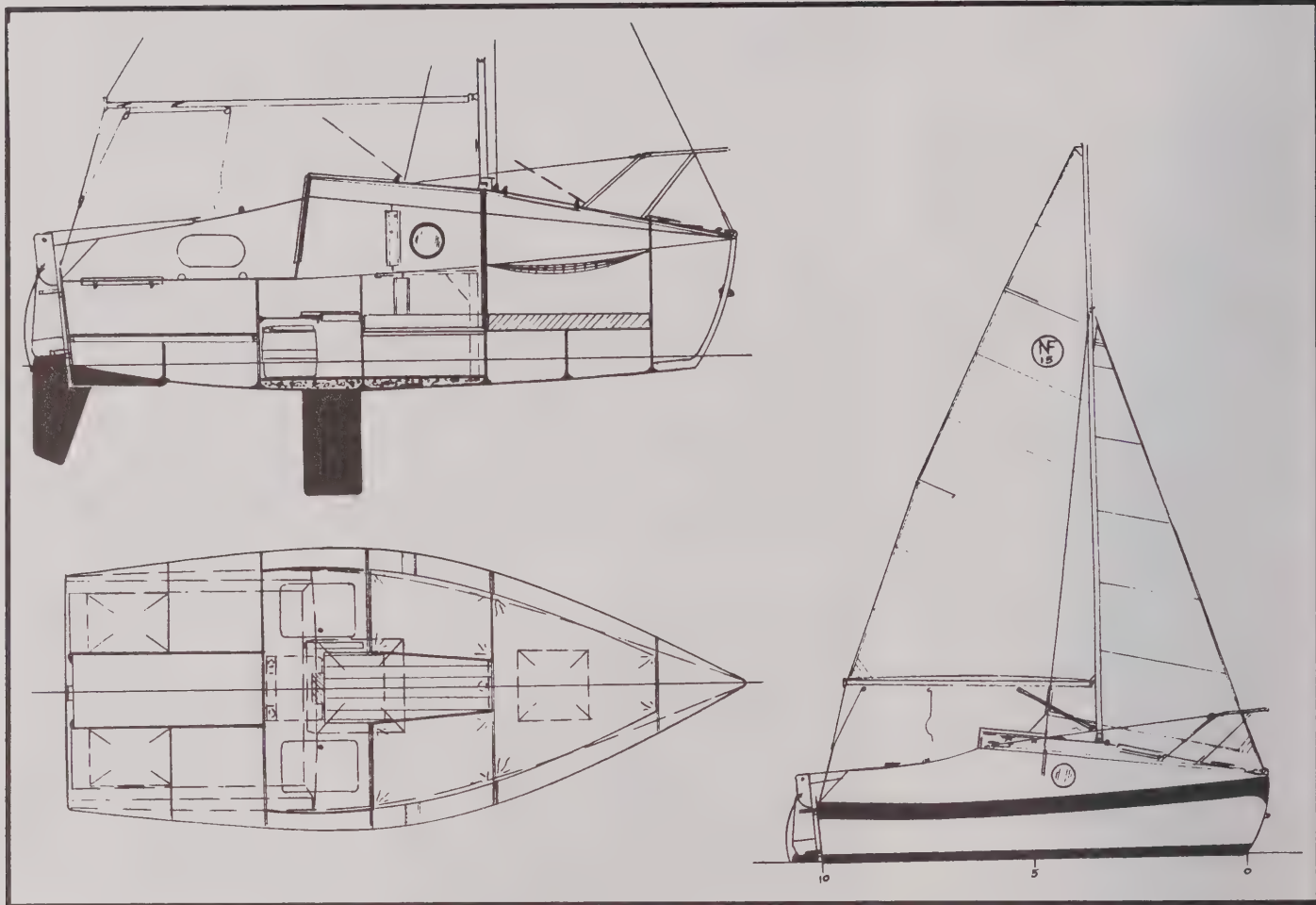
But, let me start at the beginning. About three and a half years ago I bought a little 9-foot inflatable sailing catamaran to introduce my new wife to the sport of sailing. Even though the weight capacity was enough to carry both of us, there was just not enough room on board. So I decided to keep it anyway, thinking I could use its outriggers if I ever picked up a canoe. Sure enough, I saw what I was looking for, a 15-1/2-foot aluminum Grumman Canoe. I chose a Grumman because I could easily get a sailing kickup rudder, side motor mount and comfortable high back cushion seats. I made little platforms about three inches high with a 20 degree slant for bottom cushion. The mahogany lee boards I bought at Shorewind Consignments. Another reason why I preferred an aluminum canoe was after having a bad experience with an inflatable Avon dingy on some sharp shells in these aforementioned tidal rivers here in Saybrook. I then wanted something a little more durable that could take the punishment.

I have followed multihulls since 1985 and thought this would be a good time to experiment in making my own folding tri. Using the frame from the cat mounted on the top of the gunnels of the canoe, I then purchased some 1-1/2-inch square extruded pipe. I cut them into four 3-foot sections and four 2-foot sections. I overlapped and drilled holes through both pipes to make hinges and I did the same for the pipes on the cat frame. I made two hinges per arm, four arms in all, two per side, carefully measuring and "eyeballing" to make sure the bottom of the inflated pontoons were level with the bottom of the canoe. After assembling all parts, I noticed another advantage, flexibility, allowing the pontoon to float over the waves independent of the main canoe hull. It also provided enough flex for when sail was used. The two stays would take up vertical slack and cause the windward pontoon or ama to be out of the water. Just as I planned it. Yea, right.

Anyway, it works just fine except my wife, who usually sits in the bow, doesn't like to get wet, especially when the water is cold. So I'm forced to sell and go bigger, something decked over so she won't get sprayed when we go sailing. See advertisement in this issue.



Right from the top: Ready to go. Underway, note detail of folding akas. Shoreside nicely folded on its trailer.



The famous financier J.P. Morgan was credited with saying, "If you have to ask the price, you can not afford it." A friend once said, "I ask the price to see if I want it." He reasoned he worked hard for his money and did not intend to throw it away. Most of us (except lawyers) work hard for our money. When it comes to spending my boating dollars, I try to make them go as far as possible. My wife calls it cheap and I agree, but I like to think I have turned cheap into an art form.

Living inland, I have evolved into a trailer sailor. I enjoy the economics of mooring my boat in my own backyard, and at interstate speeds my cruising grounds range from the beautiful lakes of the Southeast to the Chandeaur Islands in the central Gulf of Mexico, around the Florida Peninsula and up the East Coast to the Chesapeake Bay. This type of versatility can only be found in a trailerable boat.

With retirement looming, I decided I needed a new boat, one that would allow me to do some serious cruising in a trailerable sailboat. Having designed and built a few small boats over the past 30 years of messing about, I dusted off my splines and ducks and started drawing. The new boat must be large enough to sleep two and have enough stowage space to be independent for up to a week at a time. The boat should be easily towed by a small car and be launchable from most ramps. Above all, the boat must be cheap to build and maintain and go together in a hurry.

Future trailer sailors do face a dilemma. As cars and trucks downsize in search of better fuel efficiency, one of the byproducts is

Cruising on the Cheap Side *The No Frills 15*

By John L. Pruitt

smaller towing capacity. The economics of having a big car or truck just to tow a boat, while suffering bad fuel economy commuting to work or running to the store, will not be justifiable. Future trailerable sailboats will have to become lighter. To achieve this, boats will have to be either smaller or reduce weight by leaving something out, such as ballast, and regaining it when launched either as water or rocks found along the shore. I always felt the only water in a boat should be drinkable, and finding that odd rock to stow in the bilge would be chancy. If smaller is correct, can a small boat be built and still offer a level of comfort so two people can enjoy a week cruise and be cheap to build and maintain?

Webster defines the word cheap as low in price or cost. It is also defined as inferior quality or value. You can build a cheap boat that could fall apart in a couple of years, hopefully while no one is aboard. So, how do you design a boat that will meet our requirements and still be a quality product? The answer to that question is found in a quote from that great British aeronautical engineer Geoffrey de Havilland. He was asked, "How do you design a good airplane?" His reply was, "Lighten and simplify." Both of these words will be my

guide in designing the boat I seek.

Boat builders range from those who receive their greatest pleasure from building to those who just want to be on the water. I am one of the latter. The quicker the boat can go from paper to water the better. In my view, the quickest method of construction is tack and tape. This means a plywood boat. The fastest and easiest plywood boat you can build is a flat bottom skiff/dory. Two sheets of 4x8 plywood, butted together, will give an overall length with enough room for two people to sleep and stow their gear. To keep the draft at a minimum, a daggerboard arrangement is used. The trunk is offset to port to keep from dividing the cabin. Ballast is inside and, to keep cost down, a mixture of cement and scrap metal is used. Because of its versatility, a sloop rig was chosen. To keep the mast from separating the bunks, the mast will be stepped on the deck and supported by a laminated deck beam. A raised deck is used because it gives more room in the cabin plus greater strength because the trunk cabin to deck joint is eliminated. All boats are compromises, so is this one.

The finished product turned out like this. Overall length is 15' 2-1/2". Waterline length is 14' 2" with a beam of 6' 2" and a draft of 7" with the board up and 2' 11" with the board down. Sail area is 120 square feet. The displacement is 1279 pounds with an empty load of 530 pounds. There is a useful load of 530 pounds. AC exterior plywood was chosen for the hull because of its availability and cost. The bottom panel is 1/2" and the sides and deck are 1/4" plywood. The whole out-

side of the hull and deck is sheeted with 10 ounce fiberglass cloth. Longitudinal stringers of 1/2" plywood connect transverse frames, also of 1/2" plywood. When all the seams are filled with a mixture of a resin/filler and fiberglass tape, the boat is virtually a monocoque structure. Because of the size and to keep within the theme of the boat, polyester resin was used over epoxy. The mast and boom are stock sections and the hardware was found at my local marine supply store.

The cockpit is large enough to seat four people or two can stretch out. The high coaming effectively increases the freeboard and offers some protection for the crew. Access holes are cut into the inside panel of the coaming for extra stowage. There are two

hatches at the aft end of each seat for sail stowage. The cockpit is self-bailing with the scuppers cut into the transom so no through hull fitting is needed. The rudder has a kick-up blade. All sheets lead to the cockpit for easy sailing.

The cabin has two bunks separated by a footwell. A table that can double as a plug to convert the single bunks into a double mounts over the footwell. Aft of the bunks are two dressers that can be used as a galley with stowage under. Between the dressers a porta-potty is stowed. It is pulled out into the footwell when needed. The mattresses are four inches thick so sleeping after a long day will be enjoyable. Foreward of the bunks there is a forepeak for stowage of the anchors, fenders

or whatever. The main companionway plus a foreward hatch ventilates the cabin.

The prototype was built in a little over four months at a cost of \$2390.15. Like any flat bottom boat, you have to keep the boat on its feet to sail well. Cruising is "roughing it smoothly." Keeping gear and supplies on the light side helps performance. Think of the cabin as a tent and plan as though you were going on a hike with a backpack. This boat is without frills, hence the name the *No Frills 15*.

If anyone would like to build one of these boats, the plans are available from the designer at a cheap price of \$55 prepaid. No Frills Design Ltd., 1346 Sycamore St., Stockbridge, GA 30281-4502.

The "Idea" of a Ship



By Charles Baird Fortson

My "Idea of a Ship" isn't a replica of anything, it's my own concept of a ship from the mid-1700's. I named it *Ben Franklin* since that was the age when he was in his prime and he was a favorite American. It's 18.5' long, 7' beam, 1,750lbs displacement, 200sf sail area (I made the sails too), 2 daggerboards abreast, no ballast, 15hp auxiliary. It took me a year and a half to build and was launched in September, 1993.

That auxiliary is much too big for my needs but it is a four-stroke Evinrude, very quiet and economical and smoke free. I have it sticking through a motor well and it doesn't steer. I originally had a 9.9hp 2 stroke Evinrude and a lot of smoke.

How does it sail? I'm not going to brag about that. It does well across the wind and on all points down wind. The daggerboards really get to humming. When working upwind it gets very tricky. The square sail backwinds too readily and this requires too much maneuvering and adjusting the sheets and braces. I usually avoid upwind sailing. I have been able to tack but wearing ship is much easier.

We have a very large salt water bay here where I sail. I wouldn't be afraid to sail it on the Gulf of Mexico, but only on good days. It is a small boat still. I keep it on a trailer in my yard.

The photos by good friend Ron Cole were taken as he motored around me in his boat. I wanted to keep any people hidden to preserve an image of largeness.



Bolger on Design

Chebacco 20
Design #540 / #575
19'8" x 7'9" x 1'0"

The original Chebacco boats were half-decked fishing boats built as far back as 150 years ago in the Chebacco Parish of Ipswich, Massachusetts; the parish later became the shipbuilding town of Essex. The modern Chebacco boats were originally designed for Brad Story, an Essex boatbuilder, as a response to saturation of mooring and berthing space on the Essex River. The solution was a boat so readily hauled on a trailer and so quick and convenient to launch and rig, that keeping her out of water and away from the waterfront when not in use would not much inhibit impulse daysailing. We aimed at unobtrusive good looks that would suit the atmosphere of the locality, much of which has not changed in 200 years.

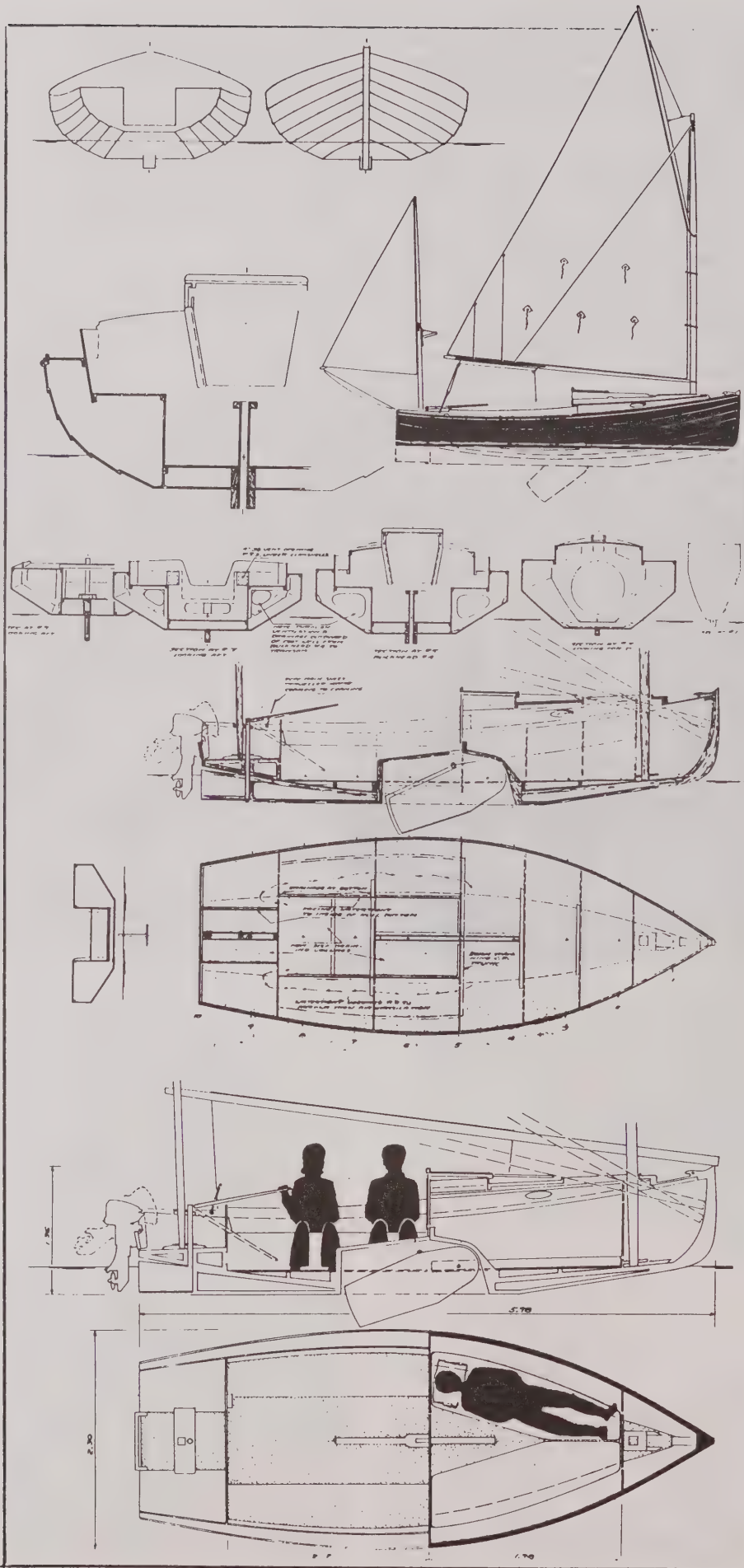
The cat-yawl rig with gaff mainsail works with unstayed masts so short that they need no special gear or technique to step. The shallow keel makes the centerboard less obtrusive inside the boat, protects the hull when grounding and for trailering and allows sailing, even to windward, in water little more than a foot deep. The inboard rudder made room for the outboard motor in a location that is easily reached and does not look makeshift. A rudder as small and shallow as this one can be made reasonably effective by fitting it with an end plate on its bottom and proportioning it to sweep the hull bottom, so that no force is lost off the top and bottom of the blade.

The cuddy was intended more for afternoon naps for small children and for locked stowage than for cruising. It was kept short to encourage people to sit where their weight doesn't hurt the trim of the light boat.

The sheet plywood (prefabricated) hull and the later glued lapstrake version sail even as far as casual sailing suggests. Both are unballasted and in theory are capsizable, but with their low rigs, buoyant shape and watertight foot wells, we have never heard of one that capsized and doubt that it could happen by wind alone.

The class has proved to have worldwide attraction, and the boats have been built from Italy to Tasmania. (Also see *MAIB* Vol. 11 #3, p. 26 for Design #605, the "glass-house" Chebacco, the first of which is to sail this year.) A class newsletter is edited by Bill Samson, 88 Grove Road, West Ferry, Dundee, DD5 1LB, Scotland and is distributed in North America by Gil Fitzhugh, Primrose Trail, Mount Kemble Lake, Morristown, NJ 07960. Bill Samson's web site is <http://www.tay.ac.uk/mcsweb/staff/wbs/chebacco.html>.

Chebacco 20 plans, which are quite detailed, on nine 17"x 22" sheets and cover both versions plus two variations on the rig, are available from us for \$200. We have looked at a version with more cabin and less cockpit it will be some time before it's available unless an individual or group decides to subsidize the work. Like all Bolger designs, they are available from us at Phil Bolger & Friends, 29 Ferry Street, Gloucester, MA 01930, fax 508-282-1349.



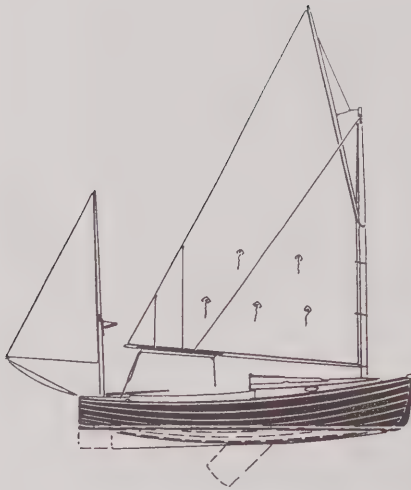


From the top: Bill Samson sailing *Sylvester* in Dundee, Scotland. Bill edits a Chebacco Class newsletter. Alessandro Barozzi's *Nencia* on a quiet evening on Italy's Lake Garda. Mark Lundgren tows his Chebacco on this tiny trailer with a VW bus in Minnesota.

From the top: A nicely built Chebacco in Denmark, Maine, but mislaid the builder's name. Anyone out there know? Without stepped as yet, Peter Gray's Chebacco makes a nice beachable boat in Queensland, Australia. Bill Samson's *Sylvester* is also ported on a tiny trailer pulled by a subcompact Fiat.

My Chebacco 20

By Brad Story



• CONSTRUCTION

Lapstrake with highest quality marine plywood - sapele or equivalent

Trunk cabin and coamings of solid mahogany

Cabin and cockpit soles are fir

Spars are solid fir

Trim is mahogany or teak, depending on paint/brightwork scheme chosen by owner

Air-tight areas under cockpit seats provide flotation in the event of capsizing

Hull, cockpit, and cabin interior are painted; cabin sides, cabin/cockpit soles, and trim finished bright with oil or painted, as owner prefers. Spars are varnished with 6 coats high quality spar varnish or painted.

• POWER

Integral transom outboard bracket, so separate bracket and long-shaft outboard are not necessary

4 or 5 hp outboard provides plenty of power

Stern well for gas tank keeps tank out of the way and gas drips out of the cockpit

• FEATURES

Easy trailering and handling - weight under 1,000 lbs, depending on options

Warmth, strength, and lightness of wood

Rig is simple, easy to set up, and easy to handle. Unstayed mast can be stepped by one person at dock, using special cabintop hatch to walk mast up - avoids awkward balancing of upright mast into step.

Hardware is bronze, no lightweight or aluminum fittings are used; blocks are Harken

All halyards lead to cockpit and sheets are handy for single helmsperson. Mizzen overcomes traditional catboat vices - the Chebacco 20 will come into wind and stay there by sheeting mizzen hard amidships.

• DIMENSIONS

Length overall 19'6"
Beam 7'10"

Draft (board up) 11"
Draft (board down) 3'6"

Sail area 176 sq ft



Springing from the tradition of simple, able, hard-working boats built by our Story Shipyard in Essex, Massachusetts for 184 years is our Chebacco 20, a lapstrake cat-yawl designed to meet the needs of present-day sailors. The Chebacco 20 is a light, capable daysailer that is easy to balance, easy to reef, and safe for the family, a trailerable weekend cruiser with class.

The Chebacco 20 takes its name from the Chebacco boats built in Essex in the 1700s; small shoal-draft fishing vessels built by my ancestors to meet the needs of the times. My decade of experience in building Chebacco 20's has led to numerous refinements in the original Phil Bolger design, making the boat even simpler to trailer, sail, and build. Her large comfortable cockpit, pleasant cuddy cabin, and easy-to-handle rig make our current version of the Chebacco 20 a delight both for daysailing with a group of friends or week-end cruising.

The following are excerpts from a feature article in the August, 1992 issue of *WoodenBoat* written by Dan Segal.

"In the end, Chebacco was-is a delightful boat. And she's very pretty. This has to be one of the most useful types of boats possible. The list of what makes them wonderful is long, and I'll indulge myself as this useful kind of boat is so re-

markably rare.

She is small and simple and light enough to launch, rig, and sail alone. She doesn't need a slip or a mooring. She doesn't waste a week of spare time fitting out in the spring or putting up in the fall. She doesn't need a whole day if there's only an hour or two to sail. She'll go into the water within 15 minutes of reaching the ramp.

She'll take a party for a daysail or to a low-tide beach for a picnic. She'll sail in the most delightful places: Water that's shallow and close to the shore, full of minor dangers and treats, discovery and sport. She'll sail backwards steadily and predictably, or sideways for that matter, should you want to sail into tight places or show off. She'll spin on her own length under sail. With some tweaking, she will steer herself. She can be steered with the mizzen sheet from anywhere on board.

She's able enough for semi-open bays. She's fast enough to cover some distance. She'll lie like a duck with just the mizzen standing if the weather kicks up.

She has a dry place for cold crew members. She has a shaded place to put sleepy or sunburned crew members. She has plenty of storage to keep gear aboard and ready to go, but not underfoot. She has chair-height seats with good seatbacks for day-long comfort. She's stable, strong, dry, and capable. She'll take adventurers off for a weekend of camping on the water in greater luxury than most campers put up with, let alone backpackers.

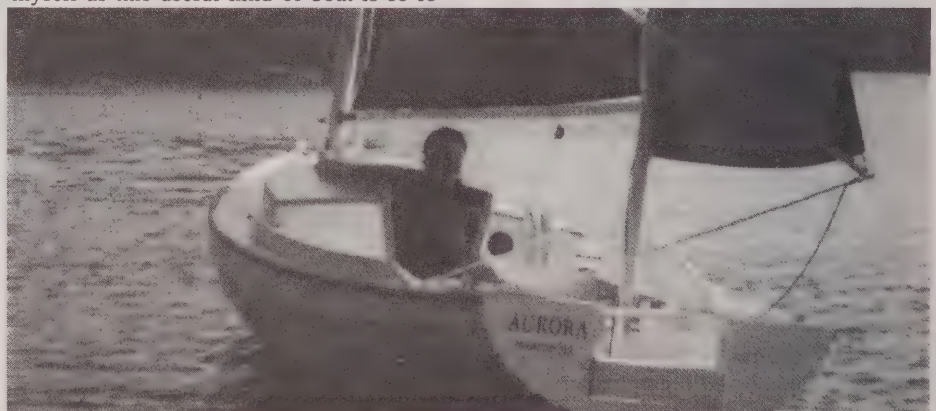
Young children will find everything aboard her to their scale and will feel much their own people. They will be able to sail her and not be bored. Adults, too, will find everything to their scale. What a difficult combination. Everyone aboard will feel safe.

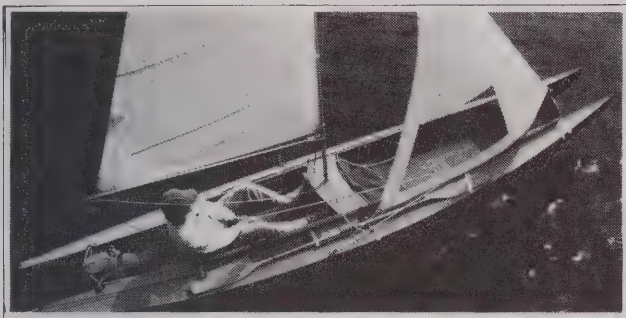
She's light and shoal enough to push off a mudbank. She can be beached. She can tow a dinghy, but she doesn't have to.

It will take a half hour to put her back on her trailer and pack her up, less, with organization.

I could go on. I do not understand why there are not hundreds of similar husky, dry, safe, simple, sensible, trailerable daysailers with a place to get out of the sun or wet. I don't know why we don't see such boats everywhere. But we don't, and there aren't."

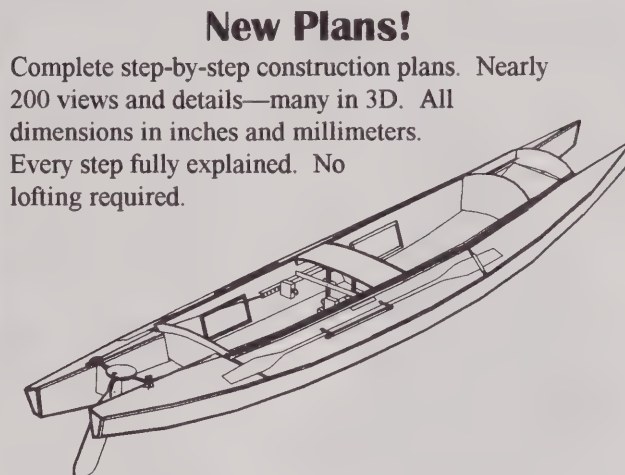
Brad Story, Story Shipyard, P.O. Box 231, Essex, MA 01929, (508) 768-6291, (508) 768-7858.





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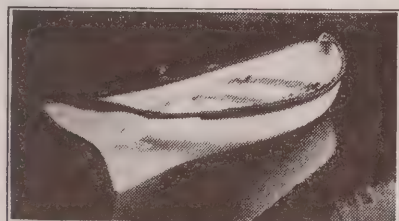
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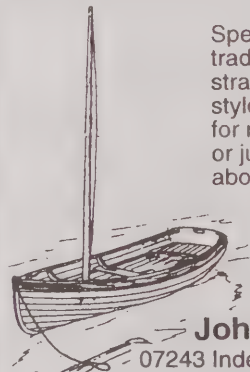
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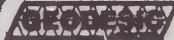
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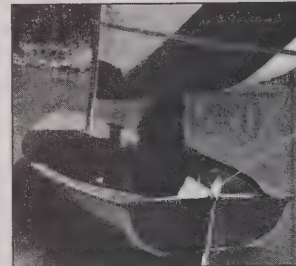
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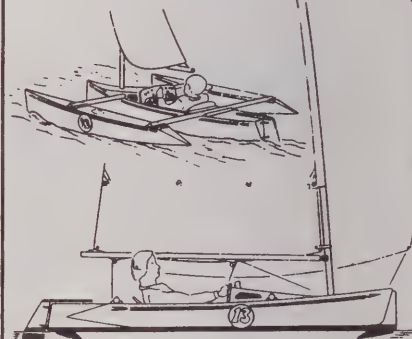
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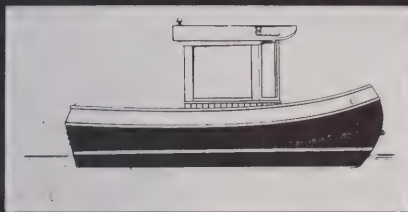
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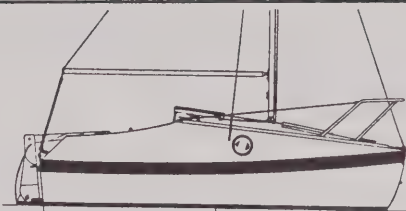
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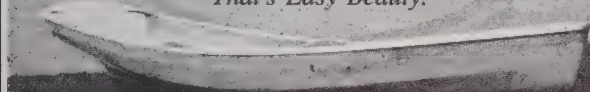
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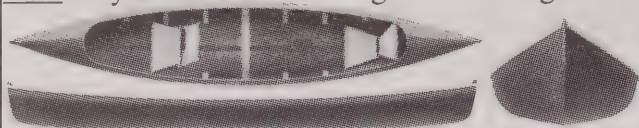
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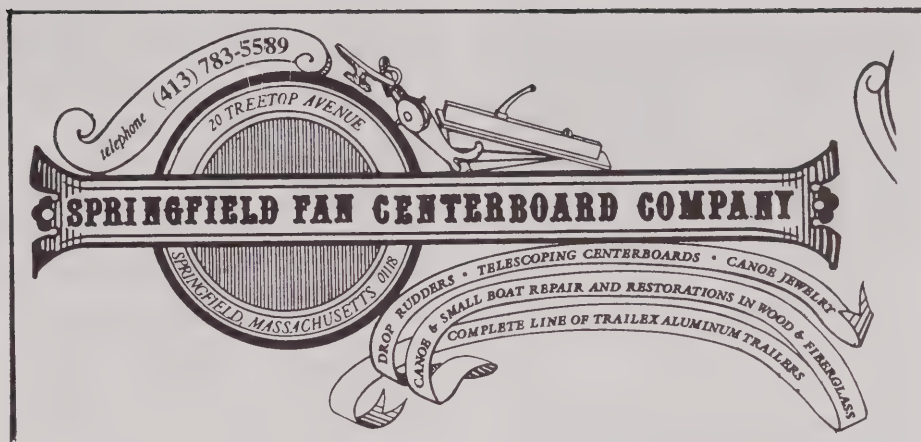


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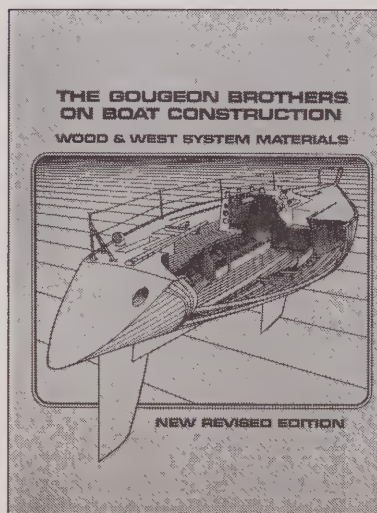
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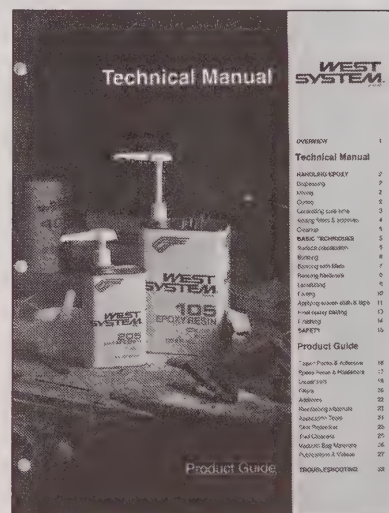
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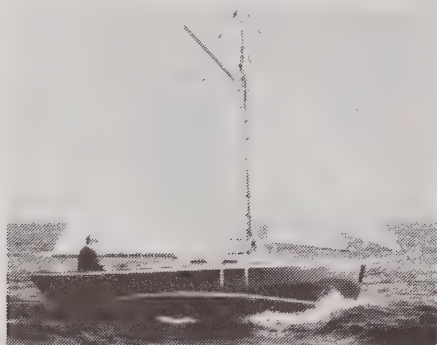
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23' Penn Yan Sport Fisherman, 79, FG, galley, bunks, VHF, fathometer, trimtabs, many extras. Repowered in '93. Vy low hrs. Carefully maintained. Tandem trlr. In Deer Isle, ME. \$9,500.
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15' Wolverine '58, all mahogany, rblt, beautiful. '58 Johnson 35 runs gd. Trlr, 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) "

12' Old Town Sportboat, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$2,750. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (4)

'27 Old Town Canoe, 15', 50lb ltwt, professionally restored. \$1,725 OBO. GERARD OUELLETTE, RRI Box 1430, Litchfield, ME 04350-9729. (4)

21' Trimaran Daysailer, fast w/roomy seating. Hobie 18 outer hulls & rig, center hull epoxy/ply. Dave Green designer/builder. \$2,000. HOWARD SCHAFER, Stuart, FL, (561) 287-4793. (4)

Klepper Aeries II, 17' dble folding sea kayak in gd cond w/paddles, spray skirt, float bags & full sail rig. \$2,300. DAVE PAYSON, Keene, NH, (603) 358-3106. (4)

16' Bolger Gypsy, rowing/sailing skiff, will also take small OB. West System, Shaw & tenney oars, sail in gd cond. w/Magic Tilt trlr. \$900. LEANDER HARDING, 127 Westover Ln., Stamford, CT 06902. (4)

Maas 24, '95, lg fin, bailer, minimal use. Exc cond. make offer. DAVID KRAMER, Greenwich, CT, (203) 629-8391, lv message. (4)

26' Novi Lobster Boat, solid wood hull w/minor rot on coamings. Strong rblt. GM FWC 6cyl. \$2,000 OBO. DOROTHY GALE, Middleton, MA, (508) 777-1246. (4)

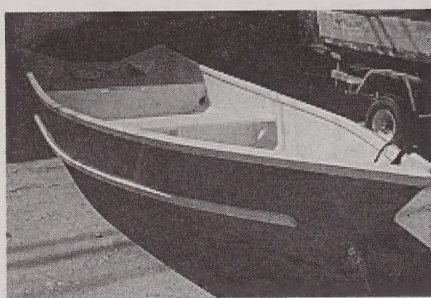
Zuma, new in box. \$2,595. **18' Grumman Canoe**, nice. \$445. **Hobie Cat 18**, loaded w/extras. \$5,000. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (4)

16' Comet Sloop, all sails & rigging in gd shape, hull sound, w/trlr. \$1,600. JOEAUCIELLO, Warren, ME, (207) 273-3065. (4)

16.5 ' Whitehall, cold molded by Don Peters, Alameda, CA, of cedar and mahogany. Incl sprit rig for sailing, 2 sets oars, customized galv trlr. Exc cond. \$4500. SCOTTON JOHNSON, Ipswich, MA, (508) 356-9847. (4)

Little Rangely Rowing Boat, by RKL Boatworks, w/cover & oars. Gd cond. \$1,275. MARSHA CRAWFORD, Annapolis, MD, (410) 757-2085. (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)



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, (617) 231-7089. (4)

31' Pacemaker FBSF, mahog/oak,wo/electronics: \$5,000. E. CASS, 122 Stacy, Eliot ME, 03903, (207) 748-0929. (4)

O'Day 20, '72 on galv trlr. Immaculate! Main, genoa, self-furling jib, new sail cover, tiller cover. 6hp. \$2,750. BURKE LIBURT, Orient, LI, NY (516) 3232438. (4)

21' Century Coronado, 350 Graymarine, fresh water use only, easy restoration. \$1,200 OBO. RON BERNARD, Strafford, NH, (603) 664-5681. (4)

Victoria 18, '81 vy gd cond. Main usable, genoa like new w/roller reefing. '81 long. shaft. 4hp Merc. runs when it feels like it Trlr exc. Boat in Bayshore, LINY. \$2,000. JIM WETTEROT, 241 W. Broadway New York, NY 10013, (212) 966-1852, Fax 7014. (4)

20' Rowley Skiff, w/cuddy from Winninghoff Boats w/85hp Johnson w/spare lower unit & trlr. \$3,500. **28' Winner Flybridge Cruiser**. \$7,500. (5) DICK DUDEK, Waterford, CT, (860) 277-2858.

BOATS WANTED

Old Town White Cap, in gd/exc cond. LAUREN KATZ, Orange, NJ, (201) 325-3741. (4)

Penn Yan 14 Flier Cartop, serial # begins w/GXH. About any cond. Would consider an open Senior Trailboat w/serial #BGO. GIL CRAMER, Bryan, OH, (419) 636-1689. (4)

Mystic 20 Catboat, or similar. STEVE HAINES, Boaz, KY, (502) 554-8570. (4)

Montgomery 15. Help, I sold my boat but have come to my senses. I'll take vy gd care of yours. Have truck, will travel. LACEY HARTJE, Jr., St. Louis, MO, (314) 343-0666. (5)

Mud Hen, Sea Pearl, Dovekie, Drascombe Lugger, or similar open beach cruiser up to \$6,000 value. Have '71 Norton Commando 750, perf cond, 27k miles, valued @ \$5,000. Call for details. KINGSLEY HAMMETT, Santa Fe, NM, (505) 471-4549. (5)

FG Folbot Double, or other FG vy high volume double kayak. DICK DUDEK, Waterford, CT, (860) 277-2858. (5)

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Force Five Sail, w/mahognay CB & rudder, all like new. \$250. STEVE RICKET, Portland, ME, (207) 773-9574. (4)

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Marine Gear: SS bow rail w/stanchions (Perko) approx 7'x7'; J. Sands wc, salvaged from old classic, nds work but restorable; Stewart Warner single lever engine control handle; S-W panel w/various gauges; 6" bronze opening ports; misc other. JACK HAUGHEY, 237 Elm Ave., Glen Riddle, PA 19037, (610) 459-0752. (4)

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

'95 Honda OB, 5hp 4cycle w/manuals. Like new cond, used only 3hrs in fresh water. Always stored inside. \$995. DICK GYSAN, Colfax, NC, (910) 643-0608. (5)

150lb. Mushroom. \$75. DICK DUDEK, Waterford, CT, (860) 277-2858. (5)

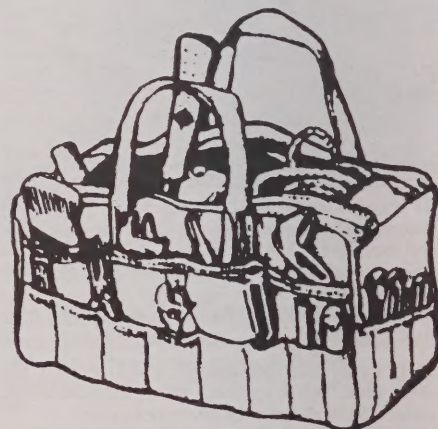
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Teak, Ash, Oak, Poplar. JOSH HAINES, Boaz, KY, (502) 554-8570. (10P)

Anchors: Fortress FX-11, \$50. Bruce 22lb, \$125. Luke 40lb storm, \$200. All in gd cond. DAVID VIRTUE, York, ME, (207) 439-8005. (4)

'59 5.5hp Johnson OB, estimated to have less than 10 freshwater hrs, w/tank. \$400. **Pressurized Tanks**, assorted. \$25-\$55 ea. GREG GRIES, Long Neck, DE, (302) 945-4564. (4)

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WILLIAM VAN DEUSEN, Miami, FL, (305) 221-3225. (4)

Mast, approx 22' for O'Day 16' Daysailer. **Mast Support Brace & Step**, extends in cuddly from keel fitting to mast base.

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BOOKS & PLANS FOR SALE

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.

MAC MC CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbing daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:

MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's bygone series of adventures with his Townie and the *Damn Foole* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2"x 11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea. ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Catalogs, from the '30s forward. Engines, Runabouts, Cruisers and Sail. A few magazines. Prices reduced. \$1 refundable for 5 page list.

JACK LOGAN, 212 Swinomish Dr., La Conner WA 98257, (360) 466-4630. (4)



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NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)



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JACK HAUGHEY, 237 Elm Ave., Glen Riddle, PA 19037, (610) 459-0752. (4)



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EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

Patrick O'Brian Complete Set, Aubrey-Maturin series (18 in all), incl *The Yellow Admiral*. Soft cover except last book, as new cond. Great read these. Set only, \$150 +\$5 shp. **Common Sense of Yacht Design**, L.F. Herreshoff, w/d.j. '74 ed, exc cond. \$140. **The Compleat Cruiser**, L.F. Herreshoff, w/d.j., '75 ed, exc cond. \$20. \$3 ea or both shp. **Motor Boating**, Jan '47 ed. This is the one w/Atkins plans & bldg dir 25' Seabright skiff aux sloop *Richard B. Chute*. \$30 + \$3 shp. Nifty stuff here. 360pgs.

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DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

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WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

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New Jersey Speed Skiff, info, plans, drawings, sources, etc. **Salute Cannons**, similar info.

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Summer Rental, house on Swans Island, Maine, nr Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on ppty, & many other places on island. Fresh water swimming in nearby quarry, grocery store on isl. Two sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat.-Sat.

IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)

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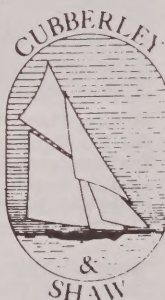


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