



messing about in BOATS

Volume 14 - Number 5

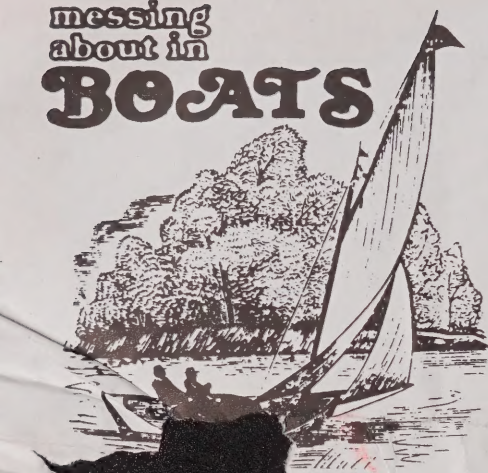
Special Features This Issue
John Gardner Small Craft Workshop
Three Sisters - \$50 Mostly New Sailboat

Should be
v.15, #5



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messing about in BOATS



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Commentary...

The voice came across the water from over my left shoulder, "Well, I never thought I'd live to see this day." Frank Durham, avid rower, keeper of the annual New England rowing event schedule, TSCA past president, etc. seemed to be impressed as I hacked along in Doug Scott's 18' pulling boat. I was rowing! Frank has heard too many times my oft expressed comment about rowing, "I cannot think of a single other activity that one indulges in going backwards." Now here I was indulging.

The array of attractive pulling boats at the John Gardner Small Craft Workshop at Mystic proved irresistible. It was time to try to experience again the thrill of an earlier encounter here with oars, in 1978 in a Chamberlain gunning dory. In that year, nearly 20 years now in the past, I was in thrall to the allure of traditional small craft, and Jane and I found rowing the Chamberlain to be a new experience fraught with the promise of a new recreational future opening before us. I was predisposed already, having been caught up by that John Gardner fellow's *Dory Book*, and had determined to build myself a Swampscott dory.

Cranking my neck around so I could see my hailer, and discovering it to be Frank, I acknowledged his wonder and then unwound my neck and torso back to looking where I had been and hauling on those oars more or less effectively. Less, rather than more, as Frank soon was gone off ahead back towards the busy docks by the North Green.

Earlier I had gone round the "course" I had set myself on the river in John Duncan's Muskoka Lake skiff, and now I was trying Doug's boat for comparison. Both are serious contenders in traditional rowing races, but differ quite a lot in concept. The Muskoka weighs under 100 pounds and is cold molded, Doug's boat is lapstrake (ply) dory construction and weighs about 160 pounds.

Well, the pleasure of pulling on oars and enjoying the thrust of the boat was still there, but so was the awkwardness of looking over my shoulder, particularly getting away from the docks in the melee of small craft. Once out past Lighthouse Point and over to the far side of the river, I found traffic was negligible and I could row on confidently without craning around, keeping my course by aligning with a succession of shoreside marks I had chosen astern as I rowed along.

The Muskoka was light and eager but sensitive to windage even in the light airs, Doug's boat was slower to accelerate but seemed to carry well and held its course faithfully disregarding the wind. I was later told if I had rowed the Muskoka "backwards" (it is symmetrically double ended) it would have trimmed better and not been so affected by windage.

There was a Rangeley Lake guideboat at the dock too and I had intended to try it also, for I had owned a succession of Old

Town lake rowboats, which were Rangeley hull lines built like canoes. These had been the most rewarding of our rowing boats. I had never built that Swampscott but instead found restoring these "canoe" type pulling boats more my speed at that time. And rowing them had been a real pleasure.

Our most memorable row had been at the now long gone autumn Christmas Cove TSCA meet in that village on the Maine coast near South Bristol. Our group had rowed, paddled and sailed up through the gut at South Bristol and across the bay to Pemquid Point lighthouse in an early morning calm. Time to go back the sou'wester had come up blowing about 15 knots and the chop was short and steep.

Jane and I rowed on quartering into the wind and chop and found the Rangeley was wonderful, it held its course and was dry, tossing aside the spray for the most part.

Confidence soared. And seeing our wet fellow travelers arriving back in the Cove in assorted other boats reaffirmed our affection for this boat.

Within a year Chuck Sutherland had introduced me to sea kayaking with a 10 mile paddle from Gloucester harbor to Rockport and I became an instant convert to this forward facing double paddle approach to manually powered boating. It proved to be goodbye to rowing, the Old Town was sold.

Well, I didn't get to try the Rangeley at Mystic, when I was on the dock it wasn't and I went on to other things in my journalist role. The next morning I launched my 19' Seda Glider solo sea kayak and paddled down to Mason's Island for breakfast with the assembled fleet. So nice, so easy, slipping through the water with little apparent effort, facing where I was going. One rower I overhauled looked over as I drew abreast of him and remarked, "You don't seem to be working very hard." He was right.

This is not meant to be a faulting of rowing, it certainly does have its rewards and its true believers. What my attempt at re-experiencing the thrill of rowing did convince me of, though, was that the thrill was gone. Rowing was nice but paddling was nicer, for me. The notion of maybe acquiring another of those Rangeleys that had emerged in the back of my mind as I contemplated my tryouts went aglimmering with the Sunday morning paddle.

So I will continue to be an interested onlooker at, and chronicler of, rowing boats and events, they are vital to this magazine's nature. All of you who enjoy this way to play bring enthusiasm for it to these pages and I savor it vicariously as I watch you at play, or read your tales sent in for publication. My brief sallying forth again under oars brought at best moderate interest in the activity as one in which I could again indulge with pleasure, but there's so much to do these days and so little time.

Issue...

leftover from
on the Gard-
Small Cra-
tos.

But first I hope to bring you the "Launching of the schooner *Thomas E. Lannon*", it wasn't done like you might think it was.

Ron Hoddinott has two tales to tell, "A Cedar Key Journal" sorta low key, and "St. Maarten's 12 Meter Challenge", much more epic in scope. And Carol Davis will tell us about her boating block in "Less of the H2O".

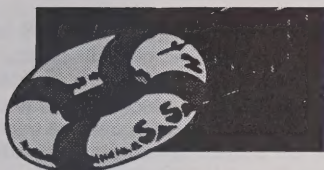
Moving on to projects; Howard Ford reminisces about "The Red Boat", Robb White shows us "Two That Turned Out Fine" and Don Duquet will share "Recollections on a Brick".

Design topics will include William Mantis' "My Own Personal Hull", Walter Head's "Lil' Beauty", Hugh Ware's "A Bit of Tug Research", and Phil Bolger's "Chinese Gaff Rig".

The "how I did it" file still is bulging as I still don't get the material onto these pages often enough, but we'll pick what will fit from among the following: "Dressing for Messing About in the Sun" by Sam Overman; "Making New Sails from Old" by Eric Russell; Amateur Sailmaking" and "Inexpensive Dinghy Wheels" by Tim Barnum; "Front Facing Rowing Most Efficient" by Ron Rantilla; Using GPS in Small Craft" by Peter Moore; and "How to Live on a Damn Boat" by Tom McGrath.

On the Cover...

Family messing about at it's best at the John Gardner Small Craft Workshop. In the background "Dad" is taking out the kids for a row, while in the foreground "Dad" has figured out how to get junior to take him out for a row.



Small Boat SAFETY

Cooperation

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

At approximately 9:55 on Memorial Day morning, the 46-foot charter fishing vessel *Flapjack*, trolling offshore, struck a submerged object and began taking on water. What followed is a classical example of good seamanship and cooperation between a commercial towing/salvage vessel, the United States Coast Guard and the Coast Guard Auxiliary.

The skipper of *Flapjack* put out a radio call and headed immediately for Carolina Inlet where, inside the sea buoy, he beached his vessel on the south shore. Auxiliary 551, an 18-foot center console outboard, heard the call and headed for the scene. By the time we arrived, the towboat was already alongside *Flapjack* and a powerful pump was throwing a steady stream of water over her side. Within five minutes, the Coast Guard 41-foot patrol boat arrived. Because of her small size and shallow draft, Auxiliary 551 came alongside the Coast Guard boat to transport her engineer to the damaged vessel. Somewhat to my surprise, a TV cameraman also came aboard.

Approximately ten minutes later Auxiliary 085 arrived on scene. She is a twin-screw 28-footer and had a role to play a little later.

It turned out that *Flapjack* had suffered major damage. The Coast Guard engineer was able to stop one leak and the pump began to lower the water level in the engine compartment, but major repairs were clearly necessary.

Radio contact with a (fortunately) nearby marina set their people to work moving a boat off the lift and preparing to receive *Flapjack*. Meanwhile, Auxiliary 551 again came alongside and began transferring the passengers. There were five of them, including one ten-year-old girl who was very frightened and doing a wonderful job of controlling her fear.

My boat, Auxiliary 551, is rated for a maximum of six people. Clearly she could not safely carry the five from *Flapjack* plus two large coolers and her own crew of two, so she became a ferry, taking *Flapjack's* passengers to the larger Auxiliary 085 for transportation to *Flapjack's* dock some six miles away.

In about 40 minutes it was determined that *Flapjack* could safely proceed to the marina and the lift which was then ready to receive her so, escorted by the commercial tow boat and the Coast Guard 41-foot patrol vessel, the short voyage was made.

The whole incident was an example of successful marine cooperation. While *Flapjack* sustained serious damage, no lives were lost and no one was injured.

As a sidebar to the story, the coxswain of Auxiliary 085, realizing the fear of his youngest passenger, had her sit by her mother and drove "gently" to the dock. By the time they arrived, her shivers had ceased and she could produce a smile.

The only negative to the whole incident, apart from the damage to *Flapjack*, was that I was so tired after seven hours on patrol (and another tow) that I could not stay awake to see the eleven o'clock news.

"The Old Ed Stories"



By Eric P. Russell

A Sailing Lesson

I once took a boy out sailing. He was a neighbor's son. He had had two years of sailing lessons at the local yacht club and, from that, I believed he knew about boats. The boat I had at the time was kept moored in the stream between two pilings. For those of us "out there," the yard provided boats to go from the dock to our boats.

We had a fine day out in the bay. All went well and we passed a few other boats who just happened to be traveling on anything like a parallel course. We weren't racing, of course, just not letting anyone pass us. Since we had a keel boat, we didn't beach the boat at lunch. We just pulled out of the channel and ate while the boat sailed herself

When the day was ending, the tide and breeze favored us, so we sailed back up the creek to our tie-up. When we reached it, I told the boy to take our bow line and hang onto the piling, no matter what, while I worked in the stern putting things away and getting the stern line ready. When I looked up, the boat and I were out in the stream and the boy had his arms and legs around the pole. The engine started going quickly for a change, and I brought the bow under his feet just as he was getting tired. After we tied the boat up, the only reason he gave me for his predicament was, "You told me not to let go of the piling, no matter what."



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Mike Mahoney Instructor

Fee \$100

Learn the basics of traditional wooden boat refinishing: Finish removal, surface preparation, staining, application of sealers & varnish, painting systems, seam compounds & post restoration care.

BUILDING the RUSHTON 109

September 13-20

Dan Sutherland Instructor

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You write to us about...

Your Opinions...

TSCA & Gardner Grants

I was glad to see that you also published Ben Fuller's John Gardner Memorial Celebration Address and his Gardner Grants towards a John Gardner Memorial Fund article. There are many subscribers to *Messing About in Boats* who are not TSCA members who admired John and might want to contribute to this fund.

However, I must take exception to the erroneous information about the Traditional Small Craft Association and Ben's proposal that you gave to your subscribers in your commentary in that issue (June 1, 1997).

Yes, Ben did present his Gardner Grants proposal to the TSCA Council and, of course, the Council did discuss the pros and cons of administering such a fund. This was not a rejection of Ben's proposal but the normal discussion a responsible Board of Directors must explore before asking the association's members to consider the proposal. Ben's proposal was published in the *Ash Breeze* for our members consideration and input. You are completely wrong to have suggested that the TSCA Council was intimidated by the amount of money Ben was proposing to be raised, especially since they all know Ben and his experience in these matters.

As for your suggestion that TSCA was only committed to spending \$500 for a memorial sign at Mystic Seaport, this is something that was initiated well before Ben's Gardner Grant idea and has no bearing on his proposal. TSCA officers have been meeting with Seaport officials for almost a year now working out the details of this memorial to John along with other ideas such as renaming the Seaport's Gray Boat Shop the John Gardner Boat Shop. And where did you come up with this \$500 figure? Even TSCA doesn't know the final cost of the memorial at this time.

TSCA is dedicated to making sure that the work and teaching of our founder John Gardner is not forgotten. The initial stages of Ben's proposal have been made, response is coming in from our members, and we will hear more about its progress from Ben at the John Gardner Small Craft Workshop at Mystic Seaport (May 31 & June 1, 1997) and at the Annual TSCA Meeting during this same workshop.

As I said in the beginning of this letter, TSCA welcomes input from all John Gardner admirers and Ben Fuller can be reached at HCR 68, Box 196-C, Cushing, ME 04563, (207) 354-0441 or at 71161.3057@compuserve.com

Ken Steinmetz, Editor, *The Ash Breeze*

Your Experiences...

I Remember the Good Old Days

I had to respond to John Erickson's letter in the April 1st issue about sailing without auxiliaries. "Sonny, I remember in the good OLLLLD days..."

About 1950, I joined Skipper Fred Tilp's Sea Scouts Ship in Washington, D.C. We had only sailboats, not counting a skiff for rowing. Our Chesapeake 18 was rowed when necessary, the two Lightnings were paddled but the 40' Skipjack was propelled by 12' sweeps (things too big to be called oars). Summer doldrums are common here and a nice "slap ca'm" afternoon with temperature near 100 and humidity slightly higher would result in a game of chicken. A scout would be assigned one of the four sweeps. You put the blade in here, walk up there, pull the blade out, back up and start over. The first to pant for water was the chicken. When currents were against us, we hugged the shore and shallow water to get out of the channel where the tidal currents were strongest.

So you see, John, anti-stinkpot sentiment is not exclusive to Puget Sound, although at times, when desperate for a nice cool drink....

Dick Malone, Severna Park, MD

Nearly 75 Years Afloat

I am now 79 years of age. At about 5 years old I owned a raft with a box on it under which I kept my fishing gear. Time went by and I became helper to the steward at Cohasset Yacht Club.

When I got into high school, I tried out for football, and the practice was to knock each other down. This form of sport did not appeal to me so I took up rowing every afternoon after school. I would start from the yacht club and row out about 4 or 5 miles then return at the end of the afternoon. This regular exercise was very much to my liking.

If people would row for the pleasure of it they would be far better emotionally and physically in the course of their lives. I still have the desire to row for the pleasure of it. Since that early rowing period, I cruised the Pacific Ocean during WWII.

Upon returning from that cruise, I started a sailing club to teach young and old alike to learn sailing. This year, 1997, will be the 38th year of the club's existence. We have had nearly 8,000 students pass through the course. Many of the students have become very accomplished sailors.

In the course of teaching sailing, the most important lesson which I have for new sailors is to learn how to bring a sailboat to a stop at their exact chosen location. This ability is needed to pick up moorings or to approach docks in a gentle knowing fashion.

I do not recommend shooting up into the wind to pick up a mooring. I prefer approaching all stopping points in a slightly off the wind position. Then to stop the boat, release all sails completely until the boat is stopped, then pull sheets in a bit to creep up on the stopping point, and again release the

sheets as necessary to make a gentle approach to the dock or mooring. I do not pull sheets in through the pulleys since that way will prevent a quick release being possible.

Herb Towne, Cohasset, MA.

Give Dad a Chance

In an April '95 issue, Andy Petrisko wrote of a sailing trip with his young son, Andrew. Bad weather and mishaps frightened Andrew and he swore he would not go out again. The story ends with an apology from the father and a plea for Andrew to come sailing again.

The story has stayed in my mind because I have a young son and we have enjoyed many summer days sailing together. We also have had mishaps that include free jib sheets, a broken mast and dinghies that got away. It's not pleasant when things go wrong but it happens to all of us. Fortunately, we have always been able to pull together and get over the rough spots. Now we look back on those events and can laugh. I hate to think we could have missed all the fun and good times because of some poor decision on my part. I know what Andrew's father must have felt.

Please publish this on behalf of all the fathers who have made dumb mistakes. And, Andrew, I hope you have given your Dad another chance. He won't make the same mistake and there are special times waiting for you.

Wayne Oastler, New Hartford, NY.

Prefers Slow & Easy Travel

I was pleased to see the nice comments about my Nimble Vagabond design in the article "In Search of the Ideal Power Cruiser" in the April 1st issue. In defence of Nimble I would say that the company has relocated recently and this may be the reason that Jim Lacey did not get a reply to his inquiry about speeds. Usually Nimble, and the company's owner Jerry Koch, are prompt in answering questions about the boats.

Jim wrote that he expected the Vagabond to be a rather slow displacement hull but this is not quite the case. The displacement hull speed of the boat is 6 knots but we have reports of speeds up to 10 knots with a 30 hp outboard. The boat is a semi-displacement hull actually and moves along quite nicely with modest, economical power.

Our own Nimble is the larger Nomad model, 4' longer and considerably heavier. Powered by a reliable and fuel sipping Honda 45hp four stroke outboard we cruise at 7+ knots at about 4,200 rpm and achieve close to 6 miles per gallon. This is over 1,000 rpm below the engine's rated power peak but, being conservative, I have never run my boat, car or motorcycle at full throttle. I expect we could push 8 knots or a bit better at full throttle.

In any case, we prefer to travel slow and easy. We get more time to watch the scenery, the dolphins and the orcas that way and we arrive more rested when it is time to drop the hook in some quiet cove. It is not the distance we travel but, rather, the time we spend on the water that gives us pleasure.

Ted Brewer, Brewer Designs Ltd., PO Box 187, Lyman, WA 98263.

Model Boats at Woods Hole

After reading in an April issue about a model boat show in Woods Hole, Massachusetts, I called and was invited to bring my tugboat model, the *Audrey D.* After we found a place on a table for my model we looked around and found that there were models on two floors of the community hall, two floors of the library and more in the museum which was to be the beneficiary of the show.

The show was well attended and we had a great time. Models of every description could be seen, including working submarines, one of these over six feet long. There were plenty of attendants on hand to watch over the models so we felt quite comfortable leaving our building to see other displays and eat at the Black Duck Restaurant across the street. Organizer Paul Smith even sent thank you cards later to all the exhibitors.

David Doane, Wolfeboro, NH.

Kite Sailing The Hard Way

One day while I was in junior high school, I remember sitting becalmed on Rariton Bay. My dad looked at the clouds moving along and wondered how high one would have to go to find some wind. In that one of his other hobbies was kites, he put two hobbies together and came up with a wonderful awful idea.

A couple of weeks later, we were on the bay armed with a very large kite. Dad attached the kite to the bow of a 10' sailing dink and managed to get the kite airborne from the deck of the *Electron*, a 23' sloop.

It actually looked like dad was onto something. The kite found some wind, and started pulling on the dink as dad hopped in. Little did he know he was about to take the most exciting sail of his life. Maybe the most exciting sail in history.

Either the kite was too big, or the boat was too small. Maybe both. All of a sudden the kite picked the dink, with dad in it, totally out of the water. It looked to me that dad was flying about 100' above the water. It was probably closer to 25', but I can only imagine what it looked like from his point of view. Dad was moving high and fast. He was heading for the horizon at a speed far greater than the *Electron's* 6 knots.

Had it not been such a clear day, I'm sure we would have lost sight of him and panicked. We were quite anxious as we followed as best we could. Losing dad seemed like a distinct possibility.

Then, as suddenly as the kite had picked the dink out of the water, it set it back down. Amazingly, it landed gently and right side up. The kite fell gently into the bay. When we caught up to dad he was sitting there reeling in the kite cord.

We figure dad flew about 8 miles. I suggested it was a shame we hadn't brought a camera, and asked if he'd like to do it again next week so we could get some photos. Oddly, he didn't think that was such a good idea.

John S. Smith

Your Projects...

Restoring & Building

I'm progressing on restoring a 26' USCG motor surfboat, converting it to a gaff cutter rigged motor sailer at Redd's Pond Boatworks in Marblehead, Massachusetts, where owner Thad Danielson is providing the necessary expertise.

Meanwhile back here in Hartford, Connecticut, we will be building another 18' gunning dory and restoring an 8 man racing shell this summer with the inner city kids with Riverfront Recapture.

Dave Gilroy, E. Granby, CT.

Forward Facing Rowing

I concur with your commentary in the April 15th issue about rowing. This photo shows my highly modified Whisp that is a real pleasure to row. The reversing oarlocks you mentioned are from Calhoun Boatworks in Tiptonville, Tennessee.



Your Needs...

Feedback on Teal

I am a neophyte builder currently working on my first project (a double paddle canoe from Robert Sparks that I found advertised in your magazine). I am in the sanding phase and am looking forward to launch day; as is my wife since I'm "building the damn thing in our basement!"

I decided to build the canoe as a warm-up for building a small sailboat. I'm planning on building Phil Bolger's 12' sharpie Teal and am looking for feedback from anyone who has built or sailed one (did I mention I'm a neophyte sailor as well?).

Any information that could be offered would be appreciated and if anyone has any photographs of a completed boat I would love to see a finished product.

John Capoferri, 1806 N. Lincoln St., Wilmington, DE 19806

Information on Enterprise

I just acquired a 13' fiberglass Enterprise sailing dinghy and need as much information as anyone can give me, like the address of a class association if there's one here in the U.S.; the name of a supplier of spares/accessories, and if possible, some suggestions on how to rig the boat. Any information will be appreciated since I'm a total beginner at this.

Peter Heinlein, 101 Truman Ave., Yonkers, NY 10703-1044, email: MVG_pH@msn.com

Restored Cat

I read each issue as soon as it arrives and get a lot of enjoyment out of each one. I now have three small boats in and around my garage, plus a 27' Catalina that I own in partnership with two other people. One of the small boats in my garage is an AMF Catfish, a 12', hard-decked catamaran, catrigged, that I have restored and wish to sell. The hull has been restored and painted, the standing rigging has been replaced, and the aluminum kick-up rudders have been sand-blasted and painted. I'm going to ask \$375. for the cat. This includes a mainsail in very good condition. I will try to get an ad copy together for you shortly.

Marshall Smith, N. Granby, CT.

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Mehea McEvoy and Andy Petroski with Andy's traditionally built Adirondack guideboat outfitted with proper period fishing gear.

Ben Fuller figuring out how to use the oars? Naw, he's done this before.



John Gardner Small Craft Workshop

By Bob Hicks

The structure hasn't changed much in years but the experience of once again gathering at Mystic Seaport for the annual small craft workshop the first weekend in June never seems to lose its freshness, it's ability to reinvigorate one's enthusiasm for all the wonderful small boats that gather there, and for enjoying the company of their owners.

One change did impact on me, the return to the North Green by the New York Yacht Club building where the event used to be located until riverfront seawall rebuilding required relocation to the south side of Lighthouse Point several years ago. The broad lawn and floating docks provided an almost country club atmosphere, with boats displayed both ashore and afloat. Just like in 1978 when I first made this scene.

This year the event was dedicated to the memory of John Gardner, who started it all, but other than the special presentation of the TSCA's John Gardner Memorial Plaque to the Seaport, it was more of the same. Small boats. Lots of small boats. A marvelous variety of small boats. And the opportunity to try most of them out afloat rather than just look at them.

The various programs Peter Vermilya comes up with each year provide counterpoint to the waterfront action for those looking for information on specific subjects. The introduction in recent years of activities for the kids has added a family ambience similar to that pioneered by the Mid-Atlantic Small Craft Festival each fall at St. Michaels, Maryland.

But it's still about the boats, and since I took a bunch of photos I'm going to let them tell the story.



A bit of mast top work on one of the whale-boats.



Floating the Apple's gig is probably the longest 25 footer you'll ever see. Don Betts brought it up from its Manhattan home, and sets out here for a lesiurely sail in the light airs late Saturday.



Chuck Raynor's one off C-flex Rangeley sported a radically raked aft windsurfer rig. Chuck pointed out this moved the center of effort far enough aft so he could sit in the stern and steer.



Hot Yot creator Dan Read in far hull awaits guest's reviewing of the obligatory photo album before they paddle off in his 2 meter catamaran. They later enjoyed parasol sailing too far away to photograph, bright green and red candystriped parasols aloft catching the springtime zephyrs.

Looking for a spot to launch off the dock.



The Hawthaway fleet was in, Rob Roy 12's, Nomad 14 and Sugar Island 14. Bart (second right) talks with Joel Flather (second left) as Dick Koolish (right) looks on.





The period look in a Lowell dory.



They gotta be a "crew" with matching shirts, but I didn't catch up with them to find out for sure.

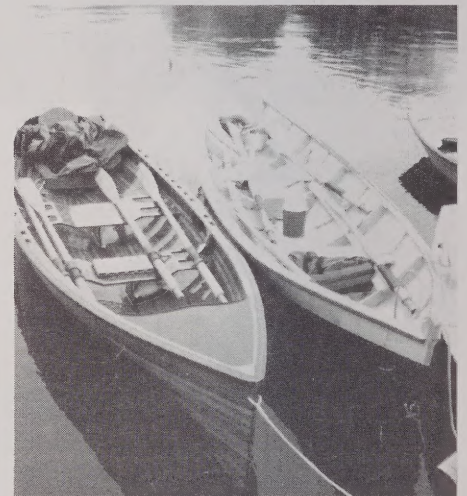


Peter Schmid wondering where they all went? Or just enjoying a pensive moment in his classic old canoe.

It's not just an old boys' game anymore, welcome the young women to messing about in boats.

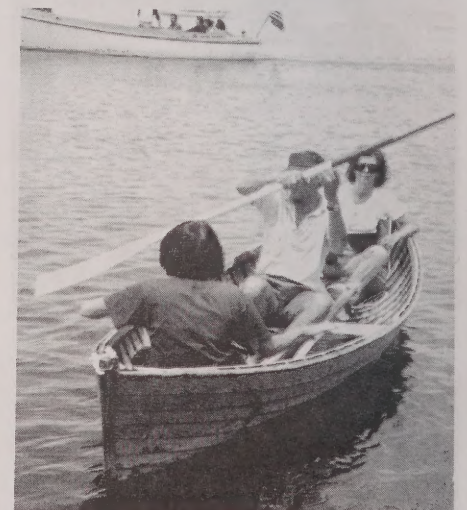


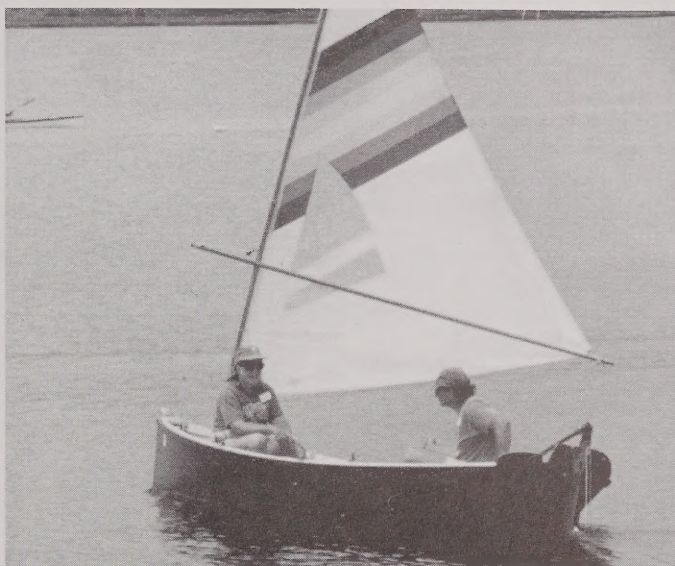
The Seaport's gig, *General Lafayette*, gets underway under the command of Russ Smith.



John Duncan's Muskoka Lake Skiff and Doug Scott's "Beat O'Reilly Boat" are contenders in this year's traditional rowing races around New England.

Original and unrestored, and leaky, but still enjoyed by its crew. Not sure what it is though.



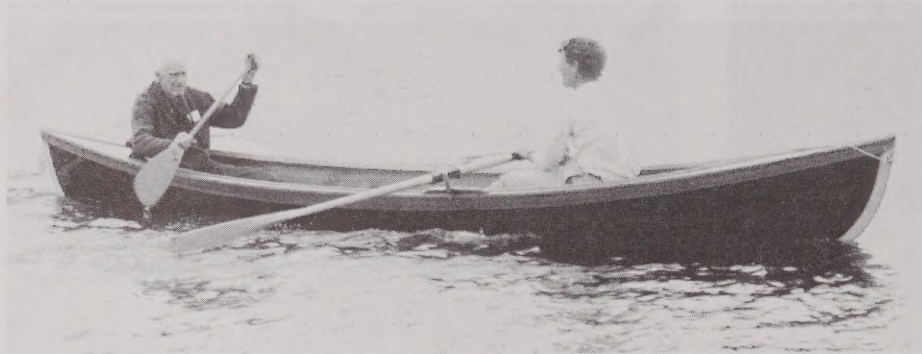


Above clockwise from top left: Michael and Barbara Porter enjoying a quiet sail in a dory skiff. Michael started boatbuilding years ago with Swampscotts, now he's nearing the end of nearly a decade working on a 38' steamboat. Betsy and Doug Scott of Parker River Boatworks trying out the other guy's boat. Dan Seigal and son looking for some air. Dan, editor of *Small Boat Journal* when it was a really good magazine, is a go-fast sailor so this must have been frustrating. Or perhaps he is mellowing? A very pretty little dory skiff built of very light plywood.

Myron Young's Wee Lassie is a classic lap-strake version.

Gotta change his shoes to fit into Pete Gengler's (left) kayak. Pete had lots of wannabe paddlers lining up.

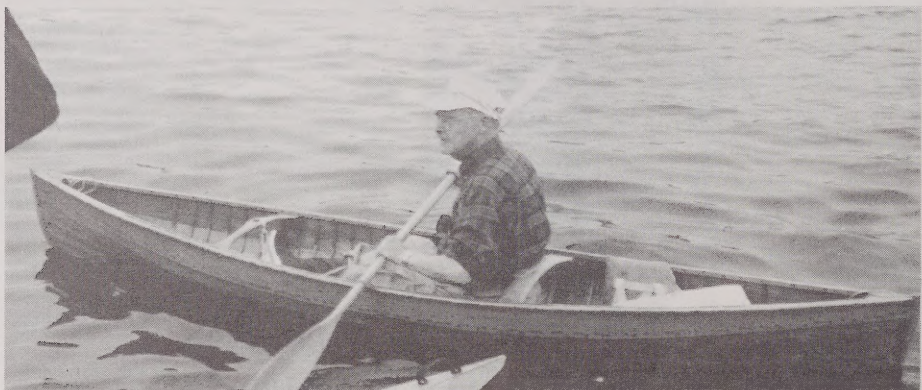




Rowing nuts David Stookey and Andy Steever (paddling) got it on in Keith Quarrier's St. Lawrence skiff.



Bill Beardsley and his lady enjoying the Muskoka Lake skiff.

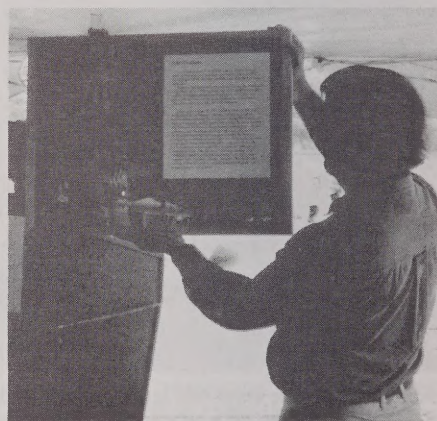


George Kelley and his Wee Lassie, both were at the original meet way back when a quarter century ago. Today George is the man who has his bygone friend Pete Culler's designs available.

Wee Lassies on the dock on their neat little boat stands.



No wind on Sunday morning.



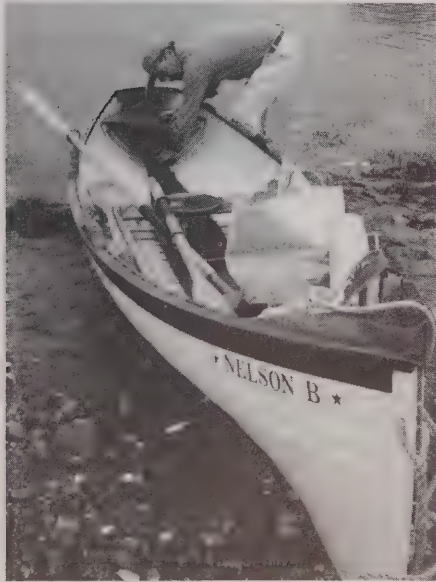
The John Gardner Memorial plaque, (light was poor for photographing).

Geezer boaters Bart Hawthaway and the Editor. Bart was the first small boat builder to have his fiberglass boats accepted for participation in this traditional small boat meet many years ago, breaking the wooden boat purest barrier.





On the beach on Mason's Island for Sunday breakfast.



Peter Vermilya bailing out the Seaport Rangeley. Condensed fog?



Boatbuilder Michael McEvoy guides the Floating the Apple gig ashore at Mason's Island. Note the hat, it's turned from wood, like a salad bowl.

Heading back into the fog, the Seaport's whaleboat.



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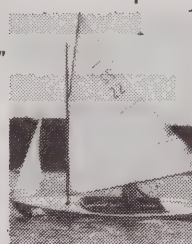
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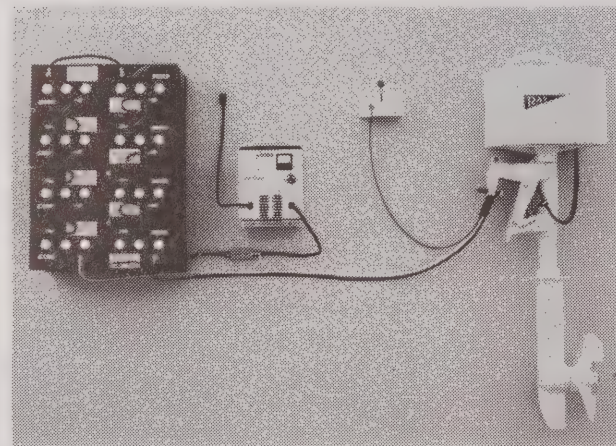
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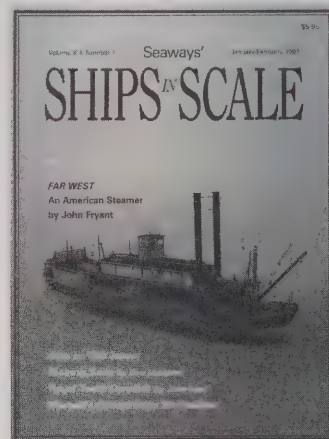
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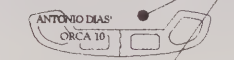
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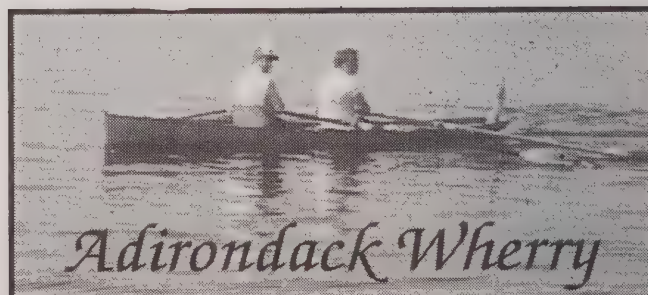
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Maiden Voyage

Smiljka Fitzgerald

Ever since my story "Hortense and the 1000 Dollar Yacht," fishing twice a week has been part of our everyday life, but not on our yacht. We usually go to the island of Mona, 50 miles offshore. We go on our friend's 27-foot Mako with twin 175 hp Evinrudes. Spending two days and a night on the ocean is always a strong experience, especially so if the line goes off and a 60-pound wahoo is at the other end.

On one of our more recent trips, we were lucky enough to witness a once in a lifetime event. In search of fish, we saw a flock of birds fluttering over a spot on the ocean. We headed towards them, hoping to find fish. However, when we came closer, we noticed the huge, white belly of a humpback whale close to the surface. All of a sudden, a relatively small, brown, elongated head popped out of the water. Almost in disbelief, we realized that we were witnessing a whale who had just given birth to a calf and was pushing the newborn baby to the surface for air. With its big brown eyes, the calf was seeing the world for the first time.

Fifty miles offshore the calf was seeing humans and we, the humans, responded to it with joy. Unfortunately, we had only one camera on board and that one wouldn't work. When we later related this experience to a professional photographer from a whale watching boat, he was green with envy. During all his years of working as a photographer, he never witnessed this crucial moment.

But I am digressing. What I really started to write about was our newly acquired 37-foot ketch. Ever since we bought the boat, and during all these fishing trips, we were depressed and disturbed by the fact that it was there, sitting in the bay, anchored on five anchor lines, waiting for us to sail her. Sometimes the time was not right, sometimes it was the weather, but the procrastination bothered us to the point where we would go to bed thinking about her and wake up with the same first disturbing thought. So, one day, although the 11-ton sailboat did not have an engine, we decided that we could not wait any longer.

Since men tend to develop a "Captain Bligh" syndrome on boats and the more they yell the worse I function (I have a friend who got so confused by the captain yelling at her to throw the anchor that she threw an unattached anchor overboard), I called up my three girlfriends and told them that we were getting ready for a maiden voyage. With the exception of the captain, it was to be an all women's crew. Also, with the exception of Judy, who is a professional sailor, the rest of us were amateurs.

The boat was in such shape at that point that only two sails could be properly rigged, the mainsail and the mizzen. The jib had a visionary rigging. Nervous and excited at the same time, we waited for the captain to pull up the anchor and give the order to sail. I was assigned to the improvised tiller. (When we bought the boat, the original steering wheel was missing.) So the sails went up, the steady northwest wind filled them up, I started moving the tiller to starboard and the 11-ton monster started moving slowly. In order to sail out, we had to point west to avoid the rocks. She was slowly moving and our hearts filled with excitement.

But then, just as the captain was yelling to point out more, I suddenly realized that the tiller was pushed to starboard to the max. The boat would not tack any further. She was heading steadily for the rocks! A zillion terrifying images zoomed through my mind, the catastrophe of our maiden voyage, our shipwrecked thousand dollar yacht, etc. I was at a total loss for ideas and started to panic. All of a sudden I heard the captain's cry, "The jib! Try the jib!" Although, as I already mentioned, the jib could not be rigged right, Judy and the girls managed to hoist it. It was a small jib, it did not convey much confidence to me.

We nervously waited. When it filled in, the boat started slowly turning towards the horizon! We avoided a catastrophe. That little extra wind was all it had needed for a full tack. Our emotions changed from fear to exhilaration. What a difference from sailing our 12-foot Pelican. The yacht moved like a pregnant

woman, slowly and heavily. She asked for more wind, so we sailed further out. When my husband took over the tiller, I learned to play with the sails. Soon the weather changed and a heavy rain was upon us, although the wind did not subside. Once again we had to tack. In order to use the jib on the other side, we had to pull the lines around the bow. I tried to tighten the jib's line around the winch and almost lost my hand in the process. Judy had to come to the rescue once again.

Finally the jib was up and the boat started to tack, but then stopped tacking midway. Once more our heading was straight for the rocks. Not even knowing why I was doing it, I let out the line of the jib and hung on to it with the weight of my whole body. Miraculously it worked. Again, it took just a little bit of extra wind and we were sailing safely. By this time we realized that we were safest further offshore and we were leaving land further and further behind us.

Just as we gained some confidence, I heard another cry, "The jib is loose!" The jib was fluttering away in the wind. When the captain caught the line and tried to pull it in, he was practically flying in the air and we all thought he would end up overboard. But we lucked out once more. However, the boat was telling us that she was difficult to manage and we all knew how risky it would be to try to sail her back to the bay. So, as we were heading further out without a clue how to get back, we were all relieved to see our friend in his Mako coming to our rescue. We decided that it was time to end the unpredictable maiden voyage.

As our friend was towing us in, we were making plans for getting her an engine. We liked to think of her as a sailboat, but actually she is more of a motor sailer. As I am writing this, the second-hand 120 hp diesel is in the marina and preparations are being made to install it in the ketch.

This is my account of our maiden voyage. Our little dog, Ramona, who sailed with us, might have a totally different story to tell.

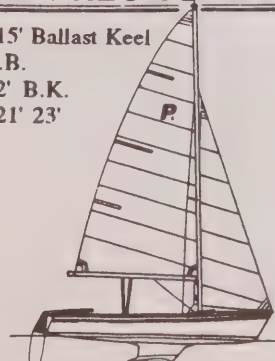
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A River Cruise

By Bob Graves

In March of 1997 I took a trip to England. While touring in Bath, I saw in a brochure that there were rowboats for hire on the River Avon. This was an opportunity not to be missed. After telephoning to be sure they were in operation (the opening day was March 12), I determined to go rowing (or sculling as the English say). My friend, Stan, and I left our wives to their own thing (shopping) and we took off.

The boathouse was about a quarter of a mile from the hotel. The upper level was a restaurant (not open this early in the season). There was a steep ramp leading from street level down behind to the boat shed which was under the restaurant. My first glimpse of the boats almost took my breath away.

There were about two dozen boats lined up in the shed, traditional English river boats, each one about 20 feet long by 4-foot beam, lapstrake construction, varnished wood. A very fine entry swept back from an almost plumb stem and amidships there was a slight vee in the bottom. The run was also very fine, double ended on the waterline. There was no discernible rocker to the keel. The 8-inch transom was fitted with a rudder and a yoke with tiller lines leading forward about 4 feet to the stern seat. This was not only cushioned, but had a backrest so that the helmsman could recline in regal comfort. The boats appeared to be almost as old as we were (I'm 68 and Stan is 72), but in perfect condition.

The attendant slid one of the boats into the water. It was named *Olive*. I got into the rowing seat (I thought I had the best deal) and Stan got into the helmsman's seat (he thought he had the best deal). The attendant handed me a pair of 8-foot ash oars. They were heavy and not well balanced, but that didn't bother me at all. We pushed off towards the center of the river, and it took about half a dozen power strokes to get the boat up to speed. Once up to speed, it took very little effort to keep it moving. The current was running about one or two knots, and I estimate we were making four knots through the water. Heading upstream, we left Bath and were soon in the English countryside.

The climate in southern England in March is roughly equivalent to late April or early May in New England. Temperatures are 55 to 60 F, the wind is light with partial sun through scattered clouds; a perfect day for rowing. The banks of the river were covered with flowers and shrubs in bloom. We saw brightly colored male ducks accompanied by drab females and some white geese, even a pair of the Queen's swans. We had the river all to ourselves. About this time, I noticed that the attendant had not given us any PFDs or even a can for bailing if necessary. It's a good thing the USCG was not patrolling the English rivers!

Around the next bend appeared two eight-oared shells heading downriver, accompanied by a coaching launch. The first was crewed by boys about 14 or 15 years old. Seven of the boys were resting while the portside bow boy was receiving individual attention from the coach. The second shell was crewed by girls of the same age, they were quite content to row quietly along and not receive any attention from the coach. A third,

smaller shell of four boys came next. They were more experienced oarsmen. We challenged them to a race but they just laughed and kept zipping along.

As we continued upstream, we passed under a stone railway bridge and a highway bridge (the A4). The scenery was mostly fields and some trees with an occasional English cottage tucked away in a corner. We came to a landing stage with two young girls sitting cross-legged and glumly waiting. We proceeded upstream until our way was blocked by a weir about four feet high. On the southern side was a millrace and a whitewashed stone building with "Bathampton Mill" painted on its side. It took the whole width of the river to turn the boat by pulling on the port oar only. The long waterline makes it slow to turn. We didn't turn quite enough and I had to back both oars and gather some sternway to get out from under some overhanging tree limbs. Once turned, we had the current with us so I slackened my effort on the oars to just maintain headway. We passed by the landing stage where we saw the two girls. The eight girls had returned and all the girls were on the stage changing their sneakers for sensible boots. After some friendly waves we continued on.

We came in sight of three hired boats, almost identical with ours, heading upstream. The first had two boys and three girls, one boy in the bow acting as lookout, the second boy pulling manfully at the forward set of oars, one girl at the after oars catching crabs, first on the portside next on the starboard, and two girls in the helmsman's seat were laughing and steering a zigzag course. They shouted over to us, "Can you give us some sculling lessons?" We just laughed. The next boat had five boys acting very decorous and making good progress. The last boat had five girls, also making good progress although a little slower. They were full of giggles and laughter.

About this time, Stan mentioned to me that he thought the boat steered very badly. Well, I'm not used to rowing a boat with a helmsman. Every time I sensed the stern swinging to port, I would pull extra hard on the starboard oar to compensate. It seems we were subconsciously fighting each other for control of the boat! I said I would exaggerate instead of compensate the steering and from then on the boat not only steered better but rowed easier and faster.

By then we were almost back to the boathouse. We met the attendant coming upstream in a great hurry, he must have been making almost six knots. He shouted, "I thought you gentlemen had gotten lost." However, he proceeded past us, probably chasing after the flotilla of teenagers. Around the next bend we came in sight of the boathouse. Knowing the boat turns slowly, we swung way over to the north bank before starting our turn. Pulling hard on the starboard oar (and letting the port oar drag), we made a graceful turn as the current swept us past the landing. A half dozen strokes on both oars brought us up to the stage at about a 30 degree angle.

I shipped the starboard oar, laid it into the boat and then shipped the other oar as Stan steered us parallel to the landing about one inch away as the current brought us to a halt. I merely had to reach out and grab onto a ring-bolt and our adventure was over. Now we know exactly how River Rat and Mole felt at the end of their adventure.



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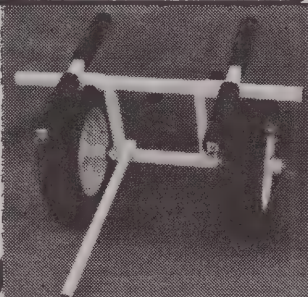
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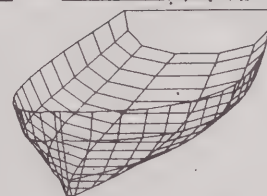
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 Table of sail design

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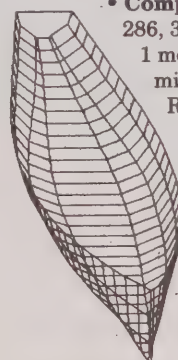
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Three Sisters

By Lee Hartman

"Ships of wood — men of iron!" Those time honored words began a new segment on the Channel 11 news. Suddenly I was there on the screen answering the reporter's questions. Behind us, high atop a sliding bed truck, my 28-foot sidewheel paddleboat gleamed in its new paint.

The picture changed. I was standing at the wheel of my creation, high above an admiring crowd of patient neighbors who had put up with months of my banging and pounding as the ship took shape in the yard beside my house in this working class neighborhood. Many a good natured barb had come from each of them as they walked by, separated from the shipyard by a low hedge. Cars would stop in the street, their drivers would get out and gape. I became a celebrity of sorts and went locally by the name of Noah.

It was the spring of 1964. I had built *Three Sisters* the previous summer. Along with a horse drawn stagecoach and an archery range, I intended that my paddle driven boat would launch me into the amusements busi-

ness, where I would make a ton of money (I was very young at the time).

I complied with all state and federal regulations, registered *Three Sisters* as a commercial passenger vessel under 60 feet in length and struck a deal between me and a local park owner to split our income 60-40, with me getting the 60.

The TV segment ended as the truck carrying *Three Sisters* (named after my wife and her siblings) drove along our street between parked cars while I stood on deck with a long pole lifting wires high enough to clear the superstructure.

I launched her that same day into Clinton Lake 20 miles west of Pittsburgh, PA. The truck's sliding bed, extended into a swimming area, part of a wooded park that completely surrounds the lake, provided an incline along which the plywood hull, 12 feet wide and weighing over two tons, slid easily into the water. In passing it brushed hard against the overhanging branches of a blossoming cherry tree, causing a cascade of pink petals to shower my little ship as she took the water. Could anyone ask for a luckier omen?

I had built *Three Sisters* of cheap wood, fastened with plain hardware bought at local stores and expected her to last five years. She went on for 20 seasons, two of them under my command, 1964 at Clinton Lake and 1965 at Canadohta Lake 90 miles north of Pittsburgh. At the end of the second season I sold her to the owner of Canadohta Lake Park where, under one name or another, she went on until 1984 when she was retired as unfit at the end of the summer.

She proved a stable platform, far superior to any pontoon boat. Sadly her drive train proved inadequate. If I had to do it today, I would make a series of wooden gears like those found in the Third World, but then I had no time, the season was upon us. I did what I promised I'd never do, chopped a notch and hung a 15 hp outboard over the stern. Even dragging her paddle wheels, the outboard motor could push her along at ten miles an hour and a five-gallon tank of gas seemed to last all day.

Tiny Clinton Lake, once surrounded by a race track, became the scene of *Three Sisters'* shakedown cruise and it was there, during the following summer, that I discovered some things about the amusements business.

Weekdays, at least in my case, might just as well be spent at home and Saturdays were not much better. Only Sundays were any good. On Sundays, picnickers and swimmers, thick around the lake, could provide a pocketful of money in a surprisingly short time if, like fish, the customers were biting. At Clinton Lake the passengers were mostly kids.

I would arrive at my little dock to find 12 or 15 fresh-faced, sunburned passengers waiting under the wing of four or five adults. Shaking my head in disbelief I would remark, "So many people, and all of you willing to take such a chance." At which the adults among them would take alarm.

"Hey," or "What do you mean," or "Huh?" I explain, "Well, we can't guarantee anybody will get back alive."

Casting off the dock lines allows time for my remark to sink in. I elaborate, "That's why nobody will insure this boat."

There is more alarm, some are beginning to think about asking for their money back. I reassure them, "I'm only kidding, really! We haven't lost a passenger since last week." Half of them smile, the others aren't so sure.

"I need a couple of volunteers." A few small hands go up. "You!" I pick a likely six-year-old. "You can steer."

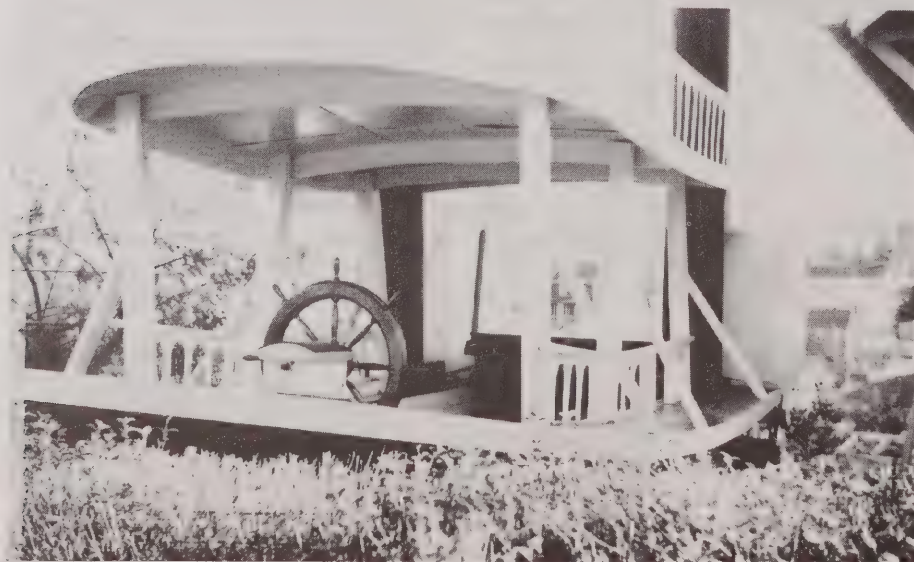
I take her to the wheel and she tries it this way and that, worried at all the responsibility. "I'll need someone to work the levers." The boy sitting closest will do, and I demonstrate that from the middle it goes forward and back, putting the boat from neutral into forward and reverse. After a few tries he can do it on command and he squares his jaw, determined not to fail in front of all these people. Walking aft, I explain that I must rely on them while operating the motor from the stern. I give the starter cord a pull, the motor comes to life. "OK up there, get ready." I can hardly keep the anxiety out of my voice as I contemplate an obviously dangerous maneuver. "Back her out of here."

Manfully our young engineer pulls his gear lever all the way back. At the same time I feed gas to the outboard and we roar backwards out of the slip. My shouted commands carry forward, "Turn the wheel! Turn the wheel! No, the other way." I follow her movements precisely with the tiller and we back into a 90 degree turn. "Straighten her up. The other way! That's it. Now you at the levers, put her in neutral."

This is all very convincing, anxious adults have been known to help the volunteers. "All right. Now full ahead." The wooden stick goes forward, the engine roars. "Turn right. That's the way. A little more, more still. Hold her like that." I point ahead. "Steer for that little building across the lake." We are gloriously underway, a warm breeze blowing across the deck, sunshine sparkling on the waves, this is what sea travel is all about.

As we come abreast of the swimming area, I point out the promised "semi-nude natives" remarking, "And you people thought there was nothing to see on this trip." All the while I observe my two volunteers. The little girl is convinced. I have matched her every experimental turn of the wheel with a tiller adjustment and she is taking her duties very

Neighbors walked by, separated from the shipyard by a low hedge.



seriously. But our young engineer is beginning to believe that his wooden stick doesn't really control anything. I wait my chance. He has moved the throttle tentatively with no result. Now confident that he has been deceived he pushes it all the way back. I am ready for him and shut down the motor with an almost invisible twist of the wrist.

"No! No! Don't shut it off." Startled, he looks into a sea of disapproving faces. My tone indicates that he has done something very foolhardy, maybe even dangerous. He blanches a couple of shades and restores power. That'll teach 'im.

We are rapidly approaching the shed where the park owner keeps his dynamite. Careful helm instructions get us safely past the danger and we turn right parallel to the high bank.

Here is the favorite spot for picnics. Relatives and friends wave at the lucky voyagers cruising by 12 feet offshore. We wave back. I instruct Helm to maintain that distance and secretly set the motor do just that. Walking forward, I stand beside her at the wheel. I pretend to make a slight course adjustment but otherwise praise her good work. The gentle turn allows me to play the part of a passenger for a couple of minutes before returning to my duties at the motor.

Now we say goodbye to relatives and friends and the easy part of our voyage. Now only trees and bushes wave from the shore, we are alone on the face of the deep. "Engineer, more power! Helm, make for that grove of trees across the lake. The rest of you hang on, we're heading across the deepest part."

All are advised to watch the depths for the tops of houses that were completely covered when the dam broke, spilling water into the valley that filled to become the lake upon which we sail. On that terrible night, very few townfolk escaped with their lives. Now and again mining machinery is brought up from the muddy bottom, some of it with the vacant eyed skeletons of dead miners still clutching the controls. Coal has been mined over this whole area. An abandoned coal tippie stands at the park entrance.

"And there's Zorgon, the snapping turtle. Some say he's two feet across. I've only seen him once and that was at night. They say it was a year ago next month that he bit a little boy's hand completely off.

We rapidly approach the grove of trees where I know the water is muddy, dark and only a foot deep. "Watch out for sandbars, wouldn't want to get hung up out here." Just then we strike. There are squeals and shrieks as the port side paddlewheel walks along the bottom, jolting us up and down. Alarm spreads among the passengers. Panic is narrowly averted as we clear the bar and I direct Helm back across the lake, again in the direction of the dynamite shed.

About now some small experimenter will be fingering one of two round holes that give drainage access to the seats running along either side of the hull. "Don't fool with that hole," I caution. "And whatever you do, don't look down there." I let 'em stew. Finally one of the mothers broaches the obvious, "Why don't you want her to look down the hole?"

"Because that hole leads to the boys dressing room, the girls is on the other side."

Boos! Catcalls! Everybody thinks the joke is terrible, but before landfall somebody



The dock at Canadohta Lake Park.

will be caught looking.

The bank is fast approaching. "Now, a test of everybody's nerve. Helm, head for the bank there. That's it, head on. Hold her like that, don't turn until you hear the bell, this one here." I ring the bell so she'll know the sound. "Don't hit the bank, it's made of solid granite, we'd go down like a stone." We're closing fast. Helm glances over her shoulder, my hand is poised on the lanyard. I advise her that it will be soon but it's already too late. Another few seconds seal our fate. Frantically I ring the bell and keep ringing. "Now! Now!" The wheel is spinning, the ship begins to turn, but not nearly

fast enough. "Full astern! Full astern!" My frantic cries carry forward too late, too late.

The ship comes to a stop against the bank. The passengers stop screaming, the bell falls silent. We're still alive, still afloat. Unbelievably the passengers are laughing. "What are you laughing at?" I shout, angry at their foolishness. "Don't you realize how close the lot of us came to being killed?" Evidently they do not, my credibility is gone.

Still I **am** the Captain. "Engineer, back her off." At least the crew still obeys, while everybody else seems to think we're on a pleasure cruise. Once more we pass the beach,

A crowd begins to gather as *Three Sisters* comes out of the yard.



wave at the semi-nude natives and presently arrive safe at the dock. The crew, now expert and with the skill of long practice, brings us easily alongside where the engineer shuts down our motor. I advise everybody to make sure nothing gets left behind and that parents count their small children. At the entry port I warn adults, "Watch your heads! Watch your heads!" They are all disembarked, the dock almost clear, one passenger delays, a small boy about seven. "If I get another ticket," he asks, "how much extra does it cost to steer?"

My story, written for a general audience, ended here. But I feel something should be added for you, my fellow club members.

I designed *Three Sisters* relying simply on my own "Eye for a Boat" gleaned over years of looking at pictures and the few examples seen floating in Pittsburgh's three rivers that flowed just a few miles north of my land-locked home in Pennsylvania. As a kid I was interested in drawing, and there is no better way to understand something than by drawing it. By the time I reached my teens I had pretty well figured out how a boat was put together.

Hull #1. Anybody can design a simple boat like this one and draw the three views of it that describe a three-dimensional object on a two-dimensional sheet of paper.

Hull #2. Here is the same plan but I have widened the stern. The stern cannot be seen in the body plan because it is identical to the dead flat.

In plan #3 we have, by flaring the sides and raking the stern forward and the stern aft, created a hull that looks much better than the other two. Many believe this is the only advantage to this feature.

To change hull #3 into hull #4, all we have done is created a notch aft on each side to accommodate the paddle wheels. Hull #4 is basically the same as that of *Three Sisters*. A sponson deck hung over the water at the bow and along the sides as far as the notches, which were filled with the paddle wheels and covered by semi circular boxes that extended past

the stern.

These drawings reflect informality of design and execution with no apology, for that is often what makes a boat beautiful, just as World War I fighter planes, steam locomotives and antique cars are beautiful. My original drawings, long gone now, were done in pencil. Perfectionism has killed many projects.

Laying on beaches around the world, the bones of dead ships and boats give silent testimony as to how they were built. Ribs thrust themselves from the sand. Wind-scoured pieces lie here and there among the dunes. Sun-bleached skeletons, their backs broken, drape themselves over rocks at harbor's entrance while whole cadavers, "gone up the creek to die," lay abandoned to rot away in tidal backwaters. Each generally has a backbone running its whole length. Ribs, flaring outward and upward, are joined at the top by deck beams running across the boat. Hulls usually come to a point in front and are squared off at the stern. All of this amounts to a flimsy framework whose purpose is to support a skin of boards, the thing that keeps the water out and holds everything else together.

A student might roam the world and study these wrecks, but I shamefully admit I only wrote the above paragraph to be poetic. A better way to learn about boat building would be to do as I did, buy a book that will tell you all about it. Howard Chapelle's *Boat Building* is one I've looked at over the years. How *Three Sisters* would be held together was decided using common sense and a knowledge of carpentry learned mostly from building three boats previously. Of special note are heavily constructed box-like seats that run almost her whole length. These strengthen her wide flat-bottomed and low-sided hull. Sagging at the ends or in the middle are problems with this type of hull and flared sides compound this weakness, but I liked the way they looked, and figured correctly that the long seats would keep her bottom stiff enough.

The propulsion system was a disaster. A 10 hp gasoline engine was connected to an old

tractor transmission via two slices of automobile tire bolted together. From there the power went through a speed reducer and was connected to the main shaft by a motorcycle chain. The RPMs came out of the speed reducer at a proper speed but onto a sprocket only six inches in diameter. Another six-inch sprocket on the shaft turned both paddle wheels. The motor came with a clutch. Stick levers mentioned in the article controlled gears and throttle from the steering station forward.

The blossom shower was real, and I remember vividly crossing my fingers as I cranked up the engine and engaged the clutch for the first time. *Three Sisters* and I backed quickly away from the bank and troubles immediately became apparent.

Trouble #1: Stupidly, I had staggered the entry of the paddle blades into the water. First a portside blade would dig deep, then a starboard one. Portside, starboard side, portside, starboard side, *Three Sisters* wobbled like a drunken sailor. Each bite taken was too big, I should have doubled, nay tripled, the number of blades on each wheel.

Trouble #2: Torque generated a pull between the shaft and transmission that threatened to collapse the entire assembly. It wasn't long before links began skipping with a loud clank. Those six-inch sprockets were too small and larger ones too expensive. Sprockets of the size needed would cost several hundred dollars apiece.

Trouble #3: She wouldn't turn tight enough with her single rudder and the strain on poorly placed pulleys connecting the rudder to the steering wheel was excessive.

Given time, I could have solved these problems but an outboard motor was the quickest and best solution. Once installed, the motor worked perfectly except when backing up. Then a great deal of its force was directed against the transom. The outboard did not completely cure her drunken wobble which, much reduced, became just another lovable quirk.

Those were happy days on the water, as were the nights at Canadohta Lake spent sleeping aboard, tucked under her low foredeck. Building and operating that boat were some of the highlights of my life, and when I sold her I felt as though I had abandoned a faithful dog at the pound. Over the years I've often dreamt of *Three Sisters*. The dream is always the same.

Like an abandoned child, she lies derelict on the bank of some muddy pond in need of loving attention. I do what I can, but she is beyond ever being her old self. Guilt and sadness weigh heavily upon me and I struggle awake, seeking consciousness like a drowning man fighting for air.

In the 70's, her wheel boxes removed, *Three Sisters* has become *Canadohta Gem*.



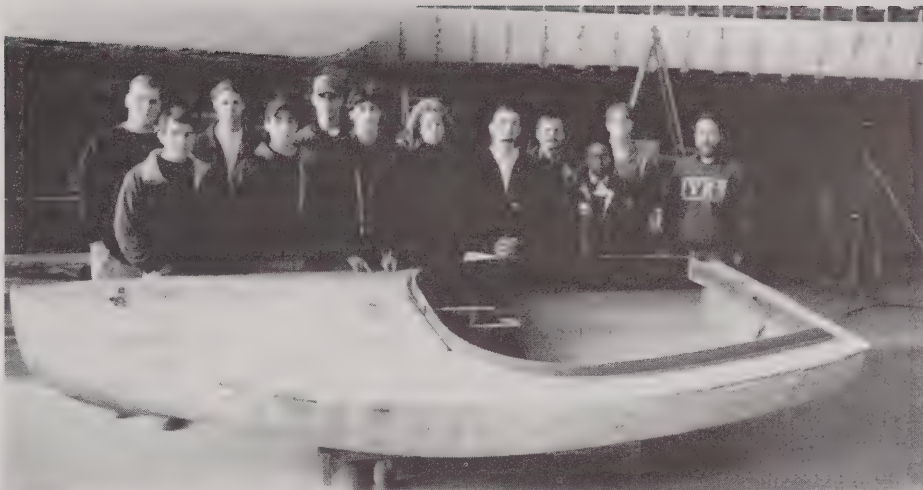
High School Students To Learn Career Skills At International Yacht Restoration School

Beginning this summer, fourteen Newport County (RI) public high school students will study yacht restoration at the International Yacht Restoration School (IYRS). The students receive full academic credits for their work in this new program that unites IYRS and the Newport Area Career and Technical Center (NACTC).

Mary C. Canole, who directs NACTC, and Patty Del Guercio, president of the Newport Public Education Foundation, helped shape this exciting new program with IYRS program director David Short. Ron Ford, the NACTC instructor for the marine occupations division, will teach the class cooperatively with master shipwrights from IYRS. The course will be conducted for two hours each week in the Restoration Hall at IYRS. Over the fifteen week session students will fully restore a wooden Beetle Cat sailboat.

Classic yacht construction, restoration, maintenance and repair is one of the fastest growing segments of the marine industry today. IYRS is the only school in the United States teaching boat restoration theory, technique and management. Students who complete the IYRS program should easily find job placement within the Rhode Island marine industry.

Students are responsible for the complete restoration of a boat in which they



IYRS/NACTC program participants (from left). John McCartney, Ron Mendonsa, Brian Chase, Ben Morey, Bob DeFranco, Matt Kane, Patty del Guercio, Director of Newport Public Education Foundation, Dan Caron, Ron Ford, NACTC Instructor, Syreeta Briscoe-Davis, Jason Bixler & David Short, IYRS Education Director. (Photo by Daniel Forster)

know they will sail. They can easily understand the importance of doing their best work, if the work is done carelessly, the boat could sink. Each student directly learns values, not only job skills.

The following individuals and organizations have made generous donations to the IYRS/NACTC program: Robby Doyle of Doyle Sailmakers, John Johnson of the Machine Works at Essex, Peter Goldstein, Edward & Eleanor du Moulin, Andrea

Gargiulo of the Boston Lawyers Yachting Association, Kim Roberts of Merrifield Roberts, David Barnard of AIM Management, the United Way and the Newport Public Education Foundation.

More funds are needed for successful completion of the Spring semester of classes that begins January 14. For more information about IYRS and the IYRS/NACTC partnership please write to 28 Church Street, Newport, RI 02842 or call (401) 849-3060.

Summer Launchings

IYRS students will launch four boats this summer, the three shown below and another Beetle Cat, *Lobster II*, being restored by the NACTC high school students. The Restoration Theory class took the lines off *Daisy*, our 20' catboat built in 1888. From these measurements students learned to draw lines plans, and each built a half model from them. Restoration of *Sturdy Beggar* continued with new deck frames, new sheer clamps and new sheer planks. Hull planks are being repaired and replaced. Narragansett Shipwrights has been working diligently on *Kestrel* and expect to launch her early this summer.

Roger Williams University & IYRS Collaborate To Document *Coronet*

Roger Williams University architecture students Tricia Coppola and Melissa Baker are currently working to document the original and existing deck layout and details on *Coronet*. Under the direction of Historical Preservation Professor Karen Jessup, the students will perform the following tasks:

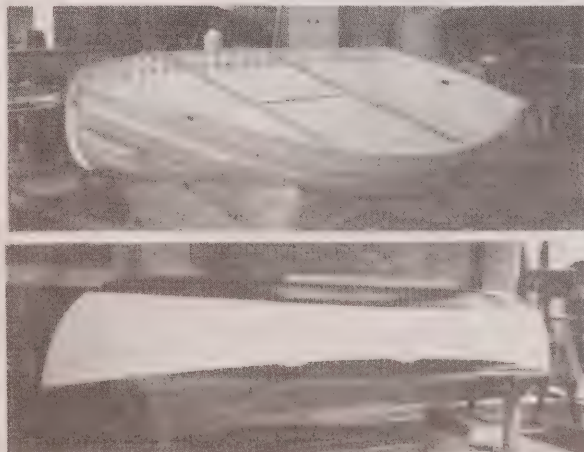
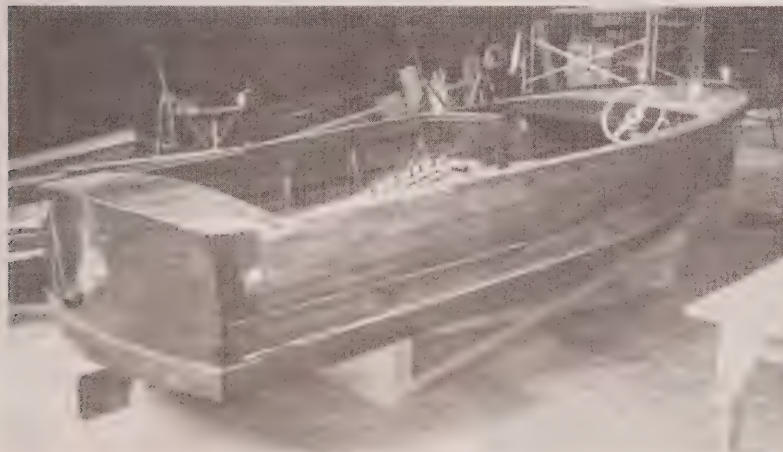
Measure & draw to scale existing deck plans, sections, elevations and details.

Make scale drawings of hatch plans, sections, elevations and details as they were in 1885, derived from the 1933 Smithsonian not-to-scale measurements and drawings and by using the many existing photographs of the deck as it was during the 1800's.

Create a journal and field report in compliance with current archival standards.

The students will have completed this 280 hour internship program this June.

Below left: *Oh Baby!* is a 1948 Chris Craft with a new bottom, sole, and rebuilt engine installed. Below right: *Pisces*, one of two Beetle Cats being restored and our first project, a peapod with its first coat of paint.



Locals sardonically call it The People's Republic of Santa Monica, a pleasantly off-beat community wedged between Los Angeles and the Pacific, known for its leftist politics, sky-high property values and an abundance of homeless people. This story is about a homeless boat from Santa Monica. Abandoned by its unknown owner, it languished for years as yard clutter, yellow and orange fiberglass, sort of kayak-looking, but not a kayak. No one owned it or wanted it. No one locked it up or stole it. It remained only because it was too big to stuff in the trash.

Friend and small boat aficionado, Gorden B., has a daughter in Santa Monica who advised him that the old castaway might finally be about to meet a destructive end, so Gorden drove 60 miles from San Clemente to adopt it. Gorden asked me, a fellow small boat junkie, to help identify the mystery craft. His description didn't ring any bells until he noted the shadow of a long-gone decal reading "Graham." *Ding!* I advised that it was a Graham "Trimline" recreational rowing shell (rec-shell), 19 feet long and 28 inches wide. Without oars, riggers and sliding seat attached (their fate unknown), its purpose was not obvious. I've owned several rec shells and I'm familiar with others in the market, so I was able to identify Gorden's boat.

It was a freebie, but what was it good for? New sculls, sliding seat and riggers would have cost over \$700, not a prudent investment in an old hulk such as this. The art of recycling derelict boats (of which Gorden and I modestly qualify as connoisseurs) calls for more imaginative (OK, cheap) solutions. We took it down to the harbor and tried it as both a single and double kayak. It handled well enough in a straight line, but it turned like an aircraft carrier. We sent it back to the lab for more research and development. Months passed while other projects took priority.

I have a beautifully built Glen-L design rec shell. Not as clever as Gorden, I paid actual money for it. I had in mind using it for a camp cruising trip on Lake Mead, but I concluded it was too risky for open water, which brings me back to the Graham. I realized that the "drop-in" sliding seat and riggers unit from my rec shell could be retrofit into the Graham, which was beamier, with full deck and coaming and thus better suited to open water. I suggested to Gorden that we transplant my riggers into his boat, and that I should give it a thorough camp cruising trial at Lake Mead.

This is just the sort of challenge that neither of us can resist, how to make a useful boat out of junk and spare parts, spending barely anything. We combined our resources and did it. Commenting on the way we brought together pieces of old boats to make a new boat, another friend said, "You know, Frankenstein got started that way, and look how much money that story made. I can't wait to see the beast."

To get on the water quickly, I was prepared to accept the boat's limitations, shabby appearance, lack of positive flotation and awkward equipment stowage. Gorden, a perfectionist and imaginative customizer, has higher standards. In short order, he had the fiberglass polished, waterproof bulkheads installed and sea kayak-style hatches on the fore and aft decks, accessing storage/flotation compartments. Virtually all the project's materials and supplies were found in his shop or mine, including the small polished brass head of a duck

The Old Graham

By Kim Apel

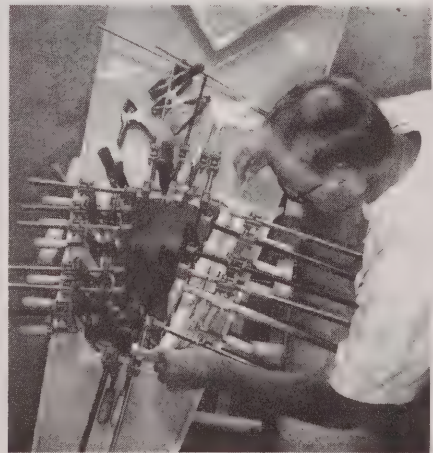


CANARD d'OR



Cockpit under construction, new bulkhead and rigger supports glued into place.

Gorden gluing the coaming for the foredeck hatch. You can never have too many clamps.



which was mounted, like a ship's figurehead, on the foredeck. If not a unique craft before, it is now. The brass head, the yellow deck, the similarity of the oar blades in shape and reciprocating action to duck's feet, all combined to inspire the name *Canard d'Or* (Golden Duck). After a brief test on local waters, it was ON TO LAKE MEAD.

I live near the Pacific Ocean in southern California, but it's not suitable for camp cruising. My destination, Lake Mead National Recreation Area, is located in the rugged Mojave desert on the Nevada-Arizona border. For a rowing craft, it seems so large that it might as well be the ocean, and it offers several advantages for camp cruisers. It is managed by the National Park Service, but without the strict protections afforded to the national parks. Grand Canyon National Park lies just upstream. Lake Mead's clear water borders almost 1,000 miles of undeveloped desert shoreline, available for public use with no permits or fees, few bug pests and few rules. June through September is too hot for most people, but I've had good trips there in every other season.

I cruised two days and nights and offer this report.

The eastern end of the lake, which I had not visited before, is the most beautiful part. Windy conditions caused me to change my cruise destination and to wish sometimes that I was sailing instead. I camped, however, on a lovely protected beach under a rock formation called "Napoleon's Tomb," with a grand view.

Rowing in smooth water is a joy. Rowing a rec shell upwind in choppy water may be done safely, but it's wet. Not only does the bow submerge in the smallest wave, sending sheets of water over the foredeck (and through the leaky new hatch), but on finally rising, the foredeck neatly catapults water onto the back of the rower and into the cockpit. This doesn't sound appealing, but I must add that I was easily able to move upwind at good speed, feeling quite stable, in conditions that would have slowed a kayak, canoe or conventional rowboat to a crawl, or kept them on the beach. If I do more rough water cruising, I'll need a small dodger to deflect spray from the cockpit, a perfect waterproof seal on the forward storage hatch and a bilge pump. The seat and riggers will be moved aft for better balance.

The old Graham makes a terrific camp cruiser with the adaptations previously noted (and after I solved the leaking hatch problem with that old standby, duct tape). Though considered unsophisticated compared to newer, performance-oriented rec shells, the Graham is more suitable for cruising. Wider, with beefier fiberglass lay-up and more interior volume, it is more forgiving to handle, more resistant to damage from cruising mishaps and better able to carry the added load of camping gear low without putting the hull off her lines.

With a 15 knot tailwind and waves, and her oar tips squared to the breeze, *Canard d'Or* can make 3 knots **without rowing**. Pulling hard, she can "surf" at 7+ knots for a moment or two, but beware the broach.

A moderate level of physical fitness was enough for the muscles of this 40-something rower to perform up to expectations. Rowing is like tennis or paddling, which you may pursue at whatever intensity level you choose. It was the hands that unexpectedly suffered. As Mr. Bolger stated in an earlier article in *MAIB*,

time at the oars is perhaps the only way to toughen one's hands for a full day of rowing.

Does camp cruising in a rec shell really make sense? It does if you like rowing and lightweight camping. It's a lot like kayak touring, except that you're facing the opposite way and the power of the oars can give you twice the speed and, for a brief outing such as mine, twice the cruising range. Backpacking experience has taught me how to go light.

A variation on the rec shell theme is to adapt a canoe for one of the drop-in, sliding-seat rowing rigs on the market. A canoe can make a good rowing cruiser as well, and it retains its versatility for conventional paddling. Some would prefer a rowing canoe to a rec shell anyway, for its greater stability, load capacity and freeboard. I've improvised both fixed and sliding-seat alternatives in canoes with good results. Learning rowing skills, how to pack light and how to retrofit a canoe for rowing are topics for other articles, but I hope to have piqued the interest of some readers regarding sliding-seat rowing. It's not just for grit-your-teeth racing types anymore.



First "sea" trials proved rewarding.



Looking back on Lake Mead.



Right from the top: The drop-in sliding seat and riggers by Glen L. Marine. *Canard d'Or*, the Golden Duck. Looking over Lake Mead from the Arizona shore, Nevada to the north. Day's end ashore.



The \$50 Mostly New Material Sailboat

By Jim Delcamp

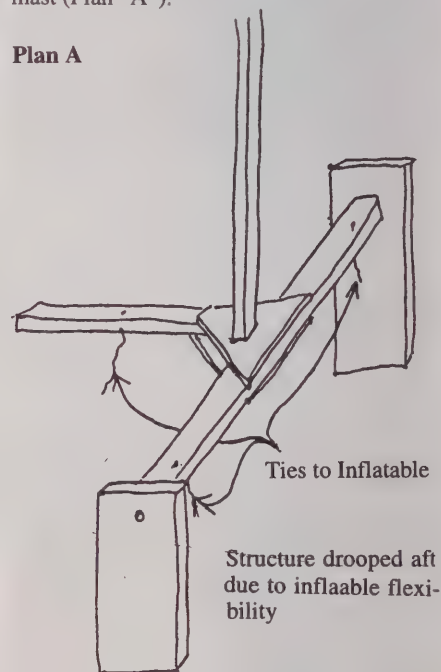
Working temporarily in Everett, Washington for Boeing I faced the prospect of boatlessness in a prime boating region. Oh sure, I rode the ferries and rented boats and kayaks but I desired a ship of my own. I contemplated kayak building but the craft would have to be sent home to Michigan eventually at great cost. And folding kayaks cost \$3,000!

Then I attended the Seattle Boat Show and there bought the cheapest boat in the show, a 6' x 4' inflatable Sevlor Super Caravelle vinyl dinghy for \$25 (\$5 off at the show), weight 12 lbs.

I rowed it with home made oars on a local lake, but each stroke scraped my knees and the oars of hollow pvc pipe dumped water in my lap with each stroke, as I hadn't sealed the ends.

Anyway, I wanted to sail. I built a sail from an 8' x 10' blue polytarp (cost \$5) folded in half over an 8' 1" x 2" mast with a sprit boom. I made up a T-shaped bow frame with leeboards on its ends to support the mast (Plan "A").

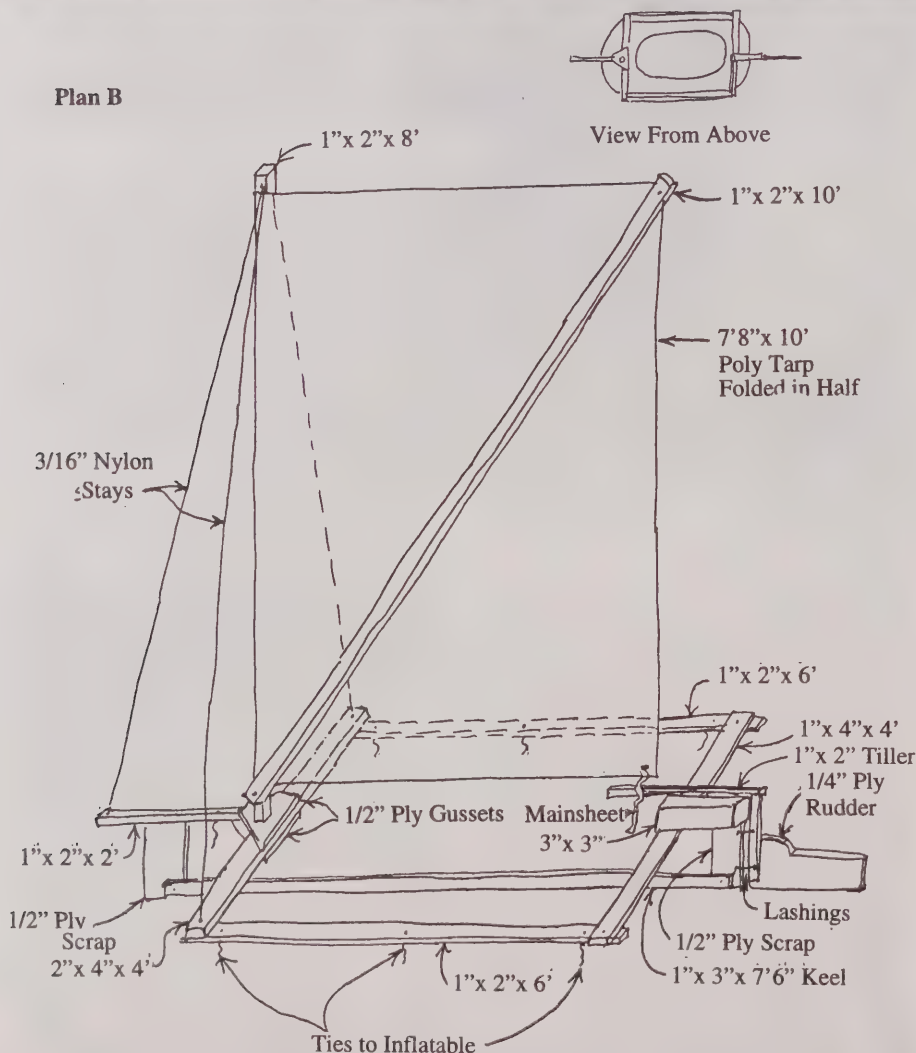
Plan A



Unfortunately the whole rig drooped rearward (aft), the leeboards did not prevent leeway and the rudder proved too small. I was blown to the leeward end of Silver Lake (1/2 mile across) and had to make a clumsy kneebanging row upwind back to the dock. As it was near dark in February no one took notice of my voyage.

Back to the drawing board and Plan "B". Using, during lunch, in part the mighty CATIA computer designing system at work, normally reserved for designing 777's, 747's etc., I revised by boat, including: A complete new frame with a full keel. A frame clear around the cockpit. A long rudder. Raised oarlock positions. A plywood floor over the sagging vinyl floor (with a 5' x 7' cloth underneath to prevent chafing).

Plan B



All of the wood, which included scavenged bits, was clenched and screwed together. The construction time was about ten hours. I thought of the zeppelin airships as I designed, rigid structures around gas bags. I had created a "Zeppelin of the Sea".

Back to the lake I went. The whole, weighing perhaps 40lbs., could be carried, as I indeed did carry her, 300' through a vacant field to the shore. "Neat boat," said a small boy as I launched.

I then proceeded to successfully traverse the lake, sailing to windward and rowing dead upwind with the boat tracking well on her long keel. The keel also protected the bottom somewhat from errant sticks and rocks.

Further improvements could be made: The whole keel could be cut from one plywood piece to follow the centerline shape of the inflated dinghy. The side rails could be wider (4") so they could be sat upon. The keel ends and rudder edges could be faired, radiused and streamlined more.

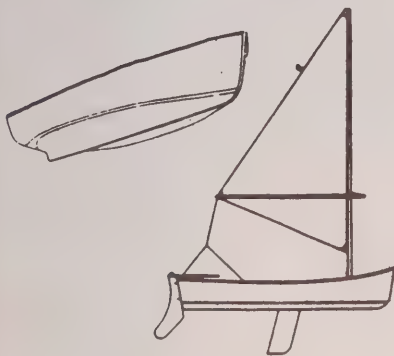
But, she worked. I probably touched three knots at one point and sailed right past a radio controlled model sailboat. My boat likely cost but a fraction of his, under \$50 in all.

This April I sailed her on Puget Sound off Everett with an incoming tide and an on-shore wind. I didn't want to be swept out to sea headed for Japan!

I have plans for a more advanced version available for only \$8 from my newly founded venture: Zeppelin Boats, 3540 Childs Lake Rd., Milford, MI 48381-3620.



KITTERY POINT TENDER

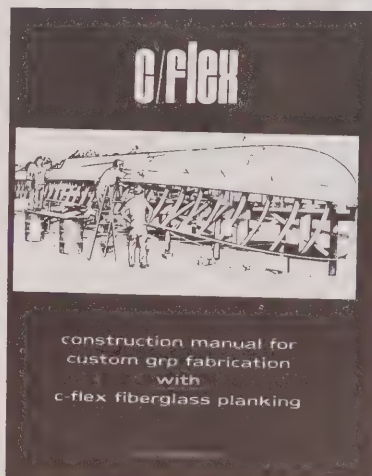


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I have used my Alden Ocean Shells, Inc. Oarmaster II drop-in rower for a year after previously rowing with an early model Oarmaster for about five years. I really like the new machine, but I had some difficulties getting used to it which were primarily attributable to my own inexperience. I also have a few quibbles about the new design and its execution.

The Oarmaster II arrived extremely well packaged for shipping, and assembly was easily accomplished in an afternoon. I had seen and rowed an assembled Oarmaster II previously, but I could still have benefited from a clearer assembly drawing than the one supplied with the unit. One of the screw holes in one of the rigger supports did not align with its mate in one of the tracks. I had to strain to flex the support while inserting and tightening one screw. The sawn edges of the teak footpads were rough and needed a touch-up with sandpaper. There are three pre-drilled holes in each footpad for anchoring the footstraps, but only two stainless screws total are supplied. One screw might be enough to hold each strap in place, but I bought four more screws and used all the pre-drilled holes. The supplied straps adjust to my feet much more easily than those on my old Oarmaster.

Foot-stretcher length can be easily adjusted from within the boat. No provision at all is made for adjusting the front-to-back angle of the rower's feet or for creating a side-to-side angle between the feet in which the toes of the feet are farther apart than are the heels.

The II is considerably lighter in weight than its predecessors, and it is easier to transport and store because the rigger assembly detaches without the need for tools. The threaded inserts in the rigger supports can be accidentally popped out if the rigger attaching bolts are given any side force, however. It would be better if the inserts could be more securely fastened in place. It would also be helpful if the threaded portions could be given some degree of "float" so it would be easier to align the four bolts with their inserts when the rigger assembly is attached.

Step 2 of the assembly instructions calls for the use of "never-seize," which I know as "anti-seize," if available. I think it is essential to use anti-seize whenever stainless steel is threaded into stainless steel. I have seen some expensive machinery ruined when dry stainless fasteners have galled and only a hacksaw or grinder can separate galled fasteners. Anti-seize is not something found in most households, though it is available from auto parts stores by the tub or spray can. Many Oarmaster II purchasers will not likely buy an entire container of anti-seize just to use one small dab. I think Alden Ocean Shells should include a tiny container of the stuff with each Oarmaster II. I also use anti-seize on stainless screws threaded into aluminum if I intend to take them apart often, as is the case with the bow-most track connecting rod. I take off the rod to remove the seat and clean debris out of the grooves of the seat wheels now and then.

I had modified the seat wheels in my old Oarmaster to receive two stainless steel ball bearing assemblies each. I was glad to see ball bearings on the Oarmaster II seat, even though the slide is not as smooth as my modification had created. The bearings in the II seat are not rust-proof though, and they have failed when used to row in choppy salty water. Some such

Oarmaster II User Report

By Sam Overman

bearings I have examined are a mass of rusty crud inside and they are clearly not suitable for marine use.

Boca Bearings, Inc., (800) 332-3256 or (407) 998-0004, offers two versions of sealed, pre-lubricated all-stainless bearings that are direct replacements for the bearings supplied with the II, SR6-ZZ and the more costly SR6-W with ultra seals. It would be a simple matter for Alden Ocean Shells to assemble the seat wheels with the Boca bearings. I have designed tools and methods that may be used to remove original II bearings from their wheels and replace them with Boca bearings. The original bearings supplied with my II have held up fine for over a year of rowing on smooth brackish tidal water.

No care and maintenance instructions are supplied with the Oarmaster II, but the stainless steel and anodized aluminum unit will probably need little care. I wipe mine with a damp cloth now and then. While the fit and finish of the II are fine overall, there are two glaring exceptions that present sharp edges or corners that can snag fabric and flesh. Three of the corners of each footstretcher bracket are sharp, especially the acute angle at the bottom of the bow end. Additionally, the bow ends of the two rigger supports were apparently sawn off at a sharp angle, and extremely sharp edges and even the saw burrs were left on them. Worse yet, the two major offenders are in the area into which the rower must reach to insert the spring clips that secure the II to the boat. It would have taken a production worker only a couple of minutes to round off these corners and sharp edges. I could do the job myself on my own II, but I do not want to cut through the protective anodizing.

The design of the four mounting clips seems to have been an afterthought. The single screw that holds each in place can loosen and allow the clips to pivot to odd angles. It seems to me that it would have been better to have cut the bow ends of the rigger supports off just a bit shorter, which would enable a single mounting clip having two rectangular holes to serve each side of the II. Each would be secured to its track with two screws so the clips could not pivot. I cannot complain too much about the pivoting clips because the anchor brackets in my shell have needed repair over the years and they themselves sit at odd angles. I placed my II into the shell the first time with the clip mounting screws tightened only snugly, then pivoted them as necessary to align them with my anchor brackets, then tightened the clip screws.

I row a serpentine course and I use two automobile rearview mirrors to help me spot hazards. I have designed a bracket that allows me to fasten a mirror near each end of one rigger tube and which complements the appearance of the II. The mirrors can be quickly and easily attached or removed. Anyone wanting a free sketch of the bracket design can send a request to me by post card at Box 52, Dahlgren, Virginia 22448-0052.

The plastic Latanza oarlocks had some mold flashing in areas that I felt might rub

against the oar sleeves and buttons. I scraped away the flashing and I rasped off the raised lettering on one oarlock, which I felt could impede rotation of the button it rubs against. There is probably no need to regularly lubricate the plastic oarlocks and plastic oar sleeves and buttons where they rub together. However, I noted smoother rotation of the oars in the oarlocks after I applied the lightest possible coat of pure silicon grease (Sil-Glyde or DC-4, both available at auto parts or plumbing supply stores) to all rubbing surfaces. No lubricant was specified for the oarlocks and their stainless steel pins, but I applied a more generous amount of the same grease to the pins. Metal oarlocks on my old Oarmaster were much narrower than the Latanzas supplied with the II, so I had to move the buttons on each oar to achieve the same amount of hand overlap.

When I first began to row with the Oarmaster II and try out adjustments to it, I encountered a number of problems compounded by a week of windy days on choppy water. My hands blistered badly, I felt woozy in the boat and pulling on the oars produced a torque around the long (or rolling-the-rower-out-of-the-boat) axis of the boat. I tried adjusting the blade pitch angle of the oars separately and in concert with every other adjustment available to me without satisfaction. In an effort to remove one variable, I made another set of sides for the seat out of sheet metal that place the seat one inch lower than the supplied II seat, but the same height as the seat on my vintage Oarmaster. The lower seat immediately relieved the wooziness.

The rolling-over torque produced by pulling on the oars made me think that my blade pitch angle settings were incorrect. It took me quite a few tries before I realized that the angle so carefully set will "creep" to a new, unknown setting as the stop nut on the bottom of the oarlock pin is tightened. It is necessary to set the pitch angle past the desired angle, by trial and error, enough so that the desired angle will be achieved once the nut is tight. That still was not the source of my problems, though, just a frustration in trying out various solutions.

As I later realized, my old model Alden Single was achieving hull speed with much less effort with the II installed than with my old model Oarmaster. I attribute this to some extent to the reduced weight of the II, but more to the improved trim of my boat caused by the II positioning the pins and the rower several inches farther toward the bow. Over the several years I had rowed the old rig, I had become accustomed to having to pull hard on the oars to keep the boat moving at a reasonable speed. I continued to pull hard on the oars with the new rig, but the boat did not reward the excessive pull with proportionately more speed. Instead, I was forcing the oar blades to plow through the water, which exaggerated any misalignment in pitch angle and produced the rolling-over torque. The excessively hard pulling is what caused my hands to blister.

Once I figured out the problem, I set up the II to the same measurements as I was using with the old Oarmaster. I checked Joe Paduda's book, *The Art of Sculling*, and his recommended positions for someone my size matched the nominal numbers suggested in the II instructions, including the higher seat. Once I learned to pull on the oars only hard enough to sustain the natural speed of the boat, everything went well. The improvement was so dra-

matic that the blisters healed even as I continued to row daily. Even though I was applying considerably less effort, my elapsed times for my usual five mile course were noticeably shorter.

I continued to use the lower seat until I was very comfortable rowing the new combination. I tried the higher seat again and did not feel the wooziness at all, but I also did not feel any advantage with it. I felt that there was at least a theoretical leverage advantage, given a particular oar length, to keeping the oar handles as low to the water as practical. I also felt I could produce more power with my legs if my body was as much "behind" my feet as possible, rather than above them. I modified the supplied aluminum Oarmaster II seat sides by cutting an inch wide strip off the bottom edge of each and drilling new holes for the seat wheel bolts.

My II seat was supplied with six wheels. Four are located on the corners of the seat frame and ride on the upward-facing noses on the bottoms of the tracks. Two wheels, mounted slightly higher up on the seat sides, ride on the downward-facing noses on the top edges of the tracks. I do not know the purpose of the two extra wheels, but there was an interference fit when the seat was inserted into the tracks. The tight fit served to keep the seat from sliding from end to end of the tracks when the II was being transported. However, I did not care for what I felt was additional rolling friction caused by the interference fit when I was rowing. I removed the extra pair of wheels from the seat and used a length of 1/8" bungee cord tied to the bow-most track connecting rod and terminated with a plastic "S" hook to corral the seat during transport. Incidentally, various sizes of sturdy all-plastic light-duty "S" hooks and snap-connecting links are sold in home supply stores as accessories to the plastic chain sold for landscape decorating. They are inexpensive and handy around boat and shop, and their shapes can be modified to suit particular applications by first softening the affected sections with an electric heat gun.

Overall, I thoroughly enjoy the advantages of rowing with the Oarmaster II drop-in unit versus my older model. Alden Ocean Shells can supply anchoring brackets and spring clips that enable an owner to attach the II to many makes and models of boats.

More About Making Sails

By Bob Smithson

Having read the several articles and letters concerning the use of "blue tarps" for sails, I would like to add my comments and thoughts on the making of sails for small boats.

I have made several sails for small boats using conventional sailcloth as well as Tyvek. Both can be sewn on a conventional sewing machine, I use a Sears portable which has the capability of sewing with a zigzag stitch and is powerful enough to sew through 6 thicknesses of 4.5 oz dacron sailcloth.

I have also found that using contact cement is a great alternative, but has the disadvantage of being permanent once stuck together. I remember reading an article a number of years ago on the use of contact cement to make repairs at sea on torn sails. Of course you must use a patch, but it does make lasting repairs.

Another method, which would probably work on the blue plastic tarps, would be to use double sided sticky tape. I have used this on a jib for a San Francisco Pelican which held together in 20 knots of wind, and know of professional sailmakers that have used it on large boat spinnakers without sewing the seams. The big advantage is that you can take the sail apart and change the seaming very easily. Of course you have to use new tape each time you do this, but it is faster than ripping out seams and resewing. A word of caution though, it works best on materials that have a very smooth surface such as plastic or mylar coated sail cloth. I think it would work well on Tyvek too.

Sails are not difficult to make, but you do need some reference materials if you are going to make sails that are efficient. I use some manuals that were published by Sailrite* about 25 years ago and sold for about \$5 each. They now have updated manuals that cost about \$35 for a set of 5. These manuals are a necessity for you to produce a sail that not only looks good but performs well.

If you are going to use material other than conventional sailcloth, you must cut the material into panels that are either 36" or 54" in width, because that is the panel width that most instructions are written for. It does make a difference when broadseaming the panels to produce draft curves that are proper in both depth and location. Another word of caution, an 1/8th of an inch in broadseams, luff or leech curves makes a lot of difference in sail shape!

Making your own sails forces you to learn more about what is a good sail and what is not, as well as how to trim them for maximum efficiency. Try it, you'll like it!

*Sailrite Kits, 305 W. VanBuren St., Columbia City, IN 46725, (800) 348-2769.

Bob Smithson

Beach Cruising With Bon Appetite

By Bob Young

Whether you sail, power, paddle or row, there will be times during your voyage when you'll want to eat! You can reach down into a pocket for a smashed candy bar or a soggy sandwich and figure that this is as good as it gets. But with a little planning and preparation, you can put together a tasty, nourishing meal while underway or on the beach. A hot meal at the end of a spring or fall sail can make a difference (and get you out on the water again and again).

When I beach cruise, I depend upon a galley box that is equipped with cooking utensils, spices and a single burner stove. All this is contained in a small, home built, plywood box that serves double duty as a rowing seat. The galley box can be safely used aboard or carried to the beach. The box measures approximately 20 inches long, 16 inches high by 12 inches wide divided into two compartments. One compartment holds the stove and its associated parts and fuel. The other compartment holds pots, pans and utensils.

In a separate box of the same size I keep the food. Food consists of canned and bottled items, rice, oatmeal and pasta in covered plastic containers. A small ice chest is also used for keeping margarine, cheese, etc. For water I use plastic soda bottles as well as a five-gallon water container.

For utensils I carry a non-stick frying pan, a somewhat large pot for cooking pasta (and washing up) and a saucepan for oatmeal and stews. A couple of cooking spoons and a spatula along with pliers and a two hot pads are also included. A bottle of liquid dish washing soap (works well in salt water) and a scrub brush gives good service at clean-up time. Paper towels are useful as are plastic bags (use a trash bag to recycle the used stuff).

The single burner stove I use is fired with a propane gas container. Propane is a quite safe fuel that is readily available and provides quick heat. The stove is fitted into the galley box to make it and a pot on top secure.

A very useful utensil is a vacuum bottle. Heat breakfast coffee water then pour the remaining hot water into the bottle. At noon, and even late afternoon, you can enjoy a hot beverage or packaged soup easily.

Each of us have our own favorite foods, so I won't offer specific menu selections but a few suggestions may be helpful. Soups and stews are one pot meals that are easy to prepare. Take advantage of the packaged pasta and rice items available in grocery sections. There is a good variety and they are much cheaper than backpacker mixes. Dry salami (kept carefully in the cold bilge) is also good. I often take the time in the morning to make up sandwiches and snacks for quick use during the day.

Don't forget to bring special treats. Chocolate gives quick energy and hard candy offers energy and taste as well. For desserts, consider packaged puddings (use canned milk for convenience).

It's hoped that those suggestions and ideas will encourage you to head out, even on those early spring or late fall days, and do some serious beach cruising. In the old days people cruised extensively in small boats with none of the modern equipment and convenience foods we have now, so what's your excuse? Get out there, get cruising and enjoy hot, tasty, nourishing food as you do. Bon Appetite!

P.S. If you're interested, I'll send along a sketch of my galley box and throw in a dinner menu or two and a provision list as well. I'll have to charge for copying, mailing and handling, estimated to be \$4. Contact me: Bob Young, 16612 Maple Circle, Lake Oswego, Oregon 97034, 503-636-7344, e-mail Ryoung5054@aol.com

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Classic Period Wood Blocks

By Bill Kirk

I guess it was about the beginning of the 1993 season, while I was Master of the *Half Moon*, that the museum director and I decided that there was a need for the replacement of the deteriorating wood sheaves in the 17th century type period blocks. We found that, as a commercial item, no one seemed to be stocking or manufacturing this type of block except as a "custom order or built item," with the cost being astronomical due to the special tooling and need of the unusual wood sheaves and sheave pins. I can only guess that, due to the extremely narrow field of demand, no shop is really set up to manufacture this type of item in the small quantities needed by the period ships.

These sheaves, as originally made, were cut from the seasoned log so that the annular rings were parallel to the rope groove. Although somewhat sufficient for the needs of the sailor until cast iron/machined sheaves were introduced, they were somewhat lacking in real strength if put to a very heavy load. We, on the *Half Moon*, had too many sheaves that would shatter when in use or where the wood would weather check and then break under normal loading.

It was absolutely apparent that a different material was called for, but one that would still resemble the period wood. This type of block, wood sheave, wood sheave pin and wood block shell, is also used on the *Mayflower II*, the *Dove*, which is based in Maryland, the *God Speed* and a few other period square riggers now based on the East Coast.

Searching through my tooling design memory and a few tooling supply house catalogs, I remembered a substance referred to as "Micarta," a trade name for a phenolic impregnated and pressure laminated canvas or linen which could be had in sheets of various thicknesses. This material is extremely stable, resistant to weather degradation and grossly exceeds the strength of wood. Not only that, but at a quick glance, due to its brownish color, it resembles wood and is easily machined. That's the good part. The bad part is that this material is very expensive and creates a fine,

foul smelling dust when machined.

While considering the sheave replacement, the director and I also decided that it would be a good idea to include some replacements of the ash blocks to carry in reserve. Our block complement consisted of line diameters from 1/4-inch (6.35 mm) on the cannon ports to 3/4-inch (19 mm) for the running rigging and 1-1/4 inch hauling blocks on the fore and main yards which, although they were in good condition, the sheaves and pins would be replaced.

The ash wood for the blocks and white oak for the sheave pins was purchased from Condon Lumber, located in White Plains, NY, and the Micarta was purchased from McMasters, a tooling supply house located in New Brunswick, NJ. During my bushy-tailed-build-my-own-boat-days, I purchased probably 90% of all my lumber from Condon and have found that these people carry many exotic woods that are in demand by carvers, furniture makers and hobbyists. It is a day's experience just to wander through their hardwood area to see, smell and to touch all of these fine goodies.

All in all, I had made up some 60 odd different size sheaves as replacements for the larger lines and Knight Heads, 39 complete ash blocks of various sizes with Micarta sheaves and extra oak, Micarta and bronze replacement pins as reserves.

During my search for fabrication facilities, I contacted CAM TOOL, the tool shop where these blocks were made, which is owned by an individual with whom I was once associated. These people, after making a study of the drawings and requirements, decided it

was within their ability to manufacture these blocks at a reasonable cost. They are now set up to make single, double, fiddle, snatch blocks and dead eyes of period design for the individual that wishes to follow archetypal design.

These blocks are not metal strapped, except for the snatch blocks, nor do they have roller bearings, although they can be included by making use of bronze rod and, although this deviates from the period, can also be had with a bronze or Micarta pin if desired for extra strength. So far, using the period design with the white oak sheave pin, the *Half Moon* had never had a block fail through pin breakage, and those yards can get pretty heavy.

The shop is set up to bind the blocks with hemp, nylon or dacron strapping in any configuration desired, along with worming and/or serving with small stuff and seizing, frapping and splicing. We leave the application of tarring the line to you, however, CAM TOOL will supply the blocks raw or will clear varnish these blocks if so desired. They will also fabricate fair leads with strapping to any configuration, or they are able to give quotes on any other machining, in wood or metal, to your specifications.

The standard block, as supplied, is with the conventional ash wood shell, a machined Micarta sheave and a white oak sheave pin, scored for line strap (I've seen this word also spelled as "strop," and the dictionary defines that as "a length of rope with the ends spliced to form a circle"), smooth sanded, assembled, tested and unfinished. If clear finish is desired or any other features are requested, roller bearings of Micarta or bronze (3/8-inch block or larger), strapping, worming, serving, whipping, seizing and frapping can be attended to as an option.

The only close call that we had on the *Half Moon* with a faulty block was during the raising and re-seating of the topmast. We had to remove everything above the main lower mast cap in order to pass under the 62-foot bridge at Wilmington, DE. Just as the fid was slid home on the topmast, the strap broke on the 3/4-inch hauling block. Had the hemp strapping on the block broken two seconds sooner, we would have had the topmast come down through the deck. It was a very close call. Also, a wood sheave burst on the snatch block while hauling the spar aloft.

The photo depicts the blocks left to right; 3/8-inch, 1/2-inch, 5/8-inch and 1-1/2-inch. These blocks were strapped with sisal (we couldn't find any good hemp locally) for illustration and ease of transportation. The blocks have clear finish.

All inquiries will be given prompt answers: A.W. (Bill) Kirk, 19 Argyle Pl., North Arlington, NJ 07031, tel (201) 991-6894, fax (201) 460-0011, CAM Tool & Stamping, Inc., 207 N. Railroad Ave. Harrison, NJ, tel (201) 481-4461.

Rope Diameter	L-----W-----T	Sheave Diameter
1/4-inch	2-1/4 x 1-1/2 x 1	1-5/16
3/8-inch	3-3/8 x 2-1/4 x 1-1/2	2-1/16
1/2-inch	4-1/2 x 3 x 2	2-11/16
5/8-inch	5-5/8 x 3-1/4 x 2-1/2	3-5/16
3/4-inch	6-3/4 x 4-1/2 x 3	4-1/8
1-inch	9 x 6 x 4	5-3/8

Double block length and width are the same, with the thickness increasing about one-third.

Bolger on Design

Rig 18 Chinese Lug

(From *100 Small Boat Rigs* by Phil Bolger. Available from H.H. Payson & Co., Pleasant Beach Rd., S. Thomaston, Me 04858)

This rig is designed to control all the parts that get away in other lugsails. The yard is not peaked by tension the full length of the luff as in other lugs. It's held up by the fabric between the foot of the yard and the parrel of the topmost batten. The successive similar triangles all the way down the sail further maintain the shape. The downhaul, laced back and forth around the mast from successive battens, spreads the stress further, though its main function is to force the yard down when wind pressure prevents it from dropping of its own weight.

The battens inhibit the fabric from fluttering and furnish hard points to attach the parts of the controlling lines. In contemporary Chinese lugs, and in some of the wide variety of traditional ones, the battens in the lower part of the sail are run parallel with the boom so the sail will fold down without distorting its shape. Splaying them to the extent shown here doesn't seem to cause trouble, however, and the sail may set a trifle better.

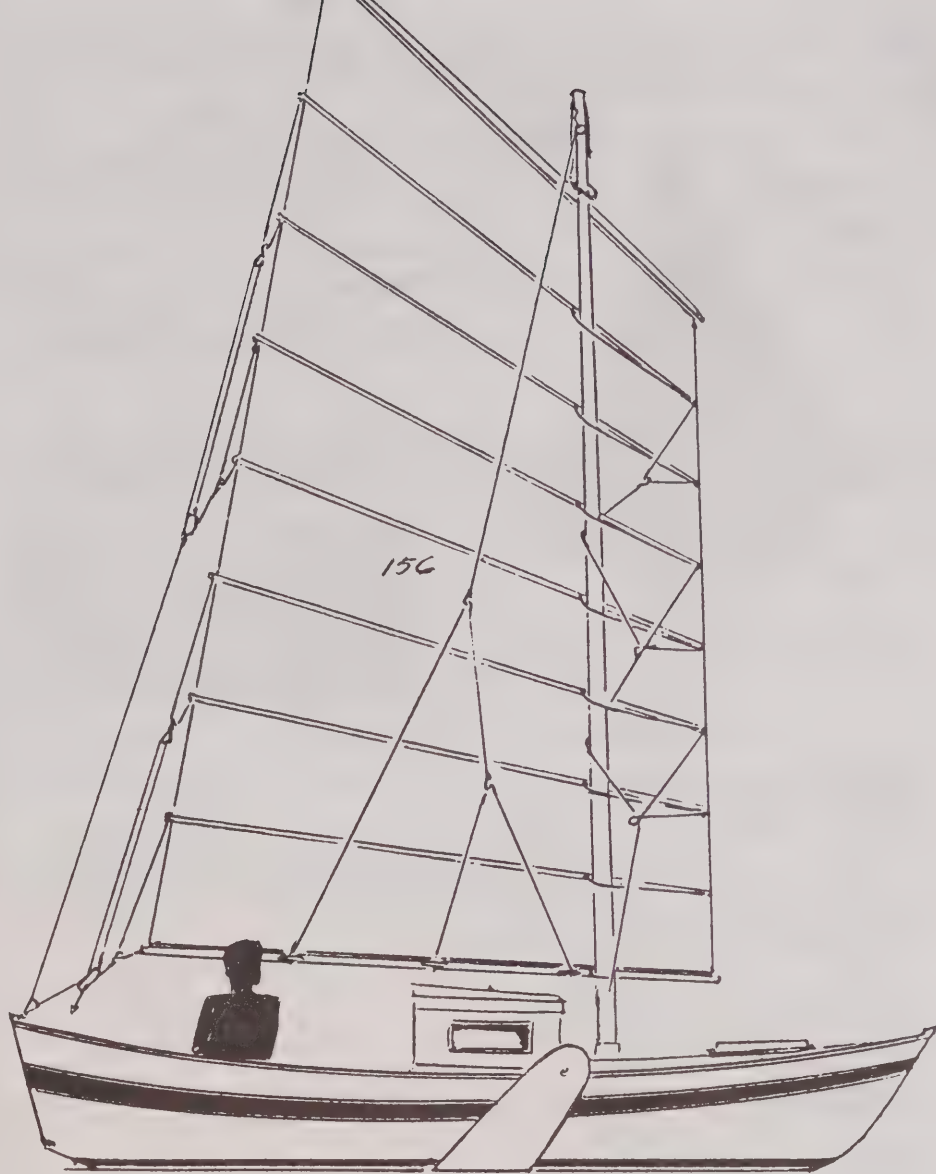
The boom of a Chinese lug can be very light, hardly more than another batten. Its only special function is to furnish anchorage for the ends of the lazyjacks that gather up the sail as it's lowered.

The sheet has its standing end on the shackle of a block aloft. From a becket on this block a "sheetlet" leads up, through a block slung on a span between the two topmost battens, and back down through the block to a span between the next two battens. The sheet leads down through a block on deck abaft the sail, thence through the lower sheave of a fiddle block, and back down to its belaying point on deck.

The fiddle block is slung on a second sheetlet leading from the shackle of the block up through a block on a span between the second and third battens from the bottom and down through the upper sheave of the fiddle block to end on a span between the lowest batten and the boom. I hope that is perfectly clear!

There are variations that give more mechanical advantage. The arrangement cartooned gives a power of three, plenty for a bigger sail than this one that is partly balanced and needs to be sheeted in only to trim to the wind, never down to maintain the shape of the sail. Other variations allow for a different number of battens.

The effect of all this is to distribute the action of the sheet all the way up the leech. In theory there's no tendency for the sail to twist. In practice it does more or less, because the upper parts of the sheet are working at a less advantageous angle than the lower parts. One envisions a separate sheet to each panel of the sail, all leading to a battery of computer-controlled winches programmed to control the shape of the sail perfectly. Perhaps in the days of



Kublai Khan, the inventors of the rig kept a stable of trained slaves to take care of this.

To reef, pay out halyard till the yard is as low as is wanted, taking up on the downhaul if necessary to pull the yard down, and in any case to hold it down. The sheet will go slack as the sail comes down. Take up on it till the fiddle block is brought up against the deck block; then catch a turn to hold it and take up on the lower sheetlet. In a big lug this would be part of the sheet proper and the hauling down would be a continuous operation, but in a small sail, there would be so many parts in the sheet that its length would be intolerable. If the deck block can be placed far enough abaft the sail, the sheetlet adjustment can be eliminated, but usually there isn't room. A far-aft deck block also improves the control of the upper panels of the sail.

Though complex to describe, the rig is quite simple to work. Sail area and height can be adjusted continuously without stopping the boat or changing course. The sail is tamed of practically every vice that other types of sail are addicted to. There are no heavy stresses anywhere in the rig. It has to be watched for chafe on a long passage, but less so than with most

rigs.

The penalty is that it's almost impossible to make these sails take up a good aerodynamic shape, especially when the sail is on the weather side of the mast. The tendency in modern Chinese luggers has been to reduce the area ahead of the mast, which may help somewhat. It's possible that a gaff sail with two halyards could be used with the Chinese battens and sheeting system and keep most of the functional advantages of both. A strong Chinese lugger can be given a big rig because it's both docile and very quick to reduce; therefore it can be driven hard and good passages can sometimes be made in spite of its apparent inefficiency.

It's an expensive rig, at least compared to cruder lugs, on account of the cost of the battens, numerous blocks, and miles of cordage. There is no way to simplify it while retaining the handling characteristics, so it's not a practical rig for tiny boats in which the sails can be dominated by brute force instead of ingenuity.

(This chapter was written 14 years ago. In our next issue we'll discuss what we've been doing to develop the idea of combining the western gaff with the Chinese sheeting system).

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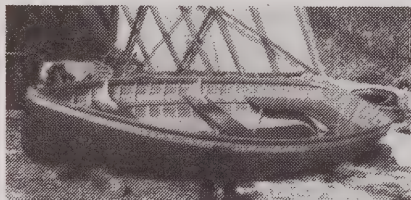
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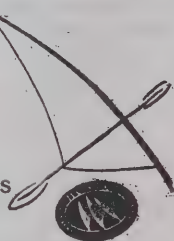
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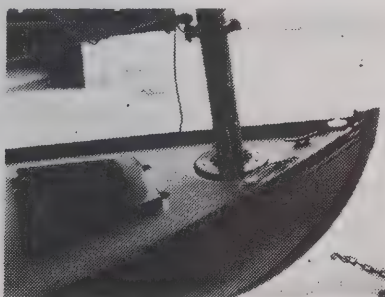
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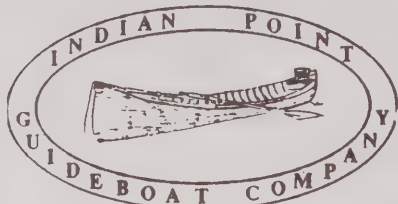
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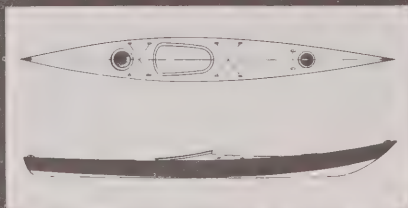
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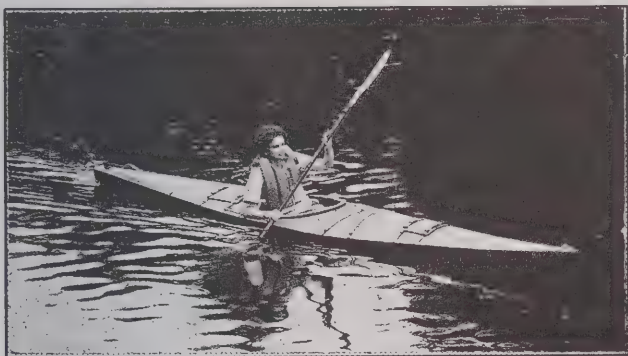
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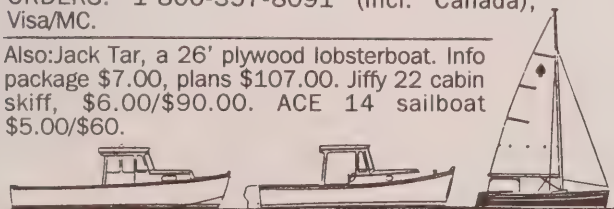
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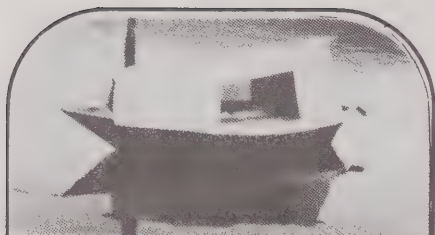
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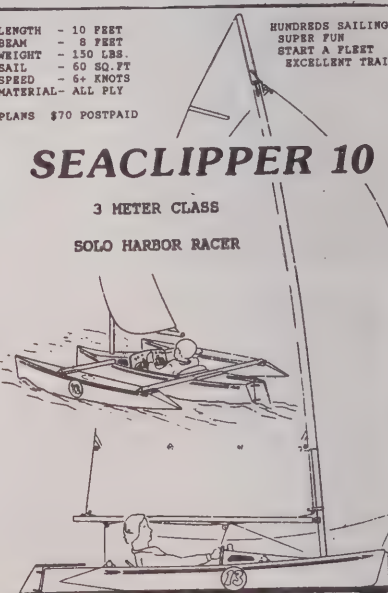
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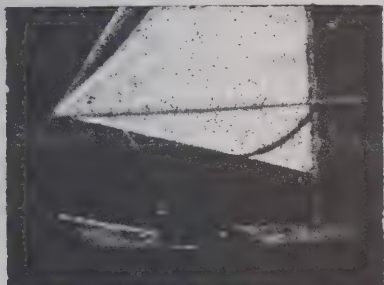
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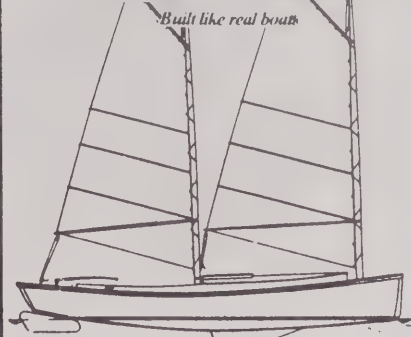
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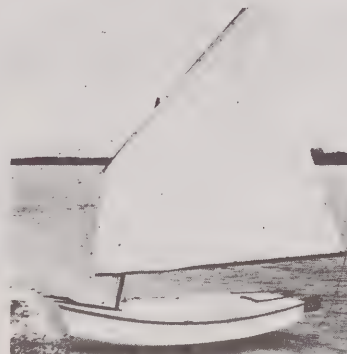


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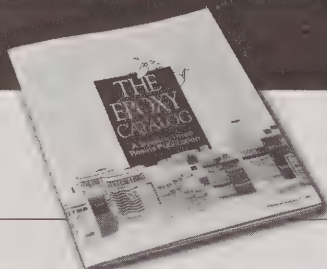
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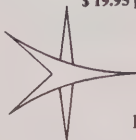
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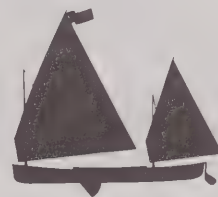
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23' A.R. True Rocket CB Sloop, blt '57. Cedar on oak, bottom seams caulked w/3M5200 (no scraping or recaulking). Foredeck, cabin roof & walls FG covered. Lg cabin, huge cockpit, 8' beam. Well in stern for OB. Auto bilge pump, SS CB & pivot bolt. Main & genoa jib. Wooden mast snapped @ deck level (repairable). Stored off-season undercover on a travel trlr that is too tall to launch from. Owned since '72. Boat & trlr \$1,500. Also available Chrysler 15hp OB, '61 Evinrude 18hp OB, 8' Dyer Dhow sailing dinghy.
LESTER MOUNTAIN, 2 Pigeon Hill Ct., Rockport, MA 01966, (508) 546-2079. (6)

Project Sailboat, Bolger design 23' leeboard sharpie. Anhingans new mast step, daggerboard slots & a bit more for you to enjoy Dovekielike cruising in a self-rescue package. Above-average home craftsmanship, w/custom pro-made sail. \$1,500 for boat and sail, \$700 for galv trlr & 6hp long shaft OB. An intriguing boat at a low price, which you will never grasp over the phone. Come see it!
DAVE BREDEMEIER, 109 Rocky Hill Rd., Rehoboth, MA 02769, (508) 252-4613, email: bredemeier@aol.com (6)



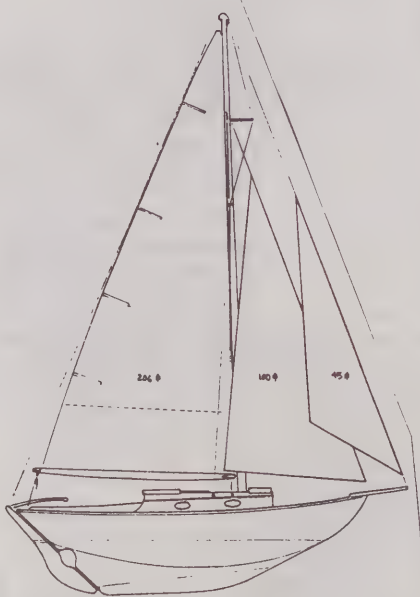
17'6" Cat Ketch, based on Howard Chapelle's Staempfli class modified sharpie. Windsurfer rigged, at only 500lbs she's fast in all airs. Launched in '96. Too many boats. \$1,200 boat alone, you rig. \$2,000 ready to sail. Custom trlr for \$400 more.
BOB AUSTIN, Williamsburg, VA, (757) 566-3769. (6)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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



22' Davis Cutter, rblt '88, Atomic 4 IB. In water, ready to go. \$3,000/BO incl everything.
RICK GODDARD, Sherborn, MA, (508) 653-1386. (6)



21' Custom Cruiser, '85, 140hp Johnson w/167 hrs. \$5,800.
JOHN MENIG, 340 Tuscaloosa Ln., Brick, NJ 08724, (908) 892-6353. (6)

'76 Beetle Cat, bronze fastened. Nds caulking & deck canvas. Nearly new boom tent/sail cover. '89 trlr. \$2,000.
DORIE MELTREDER, Brooksville, ME, (207) 326-9676. (6)



Roberts Spray 28, 28'8"LOD, 10'6" beam, 3'6" draft. Steel hull launched in '84. New 18hp Volvo-Penta diesel installed '88. 30 gals fuel, 50 gals water, SS propane range & oven, VHF, knot/log, depth sounder, 30lb plow & 22lb Danforth anchors, 8' dinghy & steel cradle. Coast Guard documented. A grt cruising boat! \$19,900.
BOB SLIMAK, 2613 W 5th St. #4, Duluth, MN 55806, (218) 723-1088. (5)

28' Eldredge-McInnis Sloop, '59, dsl. twin '79, jib/genoa/main, basic electronics. Marine head & holding tank. Slps 4. Vy gd cond. Mahog/oak. \$15,500. **31' Pacemaker Sportfishing Cruiser**, '66; Slps 4, fishes 6. SS galley. Full sized head. Mahog/oak. Gas V8 '83. Gd shape. W/out electronics: \$5,000; w/electronics incl 16 mile Raytheon radar: \$6,000. Both ready for water this season. Pkg \$20k for both all equipped & launch ready.
ED CASS, 122 Stacy, Elliot ME, 03903. (207) 748-0929, (207) 683-2435(s). (5)

Classic 13-1/2' Whitehall, Thayer design, blt in FG by Boatworks Ltd, w/beautiful mahogany trim (see same boat in their display ad). Barely used, in exc cond w/2 sets bronze oarlocks & 1 set Shaw & tenney spoon oars.

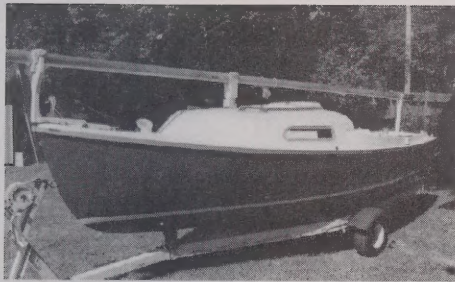
ANDREW UPDEGROVE, Marblehead, MA, (617) 631-3142 before 9pm until 6/27, (207) 863-2537 after 6/27. (5)

Pearson 26, '75. Hull, deck, interior in exc cond. Depth sounder, loran, vhf, 9.9 Chrysler OB, USCG approved septic sytem, dodger & new main. \$10,500 OBO.
PHIL HOPFE, Lincoln, RI, (401) 722-1160. (5)

12' Old Town Sportboat, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$2,000.
BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (6)



Bolger Martha Jane, 23'6" leeboard cat yawl sharpie. Sails beautifully, well balanced, easy to trlr & rig. Big dbl bed, removable doghouse w/standing hdm. Water ballast, 7" draft, 15hp Suzuki, dinghy, trlr, VHF, other equipment. All epoxy. \$4,900.
JOHN BARTLETT, Syracuse, NY, (519) 474-3948. (6)



O'Day Mariner 19' Sailboat, CB, on trlr, w/new main, OB, cushions all around, running lights, rebt hull/deck connection w/wood cap rail, 2 jibs, porta potti.
LEONARD SAIRS, Shrewsbury, MA, (508) 845-0331. (5)

15'6" Gloucester Gull Dory, bronze fastened & fittings, workboat finish. Structurally sound but nds paint. \$550.
HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (5)

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

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

16-1/2' Wianno Junior, one design sloop, blt '52, restored '95-'97. 2 masts & 2 suits sails. New CB trunk, skeg, rudder, cockpit floorboards, deck canvas & deck hrdwre, boom tent/cockpit cover. Galv trlr. Overall cond exc. \$7,000 OBO. **19' -10" Flying Dutchman**, one design sloop. Red FG hull; alum spars. Sails incl main, jib & spinnaker. Trlr. Gd overall cond. \$1,500 OBO. **14' Rhodes Bantam**, one design sloop. Plywood hull nds minor work. New wooden mast, original cotton sails & new dacron sails. All original bronze hrdwre, original plans, drawings & brochures (#192). Trailer. A small project that will easily fit into someone's garage. \$700 OBO.
TOM KLIN, Essex, CT, (860) 767-8954. (6)

18' Cape Cod Knockabout, restorable cond. Spars, rigging & sails incl. Asking \$400.
JOHN REED, Plymouth, MA, (508) 747-9351. (6)



6'8" Model Mississippi River Boat, paddle wheel drive, RC control.
\$450 w/radio, \$300 w/o. Needs nice pond.
JOHN FRIEDEL, Beverly, MA, (503) 922-4676. (6)

16' Alden Appledore Pod, Oarmaster & oars. Vy gd to exc cond. \$1,250. **16' Antique Rowboat**, from Bradford, NH. Est 70+ yrs old. Restored, vy useable & practical. \$475. **19' Bolger Light Dory**, probably best around. Vy fast & seaworthy. \$1,600.
BOB YORKE, Scituate, MA, (617) 545-1651 eves & wknds. (6)

18' Drascombe Driver, English blt, FG, open, gunter yawl w/oiled teak trim. Powered by 4hp "Shrimp" IB w/feathering prop. Shallow draft (1'5") w/twin bilge-keels. Perfect family open water boat, stiff & stable (6'1" beam), w/full flotation. Fully equipped w/3 tanbark sails, (roller furling jib), oars & locks, life jackets, on galv trlr. Trailers easily (rig weighs about 800lbs). Asking \$4,000.
STEVE BROOKE, Farmingdale, ME, (207) 724-3576, email: sbrooke45@aol.com (6)

11'4" Shellback Sailing Dinghy, designed by Joel White. Sitka spruce spars, sail by Doyle, oars, line & anchor. \$1,750.
WIN NICKERSON, Hingham, MA, (617) 749-0838. (6)

15-1/2' Bolger Micro Sailboat, sprit boom, cat yawl rig. 2 yrs old, exc cond. Exterior epoxy glass covered, foam flotation to counter ballast keel. Incl trlr, compass & anchor. \$3,500.
BOB DE BEAUCHAMP, Cimacum, WA (nr Pt. Townsend), (360) 379-9685. (6)

22' Mac Gregor Sloop, sound hull, new main, old jib. Nds cosmetics, exterior & interior renovation. Pop top. Draws 12" CB up. Kick-up rudder, dive platform. 7.5 Johnson runs perf. Boat \$1,650. Motor \$350.
R.H. DALTON, Key West, FL, (305) 296-5490. (6)

Simmons Sea Skiff, w/25hp Evinrude, Easy Loader trlr, all equipment. Exc cond. West epoxy bottom. Asking \$3,450. Will consider trade for Sea Pearl 21.
BILL ERTHERIDGE, Hampton, VA, (757) 722-5369. (6)

11'6" Shellback Dinghy, glued lapstrake, mahogany trim, pine seats. 80% finished. \$1,500/BO.
STEVE SELL, Landenberg, PA, (610) 274-0155. (6)

Bobcat Sailboat, w/fold down mast & trlr. \$1,000.
KEN ARNOLD, Spring Hill, FL, (352) 686-9463. (6)

Wharram Tiki 21, newly refurbished, in exc cond. W/3hp Yamaha, trlr. \$4,000.
CECIL EBANKS, Deer Park, TX, (281) 479-0012. (6)

'93 Microtrawler, well blt w/marine ply (have receipts) SS sink, Autohelm steering & motor controls. Foredeck has lazarette w/anchor & fenders. Nds motor & trlr. Can deliver in 48 states for gas, oil & tolls. \$3,000 firm.
TONY MC GARRY, Whitley Island, WA, (360) 331-3789. (6)

'84 Spindrift 22' Sloop, Jim Taylor design, cover story SBJ #37. VHF, galv trlr, 4 sails, vy liveable pocket cruiser. \$5,200. **'89 Sea Pearl MS16**, w/15hp Merc, galv trlr, tent, sails, spars, 10' sweeps stow under deck. Seaworthy, versatile. \$3,800.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (5)

16' Bolger Diablo Skiff, '94, exc cond, '86 lightly used 25hp Mercury longshaft OB. \$1,200. Poss delivery.
SHAW BOSWELL, E. Brunswick, NJ, (908) 846-5772. (5)

17' Swampscott Dory, blt by The Landing School '87. 2 pr 8' oars, sailing rig, trlr. \$1,250.
DAVID WITBECK, Providence, RI, (401) 274-9118. (6)

Building Jig & Plank Patterns, for Tom Hill's 11'6" ultralight lapstrake solo canoe "Charlotte". Vy accurate, nearly new. \$300.
TOM PARKER, 2357 Duck Lake Rd., Whitehall, MI 49461, (616) 744-2986 or (616) 766-5020. (6)

15' Rowing Skiff, prof blt '96, cross-planked bottom, planked sides, pine, ash & oak constr; oil and pine tar interior, white exterior. \$1,000. New galv trlr, oars also available.
MIKE MOORE, Burlington, NC, (910) 584-1267. (6)

23' Sea Ox, FG center console, ruggedly blt (5, count 'em, 5 stringers) all purpose boat w/professionally maintained Johnson 140 (commercial specs) & trlr. \$8,995.
JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

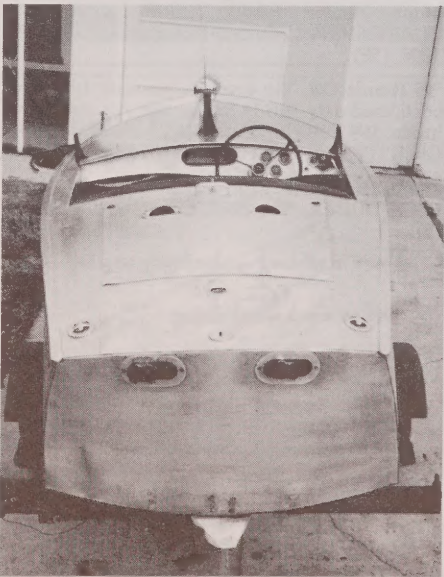
18' Swampscott Sailing Dory, compl w/sprit tanbark sails & spar, jib, oars, flr brds. Sturdy, fun to sail. No trlr. Asking \$800.
PETER RADZINSKI, Rockport MA, (508) 546-6986. (6)

Klepper Aerius II Expedition, 17' 2-seater hvy duty folding kayak in perf cond. Safe, stable, lateral air sponsors, reinforced carbon Hypalon hull w/ blue deck. For serious sea kayaking or lake & coastal fun. Ash and Finnish birch laminate frame assembles in 20 min from 3 packbags. Features included: 2-2-part adjustable ABS paddles, paddle pockets w/toggles for storage on the water, foot-controlled rudder, grab handles, bow and stern tow fittings, deck D-rings. New price w/rudder assembly unit is \$4,790. Ready to pack in your car, float plane or boat. Will take \$3,690.
AARON GLAZER, Groton, MA, (508) 448-2464 before 9pm. (6)

Black Skimmer, Bolger leeboard sharpie, gd cond, blt '78. Mahogany ply throughout, spruce spars, '87 Johnson 8hp, tandem trlr. Many other accessories. \$4,500 OBO.

GUS HEDDEN, PO Box 32, Tuftonboro, NH 03816, (603) 569-4256 days, (603) 544-2369 eves. (5)

Dovekie #33, w/ dark blue topsides. E&D trailer w/ brand new tires, Bearing Buddy grease fittings, spare wheel/tire, & spare wheel bearing kit. Custom-built binnacle w/ compass, portable head, gimballed propane stove, 3 oars, anchor, lines, & updated reefing. Boat has been little used in years. \$3,500.
GLENN HANSEN, Glenview, IL, (847) 724-0327. (5)



13' Antique Speedboat, made of shiny billet aluminum. Super expensive constr. 2 person cockpit, 1B engine, glass split windshield, spotlight. Coolest little boat anywhere. \$2,500. (5P)
PERRY WRIGHT, San Diego, CA, (619) 286-4316.



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)

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

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)

SAILS & RIGGING FOR SALE

International Star Sails & Mast, 2 mains in gd cond, 2 jibs in vy gd cond, mast for fittings. \$150, B O or trade for ???
TOM KLIN, Essex, CT, (860) 767-8954. (6)

GEAR FOR SALE

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)

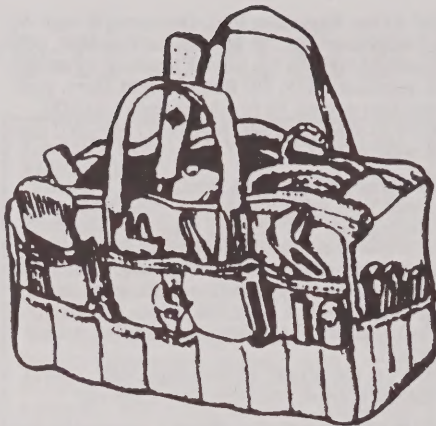
There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

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



New! WorkBoat Rigger's Bag. Heavyweight canvas, triple bottom, 30 pockets, web handles, 18Lx10Hx6.5W, made in USA. \$36, \$4.50 S&H. 1.800.985.4421, Fax 207.985.7633. (Rowing gear catalog \$2, free with order).
WATERMARK, Box 1037, Kennebunk, ME 04043.

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

Rockwell Model 10" Contractors Saw, \$395.
Sears Craftsman 10" Electronic Radial Arm Saw, \$295. Both for \$600. Will deliver for free in New England.
JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

British Seagull, genuine parts in stock; also gd used parts & motors sold. Recent 15% price reduction! Send your FULL 'Model/Serial Number' code from R/H side of crankcase.
ROB ALLAN, 7044 Justine Dr., Malton, ON L4T 1M3, Canada. (EOI -7)

GEAR WANTED

Hurth HBW 150, or similar gear box. Must be compl.
JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

Propellor, for 1-1/2hp Cruise 'n Carry OB, or info on locating Cruise 'n Carry parts.
JOHN CANNING, 5193 Mt. Alifan Dr., San Diego, CA 92111, (619) 571-4829. (6)

BOOKS & PLANS FOR SALE

The Historic American Merchant Marine Survey, 3 vol boatbuilding set published by the Smithsonian, by Melvin H. Jackson. Each vol is 23-1/2"x 18-1/2". Prints have full hull sections/angles, all rigging, sail, line, cannons, forehead carvings, photos, individual names, rig type, yr bld, owners. Plans fold out to 36"x 17-1/2". BO.
FRED PIETROWSKI, Lawrence, MA, (508) 688-1512. (6)

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)

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)

Nautical Quarterly, Volumes #11 thru #18. \$20 plus shipping for the set.
HANS WAECKER, Box 6, Cliff Island, ME, 04019-0006, (207) 766-2684, Fax (207) 766-5972. (6)

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)

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

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



BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats including the 12' Stitch-N-Glue "FIFE" shown above - Sea kayaks - Dories - Dinghies - Daysailers - Motorsailers - Powerboats - Fishing boats - More. **176-page DESIGN BOOK - \$5.00** (Sent Airmail) - Includes FREE "Supplies Catalog". Epoxy Manual \$2.00. "How to Fiberglass" Video \$32.95.
GLEN-L, Box 1804/MA7, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 562/630 6258, fax 562/630 6280, email: boatkit@aol.com (TF97)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

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



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details
H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

Westerly Breezes, a different messabout for foggy days! Read the humor, joys of building, sailing. 20 pages of entertaining, relaxing verse, doldrum antidote or neat gift. \$4 postpaid.
W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

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)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50 incl S&H.
D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.
WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

BOOKS & PLANS WANTED

Old Town Canoe Catalogs.
LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-9487 or (302) 653-2628. (7P)

MARINE RELATED ITEMS FOR SALE

Master Shipwright: The International Yacht Restoration School is seeking a master shipwright. Must have master shipwright skills & experience in restoration of at least some of the following smaller (under 80') classic yachts: Chris Craft, Hacker, Fay & Bowen, Consolidated, Herreshoff, Fife, Lawley, Camper & Nicholson. Experience should include working with wood refinishing, interior joinery, systems & engines. Candidate must have teaching experience and must want to teach students of all ages from around the world. Salary range high thirties, low forties w/benefits. Please send resume, salary requirements, possible starting date and references to Ruth Taylor.

INTERNATIONAL YACHT RESTORATION SCHOOL, 449 Thames St., Newport, RI 02840. (6)

100' Conn. River Waterfront, in Portland CT. 2-1/2 acres of land w/small cape. Land is zoned for marine related activities. House can be lived in. Asking \$110,000.
DICK DUDEK, Waterford, CT, (860) 277-2858. (5)

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)

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen* (*Half Moon*) seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.

BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Maine Coast Rental, Spruce Head. 2BR on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Avail 6 & 9/97 @ \$575/wk & 6/28-7/19 @ \$675/wk. Row, sail or paddle Seal Harbor & Penobscot Bay, 3 MITA islands nrby.
FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (TF)



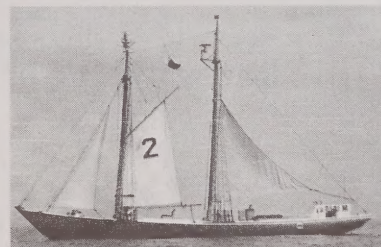
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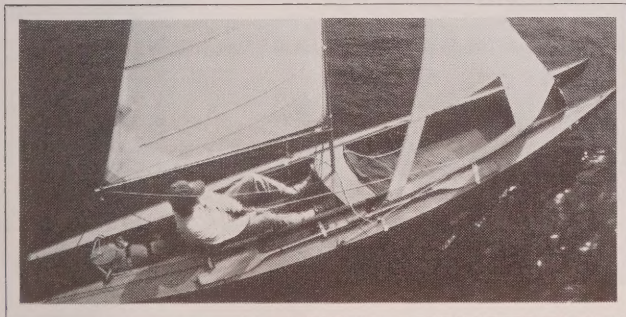
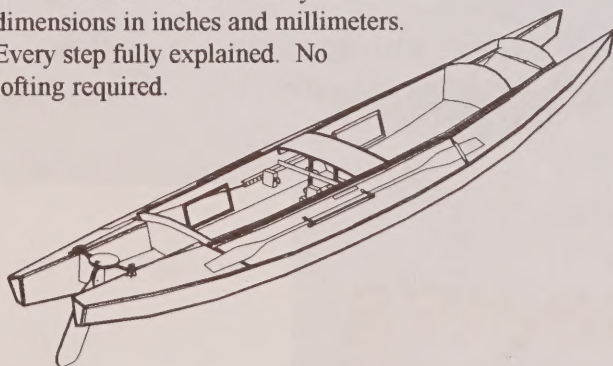
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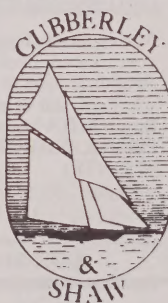
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