



messing about in BOATS

Volume 15 - Number 6

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Special Features This Issue
"Launching of the Thomas E. Lannon"
"St. Maarten 12 Meter Challenge" - "The Red Boat"

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In Our Next Issue...

The major feature will be my report on "The Wooden Boat Show" at Mystic Seaport Museum. On a smaller scale Ron Hodinott brings us his "Cedar Key Journal".

Again we will try to include these oft set aside short tales: Roland Barth's "Kid's Night on the Town", Howard Johnson's "Story of Outboard Man", and Carol Davis' "Less of the H2O". If we succeed we may even add in Bernard Power's "Dories on My Mind".

Two museum project reports we should have are the Mariner's Museum's "National Maritime Museum Initiative" and the North Carolina Maritime Museum's "From the Boathouse". Also, Robb White brings us his latest projects in "These Two Turned Out Fine".

For design features Yves Marie de Tanton presents his "Schooner Summer Afternoon", Glen L shows us "Two Classic Runabouts", and Phil Bolger & Friends scale up with their "Antispray 48".

For techniques Don Cleveland shows us "Hands Off Canoe Steering", Dave Carnell has "A Direct Reading Weathervane", and Sam Overman advises on "Dressing for Messing About in the Sun".

On the Cover...

The schooner *Thomas E. Lannon* is afloat in early July and one long time observer of the whole project is already at the helm ready to go. The story of the launching is featured in this issue.

Commentary...

Bad news came our way in late June when we learned that Jack Hubbard of Cohasset, Massachusetts, long an avid Alden oarsman, had died while out rowing his shell to Minot's Light. Jack was 72, a very fit 72, and had gone on a routine outing to Minot's, something he did several times weekly in good weather. When he didn't routinely return his wife called the harbor master and Jack's body was found about a mile outside the harbor. While newspaper reports stated Jack had drowned, an acquaintance of his told me at the Wooden Boat show that he had died of a stroke, that there was no water in his lungs.

Jack not only entered just about all the rowing events in New England but also organized an annual race in Cohasset out to Minot's and back. While he favored Aldens, rowing his "Cohasset Rocket", he openly welcomed any type of rowing craft into his race. He was no stranger to the sea and so the idea that he could have drowned seemed preposterous. To die suddenly while indulging in a favorite activity is the way to go, but for Jack it was much to soon, he was still putting much into life.

To those who did not know of him, Jack Hubbard's death becomes another statistic in the boating fatality scorekeeping done by the public safety folks. What happened to him had nothing more to do with boating but that it happened while he was boating. That it happened in a small unpowered boat lends itself to the concern expressed in a *Soundings* article by Massachusetts boating law administrator, Richard Murray.

After pointing out with justifiable satisfaction that Massachusetts' 6 boating fatalities in 1996 were the fewest since 1992, and that this was substantially down from the 10 year average of 13, he pointed out that people using unpowered boats are becoming the majority of the victims. He stated that in the last three years canoes, kayaks and other non powered boats have been involved in 12 of the 20 fatalities, 60% of them.

Well, this is not entirely a surprise as canoes and kayaks are attracting many new people, including too many who have no idea of the potential dangers in their use and blithely paddle off unaware of the possibility of danger. A death earlier this year in my area involved a man who apparently bought his kayak, roof rack, pfd and paddle a day or so before he went out paddling on the sea on a warm late winter day. His boat was found still fully equipped but his body wasn't. Like buying a bike and going for a ride?

What administrator Murray followed with in his quoted remarks about this small boat safety issue was more troubling to me, though. The powerboat bias came through in

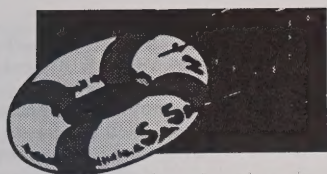
this quote: "It's interesting because we're hearing more and more from the non-powerboat users about having what they term 'their fair share of the water' and they complain about the jet skis and other high speed operations, bass tournaments, water skiing, saying, 'Geez, it's not fair, they almost drown us', and yet, in Massachusetts, canoes and kayakers don't have to register their vessels. Canoeers and kayakers continually ask for more quiet time and more restricted actions on the activities of powerboaters and yet it's powerboaters who are paying the freight."

Administrator Murray went on to say that the state should consider requiring canoes and kayaks to be registered. While he said nothing about how registration would improve small boat safety, he was quite clear that registration would make the unpowered boaters "pay for their fair share of the services we provide." Enumerated as services were investigating the accidents, doing all the same work needed for a powerboat fatal accident. "The canoeers and kayakers are getting a free ride." His follow up comment that there are probably twice as many unregistered canoe and kayak type boats as the registered 137,000 powerboats suggested to me the budget increases envisioned as possible from this registration proposal.

The Massachusetts boating safety program overseer, Larry Chenier, did comment in the same *Soundings* article about the frivolous nature of the small boaters apparently involved in these fatal accidents, citing teenagers with alcohol in their veins doing stupid things. He's right for sure, but again how registration would reach these trouble-some ones is not revealed. Chenier did conclude that "We need to come up with different ways of getting the word out." Right on, thank you!

For the solution to boating safety is in education programs developed by those who know what they are talking about. Boating education for small non-powerboaters supplied by powerboating groups such as Power Squadrons and Coast Guard Auxiliary provide much useful boating information but all from the motorhead mentality. Available safety instruction programs from the American Canoeing Association and sea kayaking groups are not readily accessible at a local level to new paddlers. And what about rowing education?

I guess I cannot see how registration of a boat enhances the safety of its operation. Some of the fees could go to increased education programs, perhaps, but certainly to increased enforcement, more boating police. It happens all the time in daily life. But still needed is the educational material and the requirement for it to be applied to all boaters, powered or not.



Small Boat SAFETY

The Auxiliary & Aids To Navigation

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

You have seen us out there in our bright orange PFDs, patrol flag flying, large PATROL signs to port and starboard. You may even have thought, "Nice that they are out there in case somebody has a problem."

Of course, the first and chief reason for Auxiliary safety patrols is to provide assistance

to boaters in difficulty but that's only a part of the story. Every Auxiliary patrol is an "Aids to Navigation" patrol, as witnessed by two incidents in the same 30-mile stretch of the Intercoastal Waterway which occurred within three weeks of each other.

In "Incident One" an Auxiliary vessel came across a dayboard that had been knocked down and was no longer functional. Her coxswain made a radio call to the controlling Coast Guard station but, since this damage did not present any serious threat to navigation, thought no more about it. The crew was surprised, on their return run some three hours later, to find the dayboard had been replaced. Auxiliary observation: Coast Guard efficiency.

"Incident Two" was a little more serious. The Auxiliary vessel discovered that a key "turning buoy" between the ICW and an inlet was some 200 yards off station. Any vessel that did not know the local waters and trusted in that buoy would have been aground. This ATON discrepancy did present a clear and present danger to navigation, and the coxswain was on the radio as soon as he verified the situation. Shortly thereafter, he passed the Coast Guard 41-foot patrol boat underway, and

when he next passed the buoy some two hours later it had been relocated and was "watching properly." Again, Auxiliary observation: Coast Guard efficiency.

Almost every Auxiliary flotilla organizes "chart update patrols" early each spring to make sure that aids have survived the winter. In my flotilla we use four boats and check not only federal aids but the private aids to marinas. It's pleasant duty as the crews meet at a dockside restaurant for lunch to compare notes and to give the flotilla Aids to Navigation officer the information he will need for the inevitable paperwork, a chore that sometimes takes as long as the actual on-water observations.

In addition, in the coastal Carolinas and, I suspect, elsewhere, the Auxiliary verifies (using GPS) the position of, or absence of, the State of North Carolina buoys that mark the artificial fishing reef. These buoys are not only of value to fishermen. They are also used, somewhat unwisely, for a navigational fix, by recreational boaters.

Of course, you do not have to be a member of the Auxiliary to report an aid that is not watching properly. Any boater can, and every boater should, call the Coast Guard immediately to report a problem.

"The Old Ed Stories"

By Eric P. Russell



The Miser's Cruise

(Adapted from a story contributed by Bob Rodriguez)

There was once a man so cheap that not only did he have the first dollar he ever earned, but also the change from it. He was perusing the previous day's newspaper (which someone had thrown away) and saw an advertisement for a six week cruise of the Mediterranean on a classic ship for just \$100. Now, such a price is so low as to be almost a joke, but just on the off chance that it wasn't, he called the listed agent to inquire. They told him that not only was it not a joke but that meals were included, as was entertainment, and that they guaranteed a good night's sleep every night or his money would be refunded. Such a deal was too good for anyone to pass up, even him.

Down he went to the travel agency, which was not in the best part of town. Everything he had heard was confirmed. The price was a steal. The agent gave him some papers to sign, took his cash (for he had no trust of banks) and directed him to report to a dock on the waterfront the following Sunday.

When he got to the pier, he saw the most beautiful copy of a Roman galley, complete with oar ports and passenger cabins on the after deck. He went aboard and was greeted by the purser, who checked his ticket, took his bags and led him to a hatch aft. As he went down the ladderway, everything went black.

When he woke up, he was chained to a bench. Not only was he chained to a bench, but so were about a hundred other men. In front of each of them was the handle of a long

oar. Soon a man came down a walkway and addressed them. "Alright now, in front of you is an oar. As you know, we are taking a Mediterranean cruise. Just follow the rhythm set by the drummer and you'll have no trouble. Those of you on my left side, raise your hands.

Good, put them down. Now, those of you on my right side, raise your hands. Good, put them down. Sometimes, I will give instructions to one group or the other, either on my left or my right side. They will not be difficult to understand. Very good, we will now pull away from the dock. Put your oars in the water. Drummer, a slow steady rhythm, please."

They cruised for six weeks. True to the travel agent's claim, the miser slept like a log every night, even though everyone snored. They arrived back at the dock and were released. As they were getting ready to leave, the miser turned to his seatmate and asked "How much do we tip the drummer, Tom?" "I don't know, Duncan. We didn't give him anything last year."

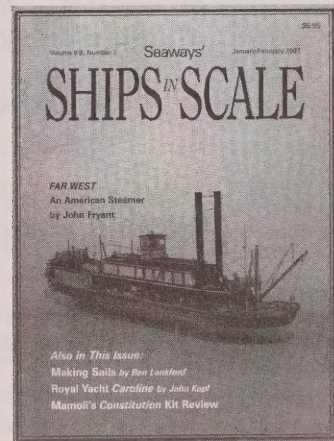


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ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

MARITIME EDUCATION

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

Activities & Events Organizers '97...

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

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

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

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

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

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, P.O. Box 3, 155 W. Bay Rd., Osterville, MA 02655. (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

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

ONE DESIGN SAILING

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

PADDLING

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

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

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

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

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

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

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

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

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

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

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

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

ROWING

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

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

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

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

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

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

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

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

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

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

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

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

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

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

TUGBOATING

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

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

WATER TRAILS

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

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

WOODEN BOATS

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

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

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

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

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

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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

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

Return of the Rendezvous

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

Second Annual "Pend Orelle RENDEZVOUS".

We're shooting for another full moon gathering on August 16/17/18.

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

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

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

You write to us about..

Your Needs...

Box Compass Fluid

I am restoring a small box compass that was my grandfather's. While the wooden box is in poor shape the metal (brass) and glass parts are fairly good and just need to be cleaned a bit. My problem is that there is a good sized bubble in the liquid that the card floats on. The tag on the compass is mostly illegible but I can read the part that states, "Do not refill with alcohol or water."

Does anyone know what the liquid in this compass may be?

Robert August, E 130 Peebles Ct., Shelton, WA 98584.

Where is the Row Cat?

I wonder if your readers might help me locate the "Row Cat" mentioned on page 10 of the *Open Water Rowing Handbook* (Bruce C. Brown, 1991). In addition I would welcome hearing from anyone who has tied two open water rowing shells together, catamaran style. I'm looking for the opportunity to try some high performance rowing with worry free stability. Provisionally the project consists of two of the Wooden Boat Graeme King "Kingfisher" design single sculls with two sliding seats on a connecting platform.

Wayne Poulsen, 24 Newton Rd, Urmston, Manchester, Great Britain M41 5AE, 0161 7486628.

Where Are You Geoffrey Davis?

I recently designed flotation for the \$200 *Sailboat* and sent information to the 40 purchasers of plans. That sent to Geoffrey Davis came back. If he will contact me I will send it to his new address. He was planning on sailing the boat in San Francisco Bay, so the subject might be important to him.

David Carnell, Nutmeg Marine, 322 Pages Creek Dr., Wilmington, NC 28405.

A Boat for Portland

My daughter and her husband live in Portland, Oregon. Three or four times a year the urge strikes them to get out on the water in some sort of small craft. They have in mind the more sheltered areas of the Columbia and Willamette Rivers and area lakes, but no idea what sort of boat to get. A Klepper would solve their storage problem, a canoe or a kayak would be easy to cartop but would have to be small enough to be stored overhead in their basement garage.

Perhaps readers familiar with that area might send me suggestions on suitable small craft and names of good dealers and clubs.

Bob Whittier, Box T, Duxbury, MA 02331.

Drascombe Home Page

Drascombe boat owners in the U.S. now have a home page on the world wide web. It contains information about the different models, the builders, the annual rendezvous and a list of current owners. The address is: <http://www.users.fast.net/~dand>

Stephen Brooke, Hallowell, ME.

Looking for a Home

I own a C&C 22 currently berthed in Annapolis which I have been trying to sell off and on for the last couple of years. There is no market for it, I'm told, and most recently I was told that there really wasn't anyone who would take it off my hands for free.

It's a nice boat: I'm simply not getting the use of it to justify the slip fee the four-foot keel requires. I bought it 23 years ago when gas was cheap and my daughter was crew; now gas is expensive, I'm retired, and she's married and living in Ohio. I've suggested moving it to Maine where a friend could take care of it, but he already has 11 boats and the C&C 22 is less well-suited to the ocean, not to mention the moving expense.

It's ideally suited to the Chesapeake summer floaters, for giving a lesson to the Pearson 26's et al., but it has no power; I sail in and out of the slip, and that makes others nervous.

I hope that there might be someone among your readership who would be interested in the boat.

Stephen Severance Rhoades, 8820 Burning Tree Rd., Bethesda, MD 20817.

Your Projects...

Retirement Gunkholer

Dave Montgomery is building an outboard cruiser for my wife and I at his boatyard in Gloucester, Massachusetts. It's a very slight modification of Bolger's Champlain which I learned about from an article by Mr. Bolger which appeared in, I think, the August 15, 1996 issue. We plan to use the boat as a retirement gunkholer exploring rivers' inlets, bays and indentations of any other type along the east coast and as far afield (afloat?) as we have the pluck and determination to go.

My wife is especially enthusiastic about the boat because she believes it will give her great opportunities to dig in to her retirement vocation, nature photography. A brisk fall day shooting pictures from atop the cabin roof or from one of the two small kayaks which we intend to carry followed by a little sherry and a hot meal in a toasty heated cabin sounds fine to her. Fine to me too.

Dave's making good progress on the boat. He works good and he works fast. He'll probably have the it ready to launch by early June. As I understand it, soon after he finishes our boat he'll begin construction on a Retriever, another of Bolger's designs which also was featured in this magazine. If you or any of your readers are interested, stop by Dave's yard in Gloucester. I'm sure he'd be more than glad to talk about these or any other projects that the yard is involved in. Or contact me at the address below.

Pete McCarthy, 24 River Rd., Merri-mac, MA 01860

Setting Up New Shop

The shop that my small boat building business had been occupying was leased out from under me, and I had to move from the premises. I couldn't find another shop for the same rent that I was paying so had to move everything (tools, stock, and equipment) into storage.

I'm presently building a new shop at a new location, 171 Williston Rd., Sagamore Beach, Massachusetts. My mailing address (below) remains the same, as does my shop phone (508-888-7960).

Paul J. Bennett, Shoestring Shipyard, PO Box 117, Sagamore Beach, MA 02562-0117.

A Lot Easier on My Back

While I have been building boats for over 30 years, right now I am building coffee tables that are small dories of mahogany 4' long and 18" high with 1/4" plate glass tops. Building these is a lot easier on my back now than building full size. I love working in wood and the satisfaction I get when the stain brings up the grain is hard to explain.

Fred Pietrowski, 99 Allston St., Lawrence, MA 01841-12329.

Your Opinions...

How Dare Anyone Question Gardner?

How dare anybody question John Gardner's "turbulent younger days as a political activist," and then go on to say, "they were unbecoming of the man they had chosen to canonize." Snobbishness and contempt for poor people and minorities and for people who work with their hands are as American as baseball and apple pie. John Gardner knew capitalism couldn't exist without poverty and fought the good fight against this evil system and he did it with a good and a clear conscience and the courage to call himself a Socialist.

I certainly couldn't consider myself a real John Gardner aficionado until I read an article about John's political philosophy and involvement and it wasn't until after a telephone conversation with him a few years later that I came to consider him one of my heroes. I've never had the money to play or "mess about in boats", and found it a luxury I could only dream of. Growing up poor in America isn't fun.

Boating is filled with shallow and conceited people, opportunists, wannabe's and phonies. Seldom does a man of John Gardner's stature come along. John's heart was in the right place and if, like him, we began caring about others and trying to understand how and why things happen and then doing something about them and stop being covetous, then perhaps John Gardner and his memory will live on and grow in others.

Tony Topolski, 3605 Allen Rd., Eden, MD 21822.

Editor Comments: Please direct responses you feel you must make directly to Tony, there will be no discussion of political ideologies appearing on these pages. Tony wanted to have his say and this is it (heavily edited to just his boating related comments, believe me). Its publication is not an endorsement by me.

Best on Electric Power

I want to compliment you (and the author) on the April 1st article "Lily, A Practical Electrical Launch". This is the best article on electric motors for use on boats in any publication or book that I have seen. It was well written and easily understood.

John Canning, San Diego CA.

Never Leave Locks Standing

My father taught me never to leave oarlocks standing unused in the raised position; if you shipped the oars, you immediately lowered the oarlocks. I can hear him now, "A sure sign of a landlubber is that he leaves his oarlocks standing when he goes ashore." Undoubtedly, there is something to be said about eliminating a chance for a line to snag on a raised oarlock, and perhaps it is just good seamanship to stow the oarlocks when not in use, but have you or any of your readers ever heard of this viewpoint?

Now, with this thought in the back of your mind, notice how often you see oarlocks standing unused, in all the advertisements for rowboats! Who's right? Who's wrong?

Ted Bailey, Amesbury, MA.

This Magazine...

How to "Improve" the Magazine

I want to throw in my two cents worth on how to "improve" the magazine.

Never put in a table of contents, you don't need one. One of the charms of the magazine is the surprise and wonder experienced while flipping through the pages and finding the unexpected treat.

I'd also limit your free subscriber classifieds to two issues running. The free ads seem to attract some who run the same ads endlessly, taking some of the excitement out of reading the classifieds. It is unfair to those readers who offer stuff at reasonable prices and whose ads are thus soon gone from the pages.

Paul Schwartz, Beverly, MA.

Not Too Rigid Editorially

A recent Commentary by the editor expressed his intention to continue presenting VARIED experiences, viewpoints, and opinions; leaving the reader to select whatever subject matter he or she finds enjoyable.

Editorial commentaries are written to cover news items, promote activities, praise individuals, and when required, deal with complicated issues. Sometimes they are written simply to entertain. They are always written to persuade and influence the thinking of the readers. The recent commentary was written to reflect as to what and why the editor publishes what he does.

Many magazines are (too) rigid and restrictive in what they will print. Bob Hicks refuses to allow that to happen; that's why *Messing About in Boats* remains the best publication out there for my interests..

Don Elliott, Kendall, WI.

The Challenge Is...

From my vantage point the challenge is to get out on the water aboard a sound craft that allows one to experience a degree of responsible self-reliance in an environment that is still governed by the forces of nature. A significant part of meeting this challenge is being able to do it at an affordable cost without jeopardy to the well being of family and homestead. Your magazine continues to offer ideas that readers can use to meet this challenge and that is why I continue to read it.

Ed Porter, Lunenburg, NS.

Worthwhile Source

I have made purchases through your classified section, two from commercial vendors and one from a private individual and had excellent results each time. It's a very worthwhile source.

John Barry III, S. Londonderry, VT.

What I Like About *Messing About in Boats*

I would like to again express my feelings regarding your publication. When it arrives, everything else is set aside. What particularly impresses me is that you remain uncritical in your selection and print whatever is sent in by your readers. This makes each issue a real treasure trove for those of us who like to experiment or want to know about the experiments of others.

Articles which I particularly enjoyed in the February 1st issue, for example, are:

"Bolger's Camper".

"A Dozen Years with Poytarp Sails", the drawing with explanations of the Balsam Swamp Bateau I would have given anything to have had, years ago, when I started, just for my own satisfaction, to design and construct my own craft and sails. I am sure that there are young amateurs for whom that drawing and the accompanying article would be a revelation. I know there exist books that explain these things, but even if you locate these the basic principles often get lost in the abundance of professional detail.

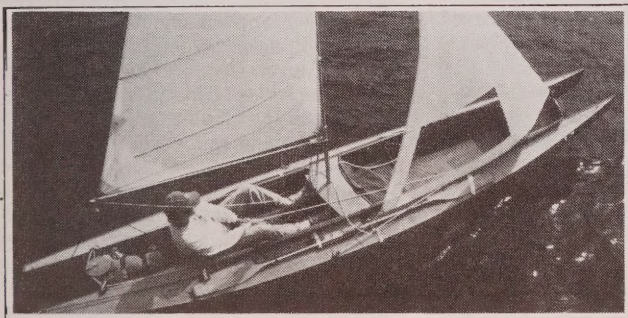
"The Flexible Masthead Ladder", how I have wrestled with that problem!

The photo of the Paradox, showing that unbelievably simple solution to sail and reefing, apart from the many inventions broached in the articles, useful insights, etc.

"Sailing Into The Inevitable" takes me back to the many scarey moments in my own sailing career; it isn't just drunks and children who have special guardian angels. Those who sail any waters, or row, paddle or motor, in small craft must have those too. I know for sure thinking back, I must have had not just one but several!

I sincerely hope that when the time comes, like for all of us, to call it quits, you'll find a successor who has the same feeling for what all we small boat people desire.

Richard Carsen. Flagstaff AZ.

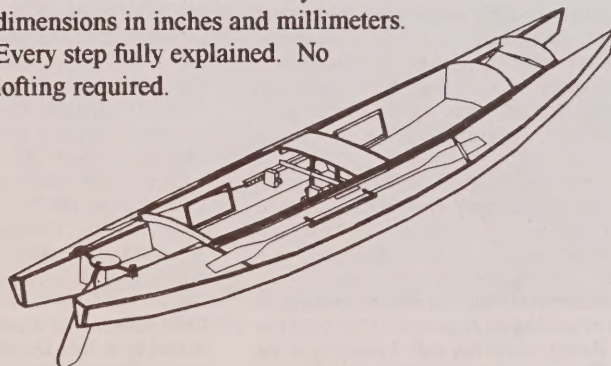


SeaHawk

Combining full-performance sailing with comfortable, kayak-style paddling. Cartop weight 140 lbs.

New Plans!

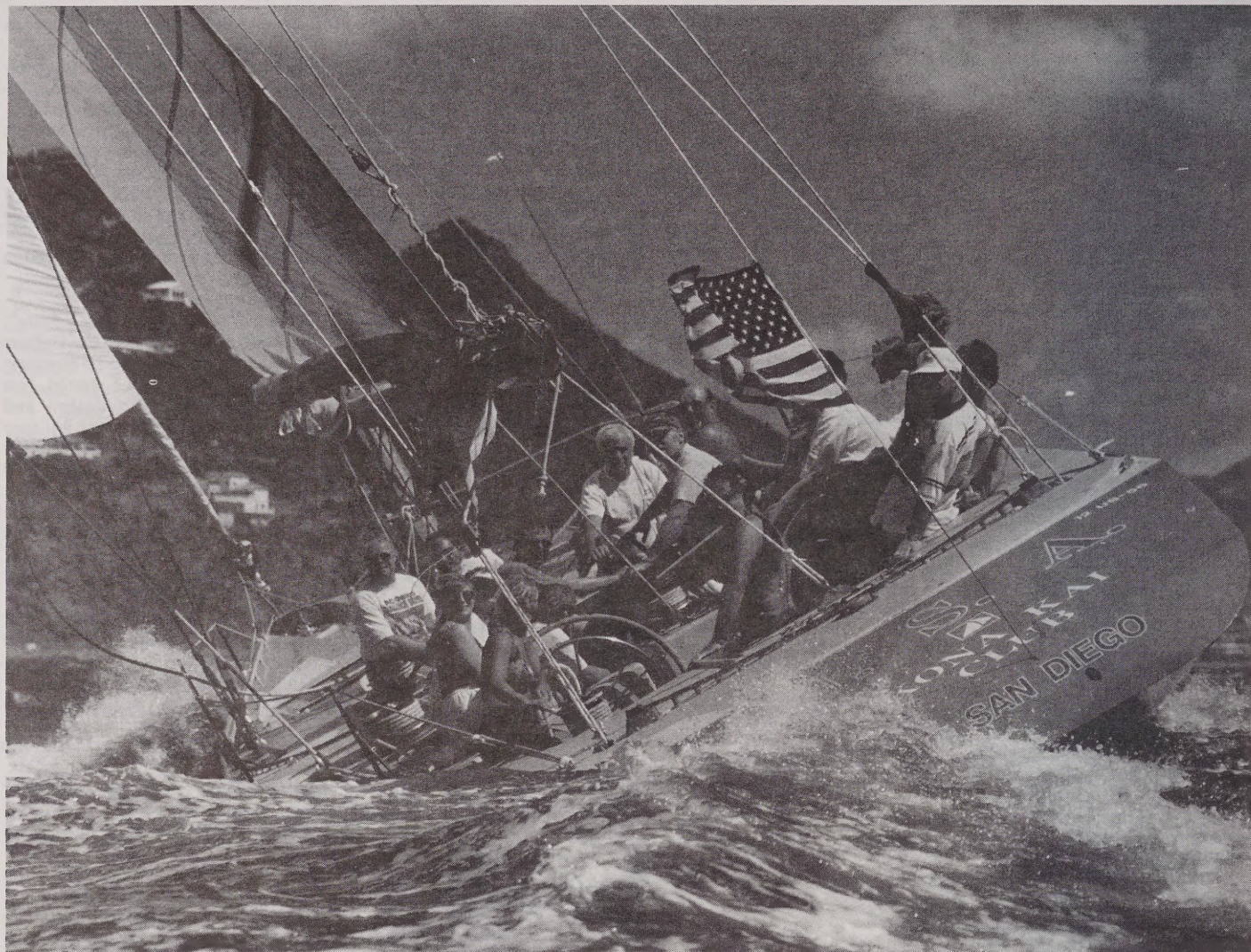
Complete step-by-step construction plans. Nearly 200 views and details—many in 3D. All dimensions in inches and millimeters. Every step fully explained. No lofting required.



WindHorse
Marine

P.O. Box 181 South Britain CT 06487

Dan Leonard, Designer
203/264-7765



Spring break for my family usually involves a camping trip, a sailing cruise or a combination of both. This year was different. With no large boat expenses to deal with on a continuing basis, Joyce and I had managed to put more aside for the more "conventional" vacation that we'd never taken in 25 years of married life together. Still not wanting to miss the opportunity to see new vistas and travel on the ocean though, we decided a Caribbean cruise on the *Westerdam* of the Holland American line would suit our lifestyle and budget.

The twenty-fifth anniversary cruise got a little more exciting when I read in the cruise ship literature that there was an opportunity, while ashore in St. Maarten, to sail and even race aboard the 12 meter yachts of the 1987 America's cup including US 55, *Stars and Stripes*!

The first few days of our cruise were at sea. We rested and enjoyed shipboard life and being catered to for a change. The first stop was St. Maarten, though, and it was there that one of my lifelong dreams came true.

No sailor worth his salt will deny that he's dreamed of sailing an America's Cup yacht to victory. Being worth my salt, I jumped at the chance. The operation is called "St. Maarten America's Cup Regatta." They have a total of five 12 meter yachts that visitors crew in real match races. Paul Virgo, the general manager of the operation, told me that they've been

St. Maarten 12 Meter Challenge

By Ron Hoddinott

in operation since 1990 and have expanded the program since then. They currently have *True North*, *Stars and Stripes US-55*, *Stars and Stripes US-56*, *Canada II* and *True North IV*. In addition, they have a devoted crew of racing salts from all over the world to help the uninitiated cruise ship passengers learn the ropes and the grinder handles. British-born Colin Percy is the owner of St. Maarten 12-Meter Challenge. The regatta's dockside base of operations is a short walk from the cruise ship tender pier. The America's Cup experience starts here with a brief pep talk by Percy or Paul about the 70-foot long "thoroughbreds of race boats," the twelves.

At the pier, they divided up the potential crew into two crews, one for each boat waiting at moorings to race. I was lucky enough to be selected for *Stars and Stripes US-55*, the actual boat that Dennis Conner sailed to victory in Freemantle Australia in 1987. Our selected "captain" Chris Doran was from San Diego, and was smart enough ask the assembled passengers who had sailing and racing experience. When I raised my hand, I be-

came mainsheet trimmer on the yacht of many daydreams.

The air was sweet with the spicy smell of tropical islands, the sky a pale blue with cotton ball cumulus clouds and the water a shimmering deep water blue that is never seen on soundings. Winds were a steady 12 to 15 knots that are considered light in this area of trade wind sailing. We were ferried out to our waiting yachts by pontoon boats. Within minutes of getting everyone on board, the real skipper, Steven Hart, had everyone assigned to a station and we had sail up and were moving out into the Caribbean Sea. Steven is a Welsh Olympian sailor who raced 420's for his native land in the last Olympics. Our other two crew, who assisted on the primary winches by looping the lines over the winches for the grinders, were Nick Jenkins and Ernie Lecht. Ernie was a South African who had roamed the world aboard sailing yachts, and Nick was from England but was bumming around the world on yachts.

In the first half hour, we were drilled in our respective roles on board. Two "winch wenchers" and their spouses in the afterguard worked the running backstays. Two hefty young weight lifter types were assigned to the primary grinders, and two others worked the main sheet coffee-grinders. Chris and I took turns trimming the main sheet. The rigs of these sleek racing yachts, that were designed with one purpose in mind, have been altered

to make sailing them safer and easier for novices. They are now fitted with roller furling headsails and the mains are cut down to about one reef point. This did not seem in any way to hurt their performance in the boisterous trade winds, as we cut through the rollers like a knife through soft butter. The boat was so perfectly balanced and designed that we never saw the typical rising and falling of the bow. Four to five foot swells just mushed out of the way as we sliced through the waves with deceptive speed. Speed was difficult to determine, but I estimate that we were averaging nine to ten knots on the way out to the race course.

I assisted the timer in giving the final count down to our race with *Canada II*, and we managed to get a very good start on the windward side of the line. On the first leg we tacked first and immediately realized that we'd tacked too soon. *Canada II* held on, getting a lift, while we had tacked into a header. Cutting our losses we tacked back, realizing that the wind gods had cost us about four boat lengths. Now four boat lengths is a lot when you are talking about 70-foot yachts! Some of the crew were immediately disheartened, but Chris cheered up the crew by starting them chanting "Stars and Stripes, Stars and Stripes!" We diligently went to work trying to pick up lifts and headers and by the end of the first leg were closer to *Canada II*.

On the last downwind leg we ran right up on *Canada II's* stern and took her wind. Taking the final turning mark, we were dead even. A tacking duel ensued with the *Stars and Stripes* crew cheering so much that they had to be quieted to hear the commands of the skipper. On the next to the last tack we were ahead but to leeward of *Canada II* and they were taking us into the anchored 900 foot long cruise ship *Norway*. Steve called for quarter, and they tacked away, giving us an opening to

take the lead if we had just two more great tacks. The finish line was between the *Norway* and the *Westerdam*, and we could hear the cheers from the decks of the cruise ships as we nosed out *Canada II* at the finish by a half boat length.

On the return trip back to the mooring, Steve let me take the wheel for a few minutes, along with a few others who obviously had sailing or racing experience.

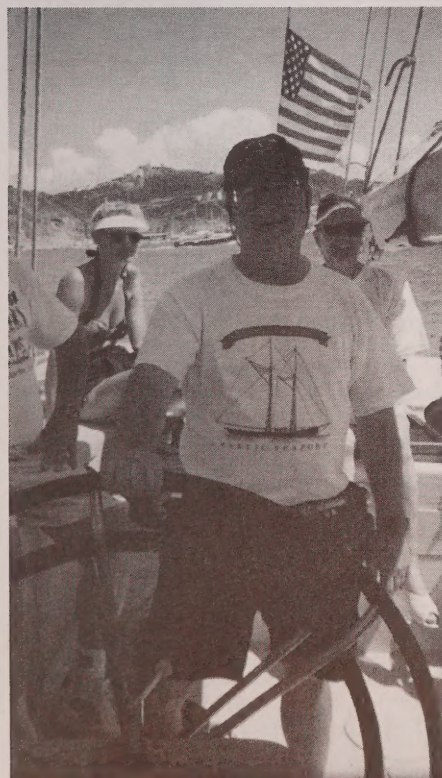
My dream had come true, and yours can too! The cost of the shore excursion was only \$65 American. Of course, I purchased the obligatory picture and US-55 polo shirt while downing a few complimentary rum punches at the post race victory party held shoreside.

But when would I get the chance to do this again? Hmm... maybe this idea of having a small boat isn't so bad after all!

If you plan to go, contact the shore excursion office of your ship as soon as you can, as this is one of the hottest activities in the Caribbean and it always sells out. This summer Paul plans to put on week-long 12 meter programs that will include spinnaker sets and more real racing. Prices for this week long dream camp run \$1500 excluding airfare. If you are in St. Maarten, NA, and not on a cruise ship, you can contact St. Maarten 12-Metre Challenge, P.O. Box 2064, St. Maarten, Netherlands Antilles, Caribbean, fax (5995) 26419, tel (5995) 20045.



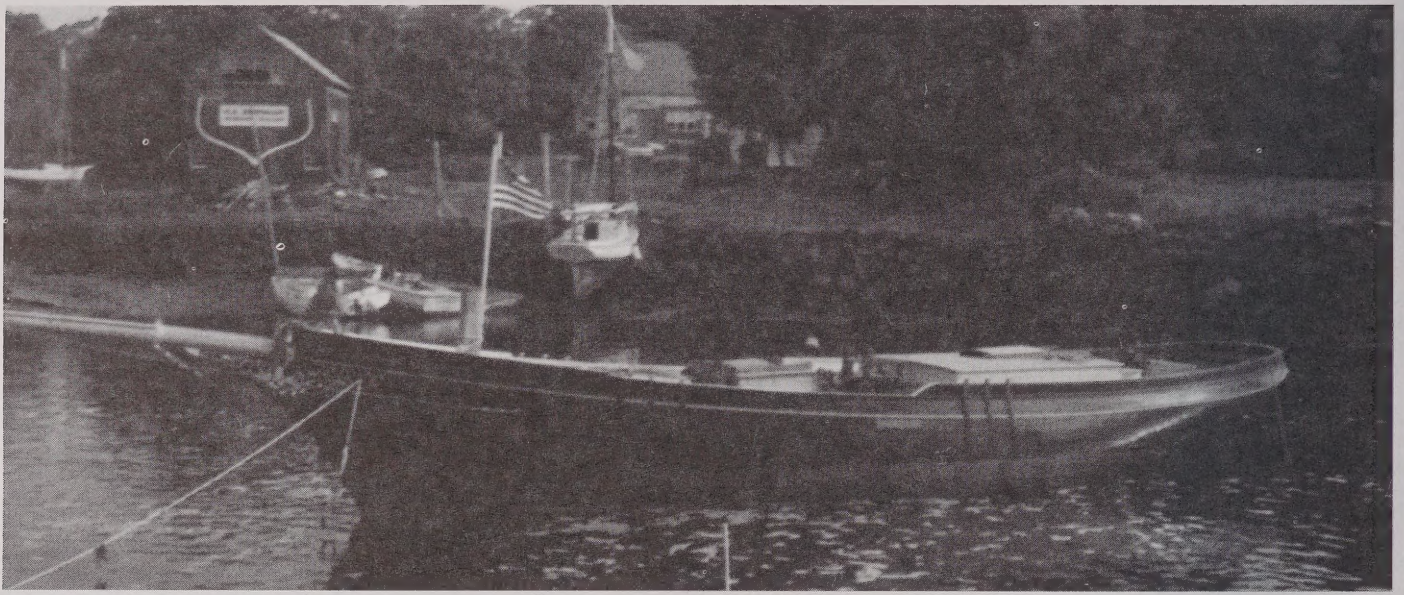
Canada II surges ahead of USS-55 Stars & Stripes.



Is it really my turn at the helm?



Rolling home from victory, Norway in background.



The *Thomas E. Lannon* afloat on the Essex River, the first wooden schooner in 50 years to be launched in this historic spot.



On the afternoon of launching day the sign is still up, an inkling of what is to come, perhaps?

He's been doing the heavy looking on since last winter, and now...



The Launching of The *Thomas E. Lannon*

By Bob Hicks

The feature story in our May 1st issue was "Frame Up in Essex" about the building of the 65' wooden schooner *Thomas E. Lannon* in this historic Massachusetts town on a site where thousands of wooden vessels were built for some 300 years from colonial times through into the late 1940's. I was pretty enthused about it as this was a replication firmly rooted in traditional ways being built by a descendant of a long series of boatbuilders for a man descended from a Gloucester fisherman after whom the vessel is named.

Tom Ellis, the owner, was facing a deadline for his dream vessel to be finished for her first appearance the end of June at Gloucester's "Fiesta Weekend" waterfront festival to launch her summer career as a dude schooner in that historic fishing port. The oft asked question, "When will she be launched" inspired the sign of reproach, "We will launch her when she is done, dammit!" I featured in my July 1st "Commentary".

Now I can bring you the story of the launching of the *Thomas E. Lannon*. It is not what you might be anticipating. Read on.

Thursday June 12: A *North Shore Magazine* cover story led off as follows:

"Tom Ellis readies the 65-foot schooner *Thomas E. Lannon* for launch in Essex next Tuesday evening. The public is invited. It's the first launching of its kind in 50 years."

Inside writer Miriam Weinstein stated in her story, "This Tuesday night at 9:30 the 65-foot wooden schooner *Thomas E. Lannon* will slip into the waters of the Essex River, the first schooner launched in Essex in half a century." She went on to quote Tom's wife Kay, "We'll push her the last 10 feet. We'll do the champagne. The fire department has volunteered to light the place up like daytime. The museum will have food and drink and music. I think it will be an event."

Tuesday June 17th late afternoon: I found a busy scene at the shipyard, the building crew still at work on details and many volunteers painting, puttying etc.



Joinerwork was still in progress with only a few hours to go!

Builder Harold Burnham tells me, "I believe we're going to make it." Harold looks beat. Someone says he got no sleep Monday night. At the head of the ways a large green crane is parked with a loop of cable wrapped around it and out around the stern of the *Lannon*. Not a winching setup. The keel shoe is still up on jacks & blocks over the launching rail. Most of the construction scaffolding is still in place. She's rigged with stub masts to hold flags, but it seems like there's an awful lot to be done in the few remaining hours.

Tuesday evening: A crowd is gathering at 7pm, but it is obvious to me that the boat is not ready. No sign of any fire department lights being set up, but food and drink and music are indeed available. A somewhat strained Tom Ellis obliquely tells me she'll not be going in tonight by citing launching crew boss Francis Burnham's judgement about being properly prepared for so major a launching. We leave about 8pm due to midges. Nobody is now working, the *Lannon* is still up on the jacks & blocks, stern scaffolding still in place. No slipping into the river will be taking place.

Just about done with his part, designer/builder Harold Burnham was still getting his hands dirty.



The *Lannon* is a hive of activity as volunteers continue with finishing touches.

The Essex Shipbuilding Museum had a party getting underway early evening in anticipation of the launching.\



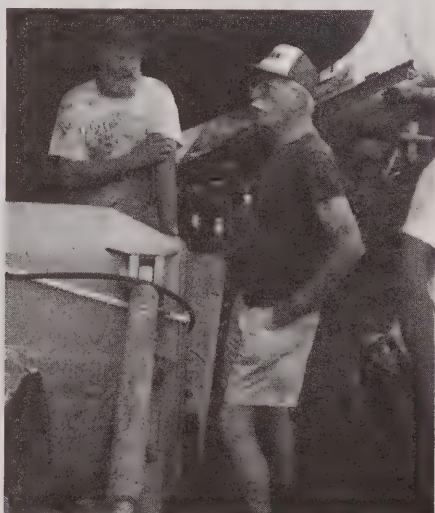


Launching chief Francis Burnham about to send the bow end "south" an inch or so while at the far end a chock prevents a premature departure.



The I beam cradle structures on each side which would hold the *Lannon* upright as she went down the launching rail. The outer ends of the lower I beams would slide along baulks of heavy timber parallel to the rail.

No rest for the owner. Tom Ellis stops while busy repairing an electrical problem in one of the porta power jacks to write out a check for someone, and later chats with local historian and retired shipbuilder Dana Story, who was the last man to launch so large a wooden ship on the site in 1947.



Wednesday afternoon: The day after finds Francis Burnham's (no relation to builder Harold Burnham) launching crew at work. The building crew are all gone except for a few volunteers pecking away at stern work. Much of the scaffolding forward is now gone with jack stands now in place. The keel shoe is still up on jacks, some blocking has been removed, and the *Lannon* is down quite a bit closer to the launching rail.

Francis warns, "This end is going south about an inch," as he lowers the foremost jack slightly. This is not going to be dramatic, I can now see, but an inch at a time process. I didn't ask about the reaction at last night's launching party when it was made known she'd not be slipping into the Essex River. They had enough on their minds.

Thursday afternoon: The lowering of the keel into the launching track proceeds slowly, front down close now, rear still a foot or more up, grease in a long plastic bag is in place under the forward portion of the keel shoe. A pair of steel I beam cradles are being welded up. The method is now becoming apparent. The *Lannon* has a channel steel shoe fitted to its keel, to which the cradles are being welded. This shoe holding the vessel is being lowered into a larger channel steel rail that leads down to the low water mark. In between the two channels a long plastic bag of grease is placed to assist the keel shoe in sliding down the rail. When all is ready she'll be pushed down the rail and the cradles will ride along resting on a pair of parallel timbers, holding her upright.

A local visitor queries me about the launch time (not a popular question on site now), and tells me he heard there were 3,000 at the launching party Tuesday evening by 10pm. A woman artist asks me if I know when she'll be launched. I certainly am not going to ask Tom. I'll just check in daily.

Friday afternoon: The lowering continues, the *Lannon* is still not down into the launching track, actually not much lower than on the day before. Francis discusses with a helper using a wooden block for support at one place so it can be chainsawed out when ready. Welding up of a second set of cradles has started further back for the final jacking off the last of the blocks. The stern scaffolding is still up and detail work on-board by a few volunteers is progressing. A sign carver is cutting in the name on the stern rail with chisels. A large bulldozer & excavator are now parked nearby waiting. A bystander tells me it was the biggest crowd ever seen in Essex on Tuesday night.

Saturday late morning: Will it go in over the weekend? All the jacks are now out, just a few small blocks at the rear. These will be knocked out when the last jacks dropping the keel are moved to the side brackets on the steel cradles. All the scaffolding has been removed. High tide is at midday, low tonight about 6:30pm. Looks like maybe it will be slid down this afternoon. The large Dresser dozer is now hooked up to the shoe with cable ready apparently to anchor it.

Saturday early-mid afternoon. The official launching ceremony takes place, a blessing and christening. Perhaps 100-150 onlookers applaud. The bulldozer pushes on a timber braced between its blade and the end of the keel shoe. A cable harness holds the dozer to the ship like a tugboat ashore.

The *Lannon* slides easily at first, the crowd cheers. But subsequent pushes meet more resistance. The keel touches the water for the first time about 2:30pm. The vessel takes on slight list to starboard with the port cradle 3" up off the skid timber. Some jacking on the starboard side is needed to get the cradle up onto the next timber section.

Tom announces there'll be no more action for a while, come back at 6:30. The action ceases as tide drops. Presumably it will resume when more of the launching track is out of the water. Tom and Francis sit under the starboard side discussing things. As I depart for home Maria Burnham, Harold's mother, asks, "See you tonight? 12:30?" Maybe.

Saturday evening: The *Lannon* is now halfway down the rail, but the port side cradle is hung up on the riverbank overhanging the ramp, its lower leg being cutoff by a welder. Tide is coming in, still a ways to go. I saw Dana Story in the crowd and asked how they did it in his, and his father Arthur D. Story's time.

"We'd place greased planks under the keel between the blocks and drive slender wedges under these until the weight was taken up by the greased planks, and then off

she'd go," Dana began. "Of course, we'd never know just when the weight shift would happen, which sledge hammer blow would send her down. The ways had a greased side plank alongside the vessel's beam and as she went down she'd lean against this. This plank bore off away from the ramp at an angle so the vessel would lay over further on her side as she went and would splash into the shallows on her beam ends and then straighten up."

"I never did dare to do it that way," Dana then confessed, "but would launch upright in a cradle. It was a mess afterward, I can tell you, getting all that cradle wood out of the river. And costly too," he emphasized.

Gesturing towards the schooner part-way down the rail he concluded, "This is more like building moving."

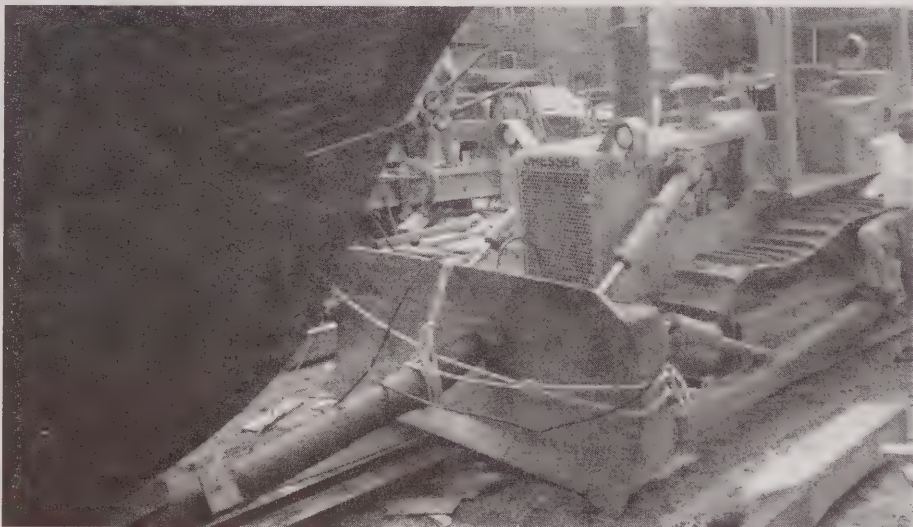
As we left when the bugs arrived I still wondered if the *Lannon* would make that midnight date with the tide. I had to leave Sunday morning at 6am for the day so I opted for a good night's sleep.

Sunday 6am. The *Thomas E. Lannon* is afloat in the river on a mooring line. A rumpled Tom emerges from below and waves as I view the scene. He runs a pump briefly. A local couple sharing this early morning view

tell me the *Lannon* floated off about midnite. "We thought we saw a little jiggle, but nah, then all of a sudden there she was floating. Wonderful!"

Monday 1pm: The *Lannon* is still on the mooring. They are waiting for some of the hardware for the rigging. She is scheduled now to go to Gloucester Tuesday under her own power, around Cape Ann or by the Annisquam River to be decided. The rigged out spars will follow by truck to a marina at Rocky Neck for rigging her. Builder Harold Burnham, rested and very upbeat, came over to chat. He had finished the building job on schedule, and before his 30th birthday. But the *Thomas E. Lannon* was not launched until after he became 30. Harold said he would have launched her Dana's (traditional) way, but that wasn't his responsibility.

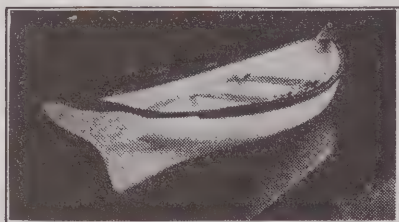
And so a new business has been launched and a career enhanced along with the *Thomas E. Lannon*. Tom Ellis will now be in the dude schooner business and Harold Burnham's long career building small boats has taken on a whole new scale. On the Burnham boatshop barn across the creek a bold white set of schooner frames enclose the name, "Harold Burnham Boat Design and Building".



Above: "Shove her up a bit there will ya?" Correcting a slight list to starboard partway down the rail. The dozer is pushing the keel shoe through that timber and holding back any undesirable rush with a steel cable bridle. Below: First contact with the ocean, now the wait for the tide to go out to move her the rest of the way down. On July 1st, a week later a now revived skipper awaits at the helm the final rigging at dockside in Gloucester harbor.



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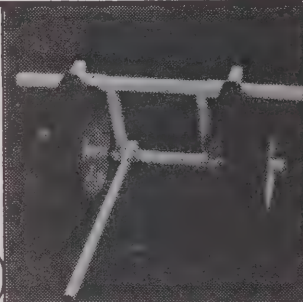
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Meanwhile, In Other Schooner News...

Schooner *Adventure* Restoration to Start in July



THE GLOUCESTER *Adventure*

The Gloucester schooner *Adventure* will soon undergo the long-awaited restoration of her starboard side and transom, thanks to a \$100,000 grant from the Massachusetts Preservation Projects Fund through the Massachusetts Historical Commission, matched with \$100,000 in donations from the vessel's many supporters. *Adventure*, the last of the famous Gloucester fishing schooners, is the only vessel in Essex County which has been designated a National Historic Landmark. The 121' schooner is also a destination site on the recently established Essex National Heritage Area Maritime Trail, berthed at the Gloucester Marine Railways at Harbor Loop.



Built in Essex, Massachusetts in 1926, *Adventure* worked as a dory trawler, fishing for cod and halibut until 1953. In 1955, she was converted into a windjammer and carried passengers on sailing cruises out of Camden, Maine until 1987. *Adventure* was donated to the people of Gloucester in 1988 by Captain Jim Sharp, who asked that "she continue to be cared for and prominently displayed as a monument to the City of Gloucester for the education and pleasure of the public."

"The schooner *Adventure* is historically important because she was the most commercially successful as well as the last working dory trawler in the North Atlantic. She is an authentic working boat, not a replica, but a living piece of the history of Gloucester and the nation," says Martin Krugman, President of Gloucester *Adventure*, Inc..

"This upcoming restoration project finally puts us within reach of a return to active sailing," says Krugman. The work will bring the vessel a major step closer to the Coast Guard recertification required for *Adventure* to carry passengers. "Soon, *Adventure* will be able to earn her own keep," Krugman reports.

Adventure has undergone a series of restorations in recent years, as funds were

raised, to make her seaworthy again. In 1990 and 1991 *Adventure's* port side, bow and stem were rebuilt. The 1997 project, slated to begin in July, will restore her starboard side and transom. Work on *Adventure* must be done in accordance with the *Secretary of the Interior's Standards for Historic Vessel Preservation Projects*. "The challenge of this restoration will be to use traditional materials and methods to rebuild the vessel as close to its original configuration as possible," says Krugman.

To fully complete *Adventure's* restoration and make the vessel ready to sail with passengers, the nonprofit organization will need to raise another \$500,000. "When all of this work is complete, *Adventure* will sail again as a living symbol of America's maritime heritage," says Krugman, "and *Adventure* will continue to host innovative educational programs on maritime, cultural, and environmental issues."

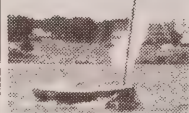
Experienced carpenters willing to donate some time and their skills to the restoration project are also encouraged to call. Gloucester *Adventure*, Inc is a nonprofit organization; donations toward the vessel's restoration may be sent to Gloucester *Adventure*, Inc, PO Box 1306, Gloucester, MA 01931.

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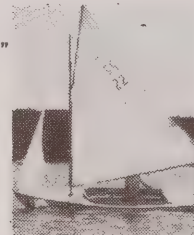
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The Red Boat

By Howard Ford



He was a big man, quite fat actually, and must have weighed 400 pounds. He had sold his camp on Fourth Lake in the Adirondacks and was now selling the remaining boats. One was a canoe, heavy with many coats of paint and varnish, making it too much work to remove for my purpose. The other boat he showed me as an afterthought. It had been stowed under the camp porch and was festooned with spider webs, pine needles, and entwined bugs, forgotten but not neglected.

It was a 16-foot Old Town double-ended rowboat of wood and canvas. The construction was the same as the canoe but all thicknesses were slightly larger for more strength. In a few moments he located the spruce spoon-shaped oars and, even in the quickly fading light of dusk, I could see that this was a find.

When he said fifteen dollars, I quickly shook hands to seal the bargain and promised to return the next morning to retrieve this prize.

I sailed my canoe over to his camp the next day and, in the morning sun, surveyed the boat more carefully. It, too, had many coats of varnish inside and the paint on the canvas was cracked and had peeled off in some spots, but the canvas looked sound. The gunnels and end decks had been painted a pale blue years ago, and someone had found it necessary to drag a heavy chain up and down against the outside gunnel.

I asked him if he would like to go with me for one last row. We both stepped in and I rowed easily on the protected waters of the cove. The soundness of the canvas was proven when both his weight and mine failed to spring a leak.

The row back to my place was not easy, towing the canoe against the wind and with my left wrist out of a cast only two weeks, but I was delighted and began planning what I would do with this new-found friend.

I dismissed the idea of truncating the stern and fitting a motor. Such an alteration would ruin the lines and adversely change the rowing trim. It was broader beamed than a canoe and much more stable. Why not put in a daggerboard and a mast step and sail her? I would be able to sit on the seat rather than in a cramped position on the bottom as in the sailing canoe and would not have to bother raising and lowering the leeboards when coming about.

Working feverishly to ready the boat and try her out before winter precluded it, I stripped the varnish and paint and made minor repairs as needed. I knew a balance had to be obtained between the force on the sail and the daggerboard and calculated the placement of each. Nevertheless, I made the mast step with three holes and a thwart to support it to the gunnels at three places in case my untried calculations were wrong.

With great caution, I sawed an 18 inch slot lengthwise through the bottom. Cutting through all those ribs meant I had to chisel mortises in the stringers glued to each bottom side of the daggerboard box and hope the fit was good. This meant I also had to cut away a foot of keel and make oak stringers on either side of where the keel had been, overlapping at least two ribs, fore and aft, to regain keel strength.

I fitted the box, sandwiching the sawn ribs, planking and canvas between the inboard and outboard stringers with heavy screws every three inches and using Polyseamseal as a

gasket. A half inch down from the top of the box I secured a wooden ledge on either side to support the seat made of half-inch marine mahogany plywood and slotted to fit the top of the box. The seat supported the box and the box supported the seat.

With this done, making the rudder and tiller was easy. I made the traveler out of 1/4 inch stainless steel rod in the shape of a football to give clearance to the tiller, with the foot ends of the rod threaded and bolted through holes drilled in the stubby stern deck.

She was now once again a creature of beauty, with places to go and a purpose for being. She had a cardinal red hull and was varnished inside, and the gunnels and decks, as she should be, to delineate her sheer. The finishing touch was sawing an eighth of an inch deep into six inches of the chain-worn gunnel and dovetailing a piece of mahogany in place.

A simple decal over this dark mahogany inlaid on the lighter spruce said, H.S. FORD and looked, I hoped, more like a nameplate than a repair.

November had just begun and the weather was fair, so I hoisted the Sunfish sail at Elk River at the northern reach of Chesapeake Bay. As I eased out of a small cove, a light wind filled the sail, she heeled slightly and moved forward smartly, the small waves tapping a tattoo on the canvas as she picked up more speed. She more than rewarded all the attention lavished on her.

She also still rowed well, the daggerboard slot slowing her only a little. The seat anchoring the daggerboard box was slightly aft of amidships and rowing trim was maintained. The best position for the mast was the forward hole on the mast step, and here she was well balanced with a slight weatherhelm in the strongest wind I dared chance her.

In the meantime, we moved from the Philadelphia area to live on Skaneateles Lake, one of the Fingerlakes of Central New York. I sailed her and rowed her, and my son, Bill and I even explored the house we eventually bought on the lake, dropping anchor and swim-

ming ashore to investigate the place.

Every April, I would row her around a bit in anticipation of sailing soon in better weather. One fine day in 1968 I did this, and pulled her up on shore well away from the water and tied her to an anchor made of heavy stone. When I returned from a business trip two days later, my wife and kids were reluctant to tell me the bad news. A very strong storm had blown directly on our shore and stole the boat into the surf, which must have been oceanic in scale.

She had been turned over and over in the waves and dunked and battered on the rocky bottom, the middle section taking most of the beating. I hauled her out and sawed away the middle seven or eight feet, retaining the daggerboard box and the marine plywood seat. I kept the bow and stern sections, even though they were also battered. Maybe someday I would have the ability and ambition to restore the whole.

I bought a used wooden Comet after this disaster and between the Comet, the canoe and an old mahogany inboard I had acquired for a hundred bucks, I spent little time lamenting the loss of the Red Boat. The two cut-away ends stood in the corner of my boathouse, reminding me that I had an obligation that could not be put off indefinitely, particularly when I found out from the Old Town Company that her registration number on the ash stem revealed that she had been shipped to Old Forge, New York, in April of 1922. Her long chain of active years should not go interrupted much longer.

Several years later it became necessary to recanvas my canoe, and I decided I might as well replace a cracked rib at the same time. I ordered the canvas and the designated rib from Old Town and followed their directions for bending it to shape. It was easy. I boiled the rib for a half hour in a short section of metal raingutter. I then bent it over the outside of the canoe, but at a narrower section so that it would fit snugly inside the planking at its correct location.

The ease of this operation gave me the courage to think more seriously about restoring the Red Boat. A year later, I decided to build an Adirondack Guideboat (Woodenboat # 18) and, with that completed, my confidence soared.

The first thing was to rip off the old canvas and remove what was left of the outside gunnels. I could then unfasten some of the damaged planking to get at the cracked and broken ribs. It was not easy making scarf joints to replace broken ends, because I had to work the rib attached to the boat unless I opted to dismantle entirely. At least, the ribs were of soft white cedar and a coarse file, sandpaper and elbow grease wore away the correct angle for joining new rib ends.

Cracked ribs were a different matter, and where the strength was still inherent in the piece, I jabbed the crack deeply at several points with an awl and then injected epoxy with a glue syringe. The cracked rib then set up surprisingly strong.

With the bow and stern sections repaired, I placed them at the correct distance on a 2x4 laid on edge on sawhorses and clamped them so that the stems were in the same vertical plane. I had kept the inner gunnels and the longitudinal risers in place to keep each section rigid, but now I removed these members. Next, I made my first and most lasting mis-

take. I made the inside gunnels out of red cedar and this caused no end of grief later on. But I had some cedar left over from making the guideboat planking, so why not use it? Why not, indeed!

The inside gunnels and also the new risers had to be scarf jointed because my shop isn't big enough to allow cutting a continuous piece on my table saw. With these in place I made another set of temporary longitudinal risers to help in shaping the ribs. I clamped these risers on either side of the bottom just where the curve of the bilge begins.

The ribs on this boat are white cedar, about 2 inches wide and 9/32 inches thick, beveled on the edges and tapered at the ends. I weighted them down in the raingutter filled with boiling water from the stove and kept it hot with three propane burners.

The bending procedure was to quickly lay the cooked rib on a heavy strap, clamp it to the 2x4 and, with the support of the strap, bend the rib against the risers and up to the gunnel, where it was secured by a spring clamp. I raced around to the other side to do the same thing. The first three ribs went on beautifully, but then my luck ran out. The next five ribs I tried all went on okay, but when I bent the second side, each cracked when the end was within two inches from being secured to the gunnel. It was smart of me to stay away from the shop.

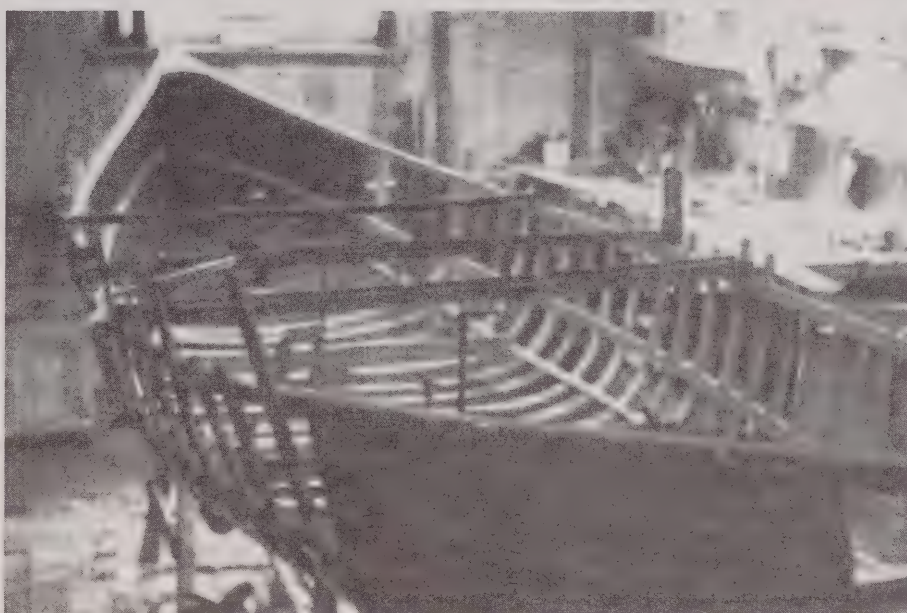
But when I have a project like this coming along, I can't put it out of my mind for long and I was back in the basement two weeks later. Upon close inspection, the grain of the white cedar was straight up to the point where the greatest strain had to be tolerated, and there the grain ran off the rib. The secret of the ease with which the rib from Old Town went on the canoe in my earlier project was that the stock was straight grain.

I tried to buy some at a boat lumber yard, and they talked me into buying white ash for the ribs because it was supposed to bend to a sharp radius when boiled. Getting the white ash was my second mistake.

I dutifully sliced it up into more ribs, 19 in all. I boiled and bent them and found that they required much more effort than the cedar. However, when bending the second side of the third ash rib, the rib didn't break but the red cedar gunnel couldn't stand the pressure exerted by the ash. The moral leaders of society condemn profanity but they should not, it provides such an important safety valve to pent-up frustration. I vented mine and the whole family rushed downstairs to see if I had cut off a thumb. At the time, I think I would rather have lost a finger, the repair seemed simpler.

The fractured gunnel released the pressure on the other newly bent-on ribs and they had to be removed, as did the entire gunnel for repair and replacement. The relaxed ribs had to be straightened out so that they could again fit in my raingutter boiler for reboiling. Oh, what did I need another boat for?

After remaking the gunnel, I braced the gunnels with notched wood braces from gunnel to gunnel and proceeded anew. This time all went well until one of the notches gave way and the sudden release of tension acted like a slingshot on my red cedar gunnel. I began again to watch television and read books. But, one can only do so much of that with a problem in the basement gnawing

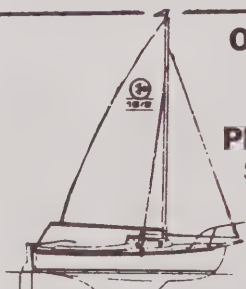




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The sensible and knowledgeable reader knows that I should have made new gunnels out of Sitka spruce or ash or something else flexible and sturdy. But I did not. I remade the cedar gunnel and stronger cross braces and carefully finished bending on all the ribs.

Next, I sliced up more than enough red cedar to 5/32 inch thickness by 3-1/2 inches. The planking is laid not to make watertight seams but to make a fair surface for the canvas overlayment. The ribs are not thick enough for screws to hold reliably and so the planking is held in place with special Old Town brass tacks driven through the planks and ribs and points clinched over as they emerge. This is tedious even if the ribs are of soft cedar, but with ash it is ridiculous. The tacks would not penetrate the ash and so required the drilling of a hole for every tack, about a thousand or so. The hole has to be small enough to result in a tight bind. The small #60 drills broke so frequently that I ended up using wire brads as drills. They worked almost as well.

Some of the old tacks were still in place but had been loosened by the drudging of the storm and had to be replaced. I also cut away otherwise sound planking every other plank so that new planks could alternately span three or four "old" ribs, making a staggered repair, like brickwork, for strength. With the planking on, the boat looked like a boat again and any unevenness of the ribs was brought into line by the pressure of the planking.

I felt more comfortable when I arrived at the canvassing stage, since I had recanvassed my canoe three times. I smoothed the material over the hull and stapled it in place on the sheer near the middle of the boat. Moving to the other side of the boat, I pulled the canvas tight with one hand and shot rust-proof staples with a staple gun with the other. I worked one side and then the other until I was near the ends. Using a sharp knife, I slit the canvas at about the beginning of the stem and, using judicious amounts of seam compound, I stapled the flap onto the stem and the rest of the sheer. Trimming the excess material, I overlapped the other side of that stem, proceeding in the same way. Some puckers in the canvas remained, but shrinking the canvas with a water-saturated sponge removes them for a smooth job.

In the past, I have tried to avoid the high cost of canvas filler by using substitutes. I tried vinyl paint, but in five years the canvas rotted. Airplane fabric dope became brittle in only three years and chipped off every time the boat banged a dock. I bit the bullet and paid the high price for the filler. You get a durable job that can be smoothed to a cue ball finish and the results are worth it.

The filler is similar to a very heavy paint and, when I opened the can, it was like cement at the bottom covered with oil to the top. Nothing less than a large, heavy screwdriver would break this up. I spent well over an hour mucking and stirring this into a heavy homogeneous goo. I suppose you could use a trowel, but I used a stiff bristle brush to work it into the pores of the canvas. Then I used the canvas "glove" Old Town sends you for a hands-on rub down to obscure any still visible canvas texture. I had to keep stirring the contents to keep the clay-like stuff from separating from the oil. This also relieved the monotony and the exhaustion due to the rubbing.

The filler took about three weeks to dry

hard enough to sand and then it was like sanding cement. In the meantime, I laminated an outside stem which goes over the canvas (covering the inside stem) to mate with the keel.

The ticklish job of cutting the slot for the daggerboard box was now at hand, and even though I had done this operation before, I sweated like a layman performing a heart bypass as I sawed through the ribs. Of course, the notched stringers glued to the bottom of the old box would not match the new ribs and I had to prepare others. I predrilled the screw holes through the stringers and the mating pieces on the bottom adjacent to the cutaway keel so that when I buttered the sandwiching members with Polyseamseal, there would be no last minute misalignment.

All went together and tightened down well, a timely gratuity. I decided to watch TV and read, for a while at least. I could relax a bit because, after all, all I had to do now was make the keel and fit it on, put on the outside stems, make the outside gunnels, the mastep, the rudder, the tiller, the seats, sand the whole thing, put a coat of primer followed by two finishing coats of paint on the canvas and four of varnish over the inside and gunnels, etc.

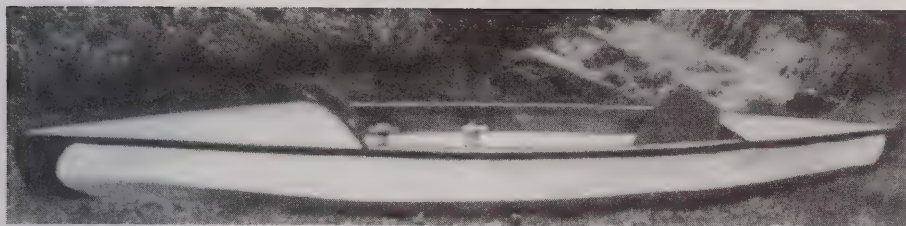
I still had the gunnel braces on and when I finished installing the center seat over the box, I removed these braces. When my son, Tom, and I lifted the boat, the side pressure caused the bolts holding the seat to the risers to split the red cedar riser on one side. I was learning the proper use of the correct wood the hard way.

Since the risers were fastened on with screws through the ribs from the outside before canvassing, I could not replace the risers with more sturdy stock, I could only reinforce them with oak. I also glued 1 inch thick ledges on the inboard side of the inside gunnels for about 18 inches to widen the gunnels to a more comfortable perch. The painful gunnel crease made in my fanny when hiked out would be but a memory. I also mounted the oarlock straps inboard of the gunnels to give me a better rowing leverage on the 45 inch beam.

Even though launching day was a flat calm, I raised the Sunfish sail and shoved off anyway. Not a wavelet, but I ghosted across the one-and-a-half miles of lake in 25 minutes. On the way back, the wind freshened and the outside gunnel, made of Sitka spruce, cracked. Was this to be a bad-luck ship? Had I failed to put a half dollar under the mast, or propitiate Neptune in some way? Or was I going crazy?

I removed the offended gunnel, cut out the bad piece and scarfed another in, being careful that my screw holes would be in alignment. As soon as I tightened the screw in the repair it, too, cracked. Daunted, I again removed the gunnel and made the repair using white ash. This time I soaked the gunnel in the lake before installing it. To this date, I have not driven a screw through the repair and my eyes scrutinize this section of gunnel when sailing in a strong wind.

The Red Boat sails well, maybe even a little better than before. One day, in a good wind, I sailed two-and-a-half miles on a broad reach in 15 minutes. I do not have to sit on the gunnel in a strong wind anymore, under the circumstances I'm afraid to. But why should I worry, a half dollar lies in the forward hole of the mast step.



Li'l Beauty

By Walter Head

This kayak, which I named *LilBeauty*, was created by two desires. The first was the desire to replace my trusty old FolBot kayak which I gave to one of my sons. It had provided me with over 12 years of memorable pleasures. However, I wanted a kayak much lighter than the FolBot, which weighed 87 pounds. My age was beginning to tell getting it on and off the cartop rack.

The second desire arose from my sending for current brochures and price lists not only for FolBots, but for about 15 other companies that make kayaks. To my surprise, I found that the FolBot I'd had for over 12 years now cost over \$1,000! (I had paid only \$350 for mine around 1980). Other kayak firms charged even more, up to over \$2,000 for ones similar to the FolBot. In short, I had simply been priced out of the market!

So, taking the basic, established kayak design, I set about building one of my own, with length and weight (about 38 pounds) more suited to my needs. The result was *Liit Beauty*, a 12' kayak capable of seating a heavy adult with ample room for camping and fishing gear. At only 38 pounds, it is a breeze to cartop. Also, the plans could be easily increased to a 14' length, which would allow two adults with gear.

Like my FolBot model, I prefer an open cockpit (with both ends covered and each end containing lots of foam flotation). The cockpit has a small deck running the length of each side. People-space is very roomy and for those who like to fish, this has an advantage that ordinary kayaks don't have. It has a full amount of capability in choppy lakes and in swift running rivers, but not foaming white-water such as the Chatooga River in Georgia, which cascades through all sorts of rocks and boulders. For those dare-devils, I leave them to their \$2,000 white-water expedition models.

Although *Li'l Beauty* is a touring kayak intended for calmer waters, it is no slouch on rougher, faster moving water (it's been taken over 2' rapids drop with no difficulty!), but if this is done on a frequent basis, I recommend the bottom be reinforced with another layer of fiberglass cloth and resin. Only a small amount is needed for the bottom. My urethane over stretch dacron skin is very suitable for calmer river and lake use. Also the cockpit can be built with the one or 2-hole type of cockpit if one prefers this type. I prefer this long open cockpit like my FolBot had.

Li'lBeauty has performed so well in the two medium-size lakes and regular-type rivers in my local area, that it catches the attention of other boaters. Those who come close enough for conversation invariably want to know where I got such a boat!

Li'l Beauty can be built with only \$75 to \$85 in materials. I've simplified and fine-tuned the construction method so that I can now build one with about 10 to 14 hours work time. It can be built with a minimum of ordinary shop tools, such as a hammer, screwdrivers, electric drill, C-clamps, and a hand-held saber saw. Of course, an electric circular saw and a table saw cuts way down on the time required. You can probably get a shop friend or even get a cabinet shop to rip the 8 or 9 stringers needed for less than \$10, if you don't have these power saws.

My booklet lists all of the materials (which can be purchased from local builder's supply stores) and contains photos of each building step.

Whether you want an excellent kayak for your own pleasure, at a small fraction of the cost of a store-bought one, or whether you want one for that plus an opportunity for expanding it into a home-based supplemental income, I am sure you'll find my booklet an excellent value.

The price of the *Kayak Booklet* is \$16 postpaid. You may send cash, check, or money order. I attend to each order personally and promptly. My wife and I have been here in Vilas, North Carolina, for over 14 years. Everyone knows us and where we live.

Walter Head, Hobbyscrafts, Rt. 1 Box 158E, Vilas, NC 28692.

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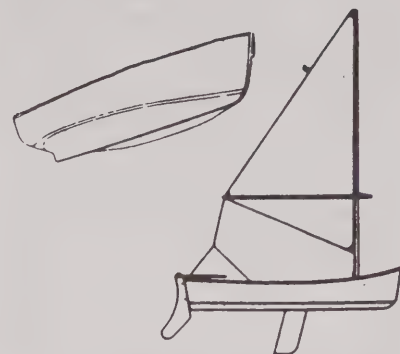
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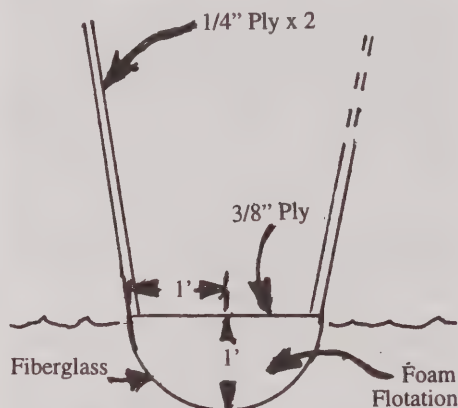


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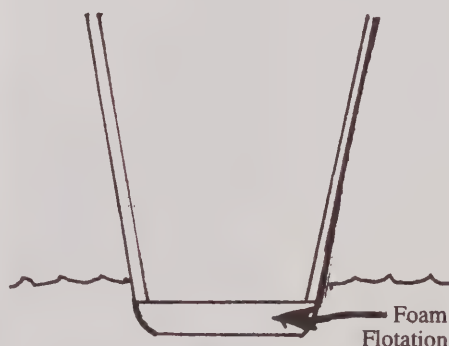
My Own Personal Hull: An Agnostic's Perspective

By William Mantis

Hull sections for a catamaran 30' LWL, 4,000# displacement.



Section through hull @ 35% aft.



Section through hull @ 95% aft.

hull of *almost* any shape will do its job *almost* as well as *almost* any other. In other words, if there exists somewhere a divinely-inspired ideal hull shape, its existence has yet to be revealed, an epiphany has yet to occur.

Now most assuredly, naval architects and other protectors of the faith, who make their livings by drawing lines of hulls and then calling our attention to subtle differences therein, will strenuously resist such a heresy and will cite numerous and arcane formulae to demonstrate its falsity. But the prospective builder should not be dissuaded, for naval architects, too, are subject to the one irrevocable, immutable, inviolable, law of sailboat design which states, it is exceedingly difficult, when considering anything about sailboats, to determine where aesthetics, prejudice, superstition, affectation or marketing strategies end and where hard evidence, common sense and the laws of physics begin.

For proof that such an aggressive agnosticism is justified, one need only recall the discussions of the "slot" effect of jibs that took place some 25 years ago. In those discussions, many, if not all, theorists, racing strategists, etc., with wonderful erudition, described Bernoulli's principle, its applicability to the slot formed by the leech of the jib and luff of

the mainsail and how it therefore guaranteed the superior performance of a mainsail-jib combination over a single sail of equal area. Since air forced through a smaller aperture, the slot, necessarily moves faster than unpressured air, an artificially high wind speed is created through the slot and any vessel fortunate or sophisticated enough to exploit the phenomenon would experience greater speed than her more poorly informed sisters.

Discussion proceeded in a very learned and persuasive fashion for years, undeterred by either the absence of hard evidence or by the performance of cutters. With twice as many slots as a sloop, a cutter's windward performance for the same size foretriangle should have been, if not twice as good as, then at least significantly better than a sloop's. Contrary to those theoretical expectations, there is general consensus now, as indeed there probably was 25 years ago if anyone had bothered to check, that a sloop with a single large headsail performs better than a cutter with two smaller ones. Furthermore, any boat with a single large sail will typically outperform a twin carrying the same square footage of sail broken into smaller segments.

Another more recent design controversy which further encouraged heterodoxy and sowed seeds of confusion among the faithful, arose among multihull designers. Proponents of asymmetrical hulls, including most notably the designers/builders of Hobie Cats, have held that by making the inboard side of a lee hull fuller than the outboard side (thus more nearly replicating a wing shape) the operators of these craft, sailing upwind, would experience a "lift to windward," enabling these boats to sail even closer to the wind than otherwise possible. This theoretical advantage casually ignored the countervailing effect of the windward hull which, so long as it remained in the water, would be providing lift to the leeward, the combination of the two effects necessarily resulting in an increase in drag. Besides the theoretical contradictions, it would also seem that the salutary effects of an asymmetrical hull, if of any measurable significance, could be easily demonstrated in practice, and the theory quickly and quietly laid to rest in the event the predicted advantages failed to materialize. What else are tank tests for? Yet strangely, both types of hulls continue to be produced.

More clearly than monohull designers, multihull designers wear their design hearts on their sleeves and demonstrate a much clearer commitment to a particular design or construction principle. Some are given over to plywood construction exclusively, some to constant camber, some to minimizing displacement, some to minimizing wetted surface, some to minimizing draft, some to optimizing upwind performance and some to maximizing comfort and carrying capacity.

As a result, multihulls cheerfully co-exist in all kinds of shapes, deep V, not so deep V; flat-bottomed, U-shaped sections; considerable rocker in the keel, no rocker; vessels with shallow fixed keels or with high aspect boards, or with neither; symmetric and asymmetric hulls. Do these variations reflect subtle, self-conscious choices in design directed toward achieving a specific goal, or do they provide evidence confirming our original thesis that almost anything will work?

In an interesting footnote that poses the issue in the starkest possible form, Hobie Cat,

The question of hull shape arose as I mulled over the design of my ideal cruising catamaran. My requirements for such a sailboat were quite modest. Its performance should be as good as a well-performing monohull. It should be capable of being single-handed. Therefore, its sail area should be kept low, and consequently its length and displacement kept minimal, perhaps 550 square feet, 30 feet and 4000 pounds respectively. It should be able to accommodate two people comfortably for two weeks and four people for a long weekend. It should not cost a quarter of a million dollars, lest the prospective owner, me in this case, thereby be deprived of the early retirement in which the purchase might be enjoyed. If such a craft were to achieve the cost objective, it would probably need to be owner-built. If it were to be afloat before the owner's demise, again referring to me, it would need to be easy to construct.

Since it takes little time and no special skills to build a box, no lofting, no tables of offsets, no strongback required, the question of hull shape arises. Clearly, if a box works as well as, or even nearly as well as, a carefully designed, carefully crafted, carefully faired hull, why go to the additional time and expense to create the latter?

The plan for the catamaran hull/box that I arrived at resulted in the cross section illustrated. The sides, consisting of two layers of 1/4-inch plywood, would retain the same angle in relation to the sole from approximately one-third aft to the transom. Most bulkheads and the transom could then all be cut from the same trapezoidal pattern. The stem would be formed by bringing the sides together via a Spanish windlass. The sheer line could be cut in after the fact to suit the builder's plan or whimsy. Closed cell foam would be glued to the bottom and shaped with a surfboard tool or the equivalent. The entire exterior surface would then be glassed over.

Following these very general guidelines, you would end up with a strong, relatively lightweight, easily constructed, inexpensive hull that possessed a modest wetted surface, positive flotation and a sacrificial bottom. With few curves to contend with, interior accommodations could be quickly and easily fitted. If the bottom foam layer became flatter and shallower as it approached the transom, interior drainage would flow aft. Given the provision for sufficient flotation, bulkheads would not need to be watertight. With the sole already in place, there would be no need for the time consuming process of cutting and fitting floorboards.

Unfortunately, since your plans had not received the official blessing of a naval architect or any member of the associated pantheon, you would have no assurance that the whole contraption would fly, or sail, or properly work in any regard. Unless, that is, you had satisfied yourself on the point that originally prompted this inquiry. To wit, are there any universally accepted, unchallenged, unchangeable verities when it comes to hull shape? Is there any core requirement which, if a hull fails to fulfill, the boat is inevitably doomed? Aside from the requirement that a hull needs to be capable of staying afloat, at least while upright, the answer to these two questions is a definitive and resounding "probably not." It appears to me that as long as a builder does not get too carried away, too obsessed with a particular feature or too weird, then *almost* any

arguably the most successful multihull builder ever, after 27 years of producing asymmetrical, highly-rockered, boardless, V-shaped hulls is now building, presumably with identical performance objectives in mind, a U-shaped, rockerless, plumb-bowed, symmetrical hull with a high aspect dagger board.

Even when the scope of the question of hull shape is more restricted, the answers furnished are still ambiguous. It is often alleged by traditionalists, for example, that a double-ended craft is more seaworthy than one with a modern flat transom. Their side of the argument contends that double-enders have stood the test of time. It is no coincidence that virtually all ancient vessels, Viking, Phoenician, Arabian and Polynesian, have been double-ended. A stern shaped like a bow is inherently stronger. Since it leaves a smaller wake, such a hull is less likely to cause waves to break astern and to be pooped. Because a narrow stern necessarily pushes the center of buoyancy forward and closer to the center of gravity, the craft is less likely to broach.

The counter argument holds that a transom stern is the more seaworthy. Greater buoyancy aft enables the hull to ride up over following waves, while an elongated stern, with lesser buoyancy, is more likely to be on the receiving end of the crest of a wave. With fiberglass, as opposed to wood, construction, the shape of the stern is not nearly so relevant to its strength. In any case, the point is rendered moot as soon as you decide either to heave to or throw a drogue over the bow, the two most common responses to heavy weather, since the shape of one's stern becomes immediately irrelevant.

The decision of which type of stern to select is further complicated by, and in fact is likely to hinge on, the more prosaic question of accommodations. While you might suspect your salty-looking, 30-foot double-ender to be somewhat more seaworthy than her broad-sterned counterpart, you can be absolutely sure you are sacrificing needed storage and probably a quarter berth when you decide in favor of a canoe stern. This consideration or realization insinuates two even more basic questions. How many of us will ever be in a position to test the seaworthiness of a hull, and how confident can we be in attributing our survival to a particular feature of that hull?

It appears these questions are well-asked since there is general agreement that the inherent seaworthiness of a hull is only incidentally related to its perpetuity. A hull is likely to be put out of existence long before its seaworthiness is tested. Hugo de Plessis, author of *Fibreglass Boats*, points out that more boats sink through defective plumbing than through shipwreck or storm.

This conclusion is given further weight by a study of the California tuna fishing fleet in the 1950's. The results, summarized before the International Fishing Boat Congress of 1953, found that 32% of the vessels lost were through stranding, largely attributable to navigational error or failure to attend to the depth finder, 29% were lost to fire, 25% were lost by sinking caused typically by failure to detect leaks in a timely fashion and 7% were lost in collisions. Only 7% were lost as the result of capsizing. It would appear that hull shape could have been a factor in only this last 7% of losses, but one suspects that overloading beyond the design limit, rather than the design itself, was the culprit in the overwhelm-

ing majority of these cases. One further suspects that the percentages have not changed appreciably over the past 40 years and that the percentages would hold true when applied not just to fishing boats, but to sailboats and other pleasure craft as well.

That such suspicions are warranted is suggested in Howard Chapelle's book, *American Small Sailing Craft*. This venerable author spends approximately 400 pages documenting, in fanatical detail, every feature of every hull shape and type imaginable. He then devotes a chapter to summarizing what conclusions can be drawn and, in a couple of pages, addresses the issue of seaworthiness. He draws these conclusions: 1) Skillful handling is, above all, the major factor in surviving rough weather. 2) A strong and simple rig is critical since it is important to be able to set enough sail to be able to move in heavy weather, and the more complicated and mechanized the rig, the less reliable its performance. 3) Self-righting is an important feature, though the greater danger is from swamping. 4) There is a common misconception that a narrow hull and deep keel improves a vessel's weatherliness.

If she heels too much, there is no driving power and she slides to leeward. Coming from a noted naval historian and architect, this hardly amounts to a call for improving sailor survivability by careful attention to hull design. Indeed, tank tests, reported in Adlard Cole's *Heavy Weather Sailing*, suggest that unless you are able to escape breaking waves, you are probably going to capsize, regardless of whether or not your hull approximates the theoretical ideal. The authors concluded (elsewhere in that same volume) the boats that perform best under heavy weather conditions are those of moderate proportions, moderate in displacement, beam, draft and in height of rig. In none of these accounts is there any recommendation for a particular hull shape or for a particular feature that a hull should possess, these are presumably not significant enough to bear mention.

If a general comparison of hull types is not very helpful in deriving any useful abstractions, then neither is an examination of the controversy surrounding a particular hull very illuminating, except to illustrate the difficulty in arriving at a clear, objective evaluation of a given design. There is probably no more controversial, widely discussed or slavishly-imitated hull than that of Joshua Slocum's *Spray*. The hull, which is carefully distinguished from the rig, of the *Spray* attracts a fierce loyalty on the part of her advocates. The hull versus rig distinction is important since Slocum's disciples would have great difficulty determining which rig, of the many deployed, was the most deserving of reproduction.

Initially the *Spray* was a gaff-rigged sloop, then a yawl. She sported a lug mizzen, then a jib-headed mizzen; a shortened main boom, then an even shorter one. Later she had a jib-headed main, first exclusively, then alternating with the gaffed main; double head sails, then a single one. That Slocum's apparent dissatisfaction with his vessel's performance under any one rig, might have been the result of her poorly shaped hull is a question that never seems to be raised to the level of consciousness.

Yet Kenneth Slack, who wrote *In the Wake of the Spray*, spoke for countless others

when he suggested that even though she was a "beamy, shallow tub," and even though she probably needed the additional freeboard that Slocum gave her before his solo trip around the world in the 1890's, she still represented a "dream ship," a culmination of centuries of experimentation, experience and intuition of and by generations of boat builders. At the time of publication in 1966, Mr. Slack was Australian Vice Commodore of the Slocum Society (yes, there was such a thing) and a regular contributor to its journal entitled, not surprisingly, *The Spray*.

He argued that modern naval architecture, being fickle and focused exclusively on upwind performance, had not and could not produce a better, safer cruising hull than *Spray's*. Since the vessel might have been as much as 100 years old when Slocum laid claim to her, Mr. Slack was suggesting there had been no substantive improvement in knowledge or design in over one-and-a-half centuries.

Needless to say, such an allegation, even if only implicit, would not be allowed to go unchallenged. John Hanna, famous designer of the perhaps even more famous ketch *Tahiti* had weighed in forcefully. He labeled the builder-imitators of *Spray* a "suicide squad," whose lives he might help save if they would pause long enough to appreciate the reason why *Spray* was the "worst possible" boat to take on a world cruise, particularly for the inexperienced. The main problem (and he suggests there are many more) with hulls like *Spray's* which, possessing the broad beams and only internal ballast they do, is that if they are heeled too far, they will "flop over" like "a soup plate, which they resemble."

Against that, however, is the experience of Roger Strout who, with no training in sailing whatsoever, built a copy of the *Spray* and completed a world circumnavigation. Meanwhile, other copies of the *Spray* have not always been able to replicate her uncanny ability to sail herself, tiller lashed, for hours on end. Nor do the owners of her more recent incarnations deny the hull form is without its drawbacks. Even Mr. Slack cautions against expecting too much of *Spray* and documents the consensus that has emerged around some of her deficiencies. She is likely to have a heavy weather helm and a tendency to broach in heavy winds. "Slow, clumsy and unhandy" in harbor, she regularly goes into irons, requiring the jib to be backwinded in order to tack.

So while this is a hull that violates at least half of the rules laid down by naval architects, and flunks at least half of the performance criteria that many consumers would consider minimally acceptable, she is still considered "ideal" by a consistently loyal segment of the cruising public. If there is any lesson a prospective hull designer might take from the controversy, a better insight into the minimal objective necessities of hull design is not among them. A final historical anecdote is pertinent to this point.

While sailing off the coast of Morocco, Slocum effects a narrow escape from pirates sailing a felucca. A typically narrow-beamed, round-bottomed felucca must be seen as the opposite end of the design spectrum from *Spray*, the former possessing an even more ancient lineage and a standardized lateen rig which has stood the test of time across a number of sailing cultures. As the felucca gave chase and gained steadily, the wind freshened to near gale force. Slocum, after a series of

broaches and fearing a dismasting, shortened sail. The felucca, almost close enough to permit a boarding party access, suddenly broached and was dismasted. The pirates were too preoccupied to continue the chase, and Slocum was able to continue south.

For our purposes, two critical questions emerge from this encounter. Why would two hulls, each the product of evolutionary design attempting to deal with the same set of problems, differ so dramatically from each other? And why, given the admitted superiority of the felucca in performance, would Slocum's readers, with such unanimity, choose to replicate the *Spray*?

The elusiveness of clear, unambiguous guidelines for designing a hull, should not, however, be construed as giving the would-be builder a complete *carte blanche*. He or she should not be left with the impression that anything goes, that anything whatsoever will work, that there is no such thing as an inherently unseaworthy hull. A hull designed with an excessively high center of gravity is unstable, dangerous and can kill its owner. (Though even this unchallenged physical reality seems to have little inhibitory effect on either the construction or purchase of the multi-tiered pleasure craft that increasingly frequent our waters.)

But it does appear that any hull feature, consciously exaggerated to achieve a particu-

lar end, is likely to have offsetting disadvantages. A deep heavy keel, for example, increases reserve stability and improves the self-righting ability of the boat. It also increases the likelihood of "tripping" the boat in heavy weather. The added buoyancy of a broad stern enables one to ride up over a following wave, but increases the likelihood of broaching. A narrow beam and a fine entry improve wave handling ability but at the expense of initial stability and excessive heel. High freeboard reduces the risk of being washed overboard, but at the expense of increased windage. Heavy displacement increases reserve stability and sea kindness, but necessarily slows a retreat ashore or an escape from the path of a threatening storm.

The problem does not arise in designing or agreeing upon the ideally seaworthy hull. Most designers would agree the ideal would look very much like a weighted mooring buoy, possessing that many port holes, hatches and a mast of the same height. The problem arises only when the design is asked to provide transport to a particular destination, in comfort, within a limited time. Then it becomes readily apparent that a mooring buoy is unequal to the task. The problem is further complicated when it is stipulated that the admittedly inefficient source of power (i.e., the sail) is also the main source of instability. Every hull represents in its simplest essence a solution to the

performance versus stability dilemma.

The enormous variety in hull shape indicates that the dilemma admits to a variety of solutions. In solving this dilemma, multihull designers have an easier task, stability is a simple function of beam breadth and the separated hulls need only to be individually narrow and light to minimize resistance to their travel through the water. The precise shape of the hull is much less significant, and therefore the hulls can be (and in fact are) almost any shape, provided they do not create undue resistance.

So, if you are contemplating the construction of a hull, if your stability calculations put your hull in the normal ranges and your performance indices, like wetted surface, lateral plane area and prismatic co-efficient, fall within normal ranges, then the rest is frosting and the hull will almost certainly do its job. You should be forewarned, of course, that you have not yet addressed the issues of seakindliness, scantlings or the strength of the various components. You should not expect to be able to build a contender for the America's Cup, nor should you expect your hull to resemble one of the Herreshoffs in beauty, but you should proceed, comfortable in the knowledge that you cannot go too far wrong.

© Wm Mantis, 1997

Brick went together easily. I didn't get it finished in time for the Cedar Key messabout. A week of rain prevented outdoor work. Yes, I should have ordered the plans sooner.

I launched Brick May 5, 1997 and sailed Indian River Lagoon for 10 hours. The day started with a small craft advisory, but the breeze didn't appear to be that fresh. The waves were two feet and white-capped at the start. I sailed a broad reach for two hours and didn't take any water onboard. On the way back, before the breeze subsided, some splashes came over when I sailed close to the wind. By the end of the 10 hours the wind was light, variable or non-existent. I wished I had installed my battery and trolling motor.

The polytarp sail worked well. I had the spars from a Sunfish that I bought at a yard sale and cut the sail to fit. It ended up about 60 square feet. My patio was my sail loft and I used duct tape to secure the darts and edges. The foot spar had to be shortened three feet.

After sailing for 10 hours in various winds, I saw that some changes needed to be made. The luff has to be trimmed about five

Recollections on Building and Sailing My Version of Brick

By Don Duquet

inches at the center, I need to add a cleat for a downhaul and the mainsheet needs another part added about four feet from the end of the spar with another block on deck (where to be determined).

Brick seemed to sail much better with the sail over starboard, but it was satisfactory with sail to port. I tried to not sail with the wind directly astern.

As built, the hull, dagger board and rudder performed well. The hull was built to fit in my Toyota van with the hatch closed. I had to decrease the beam by two inches, it should have been four. I didn't change the length, but

wish I had. It is four inches too long for a comfortable fit, but it does fit. I can roll the hull around on a boat transporter I purchased for a previous boat project. No trailer, I want to take Brick into the Merritt Island Wildlife Preserve to the little fresh water ponds for fishing.

I shortened the daggerboard a foot and increased the width six inches. Still I bumped several times and had to raise the board for some sand bars. I changed the rudder to a barn door type for the same reason.

My first tiller was a disaster, it will be the first thing modified. Then I will add cleats and tiedowns so I can secure supplies onboard. No seats were installed, I will pad the bottom with an exercise mat I have as sitting on the extra PFDs was unsatisfactory. If I do any camping, I will bring along a collapsible lounge. Also, I'm designing a tent for my Brick.

It was put together with plastic resin glue and 3M 5200. The 5200 takes two days to set up completely. I used self-tapping screws rated for dock and boat construction. I won't know for a while yet if I will need to use the warranty that came with them.

It is painted gray and green with deck and driveway latex. As with the screws, it will take some time to determine if this paint will stick over use.

I have reconsidered installing the battery and motor on board. My Minn-Kota 3hp motor is much heavier than I remembered. Now a sculling notch seems like a good idea. Other builders mentioned using the rudder as propulsion when the wind died. That didn't work for me.

The modifications I planned are now complete and Brick is now ready for further testing.

Are there enough Brick owners to form a club? I'll provide the web space on my domain. Anyway, if you are having fun with a Brick, let me know.

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Among the fastest human-powered watercraft are conventional racing shells. Because of this, it is widely believed that sliding-seat, rear-facing sculling is highly efficient. This is not so. The reason sliding-seat, rear-facing shells are among the fastest boats is because this is the only system using combined arm and leg power sanctioned for elite racing. This is what the world class athletes train with and use in competition, and it is the power generating capacity of these athletes that makes the boats go fast. Other, more efficient, arrangements are presently ineligible for elite competition.

The first major advance to rowing in modern times was the invention of the rigger in 1843. The rigger is a tripod-like device which extends over the side of the boat. The oarlock is located at the apex of this tripod. Since the oarlocks are no longer attached to the gunwales, this allows the hull to be narrower.

The second major advance was the sliding seat, invented in 1856. The first sliding seats were sheepskin pads sliding on greased panels. The sliding seat on bearings still used today was invented in 1857. The sliding seat arrangement allows the power of the leg muscles to be employed as the seat moves fore and aft with the bending and straightening of the legs during the rowing cycle.

The third major advance was the sliding rigger. This uses a fixed seat and a sliding rigger that supports the riggers and stretchers (footrests). With this arrangement the rowing motion is similar to conventional shells, but since most of the rower's mass is on the fixed (rather than sliding) seat, the oscillations of the center of mass are greatly diminished. This in turn diminishes the oscillations in velocity that a shell is subject to as it travels through the water and significantly improves efficiency. In 1981 a shell with a fixed seat and

Front-facing Rowing Most Efficient for Long Distance Cruising

By Ron Rantilla, Aquamotion Systems

sliding riggers won the world championships in Munich. In the 1982 world championships five boats in the men's finals had fixed seats and sliding riggers. In 1983 all six finalists used sliding rigger boats. After 1983, sliding rigger boats were ruled ineligible for competition.

The fourth major advance was the invention of the Frontrower TM, which uses a fixed seat and a fixed rigger and uses moving pedals to harness leg power. The rowing motion is similar to that of conventional shells with the diminished oscillations of the center of mass of the sliding-rigger systems. With this system, you face forward instead of backward. Although ineligible for elite competition, this system has proven itself superior to rear-facing, sliding-seat rowing in open water competition on the East Coast. In the 1996 Blackburn Challenge 22-mile race with over 100 boats participating, this system on a 16-foot touring shell not only won the "open" class event, but passed the entire fleet of rear-facing, sliding-seat touring shells, bettering the fastest by more than seven minutes.

Another feature which enhances the efficiency of the Frontrower TM is the fact that the pedals move independently, allowing an alternating stroke. This means that you can pedal it like a bicycle, drawing one leg back at a time, which is much easier than drawing both legs back together. This stroke completely

cancels weight shifting and smoothes out power delivery because you always have one oar in the water and there is no recovery stroke.

In the past, for long distance human powered cruising, you had three choices: paddling, rear-facing rowing and pedal-operated propeller drives. Each has its drawbacks. Paddling does not significantly utilize leg power. Rear-facing rowing faces the wrong direction and is inefficient. Pedal-driven propeller drives require deep draft and do not effectively utilize the upper body. The Frontrower TM is ideally suited for long distance cruising. It is extremely efficient and can be operated by the legs only, the arms only or both. During legs only operation, the oars lift, feather and dip automatically.

It can also be used by people with disabilities. At the 1996 National Adaptive Rowing Championships in Philadelphia, a quadriplegic (with no leg ability and limited arm ability) was allowed to participate as an unofficial entry and finished in second place. The system can also be used by hemiplegics and amputees.

Anyone interested in long distance cruising using the Frontrower TM can contact me at 401 -247-1482.

Rowing Trivia

In 1920, John Kelly was refused entry into the Diamond Sculls Henly Regatta in England because his bricklayer's muscles gave him an unfair advantage over "gentlemen". His son, John Jr., won the same event years later to avenge his father.

Source: *Sports Fitness and Training*, by Richard Mangi, M.D.

Inexpensive Dinghy Wheels

By Tim Barnum

I originally designed and built a 7-foot plus pram to be 39" wide so that I could roll it up and down the common dock to the water each year. It's not that it is so heavy, but it's hard to carry alone and I hate to bug my wife or others to help. Unfortunately, I measured the runway from the fixed dock to the float at the deck level where the wheels roll. It turns out that the railing and the diagonal truss are actually narrower. This forced me to abandon my lawnmower wheels bolted to a 4x4 approach that I have used for other short distance trailers. The commercial bolt-onto-the-transom-or-elsewhere wheels wouldn't work either, and I really couldn't bring myself to spending so much money for a twice a year or so activity.

The solution was a plastic yard cart from my favorite lumber store, Home Depot. I could justify the \$35 because it can still haul things around the yard. With wide plastic wheels and a rated 300-pound capacity, I was in business. It has several features. First, the dinghy sits on top above the offending railing and also about the height of the bed of my minivan.

It's easy to slide the dinghy in and out of the van onto the cart. Second, there are several holes on the sides of the cart to which I can attach binders twine (free with your Home Depot purchase of things that must be tied to your vehicle) and be able to secure the dinghy to the cart. Finally, the cart is light enough that I can pick it up and place it in the dinghy in

the van and drive them both up to my house. Admittedly, the back of the van is open, but for short distances this is not a problem.

I wish that I could give a manufacturer and model number, but the one I bought isn't stocked anymore. The key features are fairly light weight, tires at least 8" in diameter and some places to tie strings.



GPS stands for Global Positioning System. It is an enormously complex and expensive system maintained by the U.S. Department of Defense. From 20 or more satellites orbiting the earth in various different directions, signals come down that enable your GPS receiver to tell you where you are, at any moment, anywhere on earth. Its accuracy is about the same on land, in the air, in harbor or upon the open sea.

Those of us who take to small, simple craft don't necessarily love to complicate our lives with new gadgets that we and our forebears have done well without. So, why talk about GPS? Well, because it's here, it's reasonably affordable, it's usable in the smallest craft and, since we are itching for an excuse to buy it, we might as well think about how to get the best out of it.

Seriously, electronic navigation does take away something from your experience on the water. But it can, used with sense, eliminate some unwanted experiences that inhibit us from going out when there's risk of fog. And, on our coasts, there's always risk of fog.

Here, I'm going to address mainly the special problems of making good use of GPS in the smallest craft, including kayaks. When you add GPS to your arsenal you are, necessarily, building on your basic practice of navigation. You have a compass, preferably one mounted where you can see it and steer by it. You have an appropriate chart and you've figured out how to get at it without soaking it.

Now, you need to be able to measure the latitude and longitude of places on the chart. You need a means of recording positions, courses and so forth, either on paper or electronically, or preferably both. You must always be ready for any electronic device to lie down on its back. When this happens, if you've taken advantage of a fix recently, you have that much less of a dead reckoning and current-guessing problem than if you had been without it from the start.

In buying a GPS receiver (I'll just call it a GPS) for use on the water, you can't go far wrong with any of the widely sold models. The satellite signals will be strong enough for reliable navigation, the position accuracy of one will be about as good as that of another and, so far as I know, there are no models with really bad reputations. I'll state two advantages of the Garmin GPS 45, which I use, it gets longer life than most from its four AA batteries and it is readily connected to an external, larger battery.

It may be easier to justify spending the \$200 or more that a handheld GPS costs today if you see yourself using it for other purposes besides boating, such as for hiking. Here, you get into tradeoffs between the features of various models at various prices. Briefly, some are better than others when the satellite signals are attenuated by heavy tree cover, while some of these models lack the ability to display in UTM grid coordinates, much more convenient than latitude/longitude when using topographic maps. Internet people can learn about these things from the many more or less informed opinions offered on the Usenet group sci.geo.satellite-nav.

If it's appropriate for your boat, you might want to consider a model with separate, fixed antenna and a larger display. These cost substantially more than the cheapest handhelds.

Mounting or securing the GPS in place

Using GPS in Small Craft

By Peter Moore

is mostly a matter of keeping it from being damaged or soaked. On a cabin boat, the antenna will probably need to be out from under the cabin roof, although a friend of mine has a fixed model that works well with its antenna in the cabin. On a kayak, I don't know of any perfect way to carry the GPS. We have secured it on deck, protected from splash by a plastic bag. Since the GPS may have a weak effect on your compass, it should be a foot or more away from it if possible.

An obvious way to carry the GPS while paddling is to hang it from your neck. However, your body is likely to block the signals from some of the satellites, to the point where the GPS may stop navigating.

The handheld units are designed to be powered primarily by internal batteries. In my Garmin, a set of four AA alkaline cells is supposed to last 10 hours or more. In practice, they seem to get low quite a bit sooner. It could get expensive to put in new batteries for every outing. I have tried rechargeable Nicad batteries, but I have found their life per charge very unpredictable. Before I leave the subject of batteries, here is an important caution. Some of the latest AA batteries are fattened by a testing device stuck on the side. These may be unusable in a GPS whose batteries slide into tunnels as in the Garmin. Never stuff into one of these tunnels a battery that does not slide in of its own weight. If you do, you may need a risky drilling operation to get it out.

You might think that it was a good plan to save batteries by turning on the GPS only occasionally for a fix. This is surely better than nothing, but it involves a lot of handling of the GPS and waiting from one to several minutes each time for it to acquire an accurate solution. This could be a pain when you're paddling a kayak or sailing alone. Therefore, it is very worthwhile to connect your GPS to an external battery. You probably have to get a cord made by the GPS manufacturer. The Garmin 45 is supposed to work on anything from 4 to 40 volts, but I have heard that less than 7 or 8 volts will not prevent the internal batteries from draining. I am thinking about a waterproof box that will accept one of the batteries from my cordless drill. In a boat that has 12-volt power, you should plan from the beginning on running your GPS off ship's power.

What will your GPS do for you? It will indicate position with an accuracy of roughly 50 yards, with occasional errors of more than 100 yards. You have probably heard that GPS can survey points to an accuracy of a few inches. That's true, but only with the addition of considerably more expensive and cumbersome equipment. Differential GPS (DGPS), making use of corrective signals broadcast for every satellite by the Coast Guard and by commercial outfits, is used by surveyors on land and sea. It is simply not practical today for the ordinary boater. However, the position accuracy of plain GPS is pretty good for most boating situations. Fishermen complain that GPS is not as good as Loran (which the government plans to abandon) for finding your way

back to a spot that you have visited before. In other words, even though Loran's errors are generally larger (particularly inshore), the errors of GPS are more changeable with time at any one location.

I can't emphasize too strongly that those numbers displayed by the GPS will mean absolutely nothing to you unless you can compare them with the latitudes and longitudes of features that you measure on the chart. Although it's possible to record points as you pass them and then to have GPS guide you back to them without your looking at their coordinates, to do only this would mean that you could only navigate to places you had already visited. You have to get familiar with the scales of latitude and longitude on the borders of your chart, and make or buy a ruler with which to measure the coordinates of any point.

I make these scales on a paper card, copying from the chart's border. The scale of longitude (east/west movement) is much different from the scale of latitude (north/south movement). Always make sure that the rulers you are using fit the chart in both directions. When cruising along the coast, I've used a single card for all charts of 1:40,000 scale. It has one longitude scale for use in southern New England, and one for use in Maine.

In a kayak or other small boat it is a bit of a challenge to do these measurements while under way. The correct answer to this is that we should think out and prepare our navigation for the whole day in advance. How seriously we take this advice depends, of course, on the conditions we think we are getting into. Let me just say, one more time, that the GPS position display is useless to you if all you can do is stare at the numbers and wish you had a free hand with which to scale off the chart.

What else can you GPS do for you? Most importantly, it can calculate, each moment, the distance and bearing (true or magnetic) to any spot, called a "waypoint," whose coordinates you have previously recorded. A waypoint may be established either by keying in the numbers that you've measured from the chart or by doing a simple "mark" procedure as you pass over that waypoint.

I'll say two things about measuring and keying in waypoint coordinates. First, most handheld GPS's don't have any numeric keypads. To minimize the number of buttons, they require you to use the up, down, right, left arrow keys to scroll the numbers in each column until they are right. Until you have tried it, you won't believe that this can work as well as it does. The saving grace is that, in the course of a voyage, you are likely to be making small changes to suggested coordinates that are already in the ball park.

My other point is a caution; make a mistake in entering a waypoint and you may very well never catch it until you are in trouble. Last summer, making our first visit to Matinicus in a 40-foot yawl, we were in the thickest of fog. Our navigation went like clockwork until the last buoy, right among the ledges off the harbor entrance. When it didn't appear, we woke up to the fact that we had made an error in keying in the last of many waypoints. We got away with it that time.

Near the start of a leg, the indicated bearing to the waypoint changes very slowly and doesn't tell you much about how the current or your bad steering is carrying you off in the

wrong direction. Your GPS does calculate a short-term direction and speed being made over the bottom, but these values are so inaccurate that I don't find them very useful. A feature that deals much more effectively with this problem works as follows. When you tell the GPS that you want to go to a certain waypoint, it defines an intended track, a straight line to the waypoint from where you are at this moment (the start). Then, as you go along, it tells you at every moment how far right or left you are of the intended track. This information is presented graphically in a display that you can read from farther away than the little numbers. With this, and with enough battery power for continuous operation, you are really getting your money's worth out of your GPS because you can steer very close to the desired track the whole way.

A handheld GPS will have some kind of a little map display showing a sketch of your recent progress. I have not found this to be of much use in boat navigation. Every GPS also displays altitude. However, with a simple handheld unit, without benefit of DGPS, indicated altitude is so inaccurate as to be of little use, even in the mountains.

When you first turn on the GPS it will not start navigating right away. It will sit there, trying to "acquire" satellites, giving you some indication of how it is doing. I have seen this "warm-up" time be only a few seconds if the GPS had been turned off for only a short time, but it can stretch to several minutes. During this time, you can make it display latitude and longitude, but these will be the old values from

the last time you used it. With any electronic navigating device, you must be wary about seeing meaningless values displayed. In the Garmin, at the top of the status screen, is a clear statement in English of whether the unit is navigating or not.

Some tricks may help to speed up the acquisition period. If the GPS is handheld, take it outside and use it at least every month, all year round, to keep its stored almanac of satellite orbits up to date. If you last used it more than a few miles away, go to the screen that displays the old position and change it to your best estimate of your present position (within a few minutes of arc). If the displayed altitude is way off, change that to zero or whatever.

The procedure for making these changes is different for every brand and will be more or less clear in the instruction book. The GPS seems to be considerably fussier about getting strong, continuous signals while it is trying to get started then when it is already navigating. During acquisition, try to put it where it is not "shaded" by overhead objects, including your body. Even a mast can completely block the signal from a particular satellite. The GPS will probably start with two-dimensional (2D) navigation, meaning that it indicates position but does not try to calculate your altitude.

Normally, it will soon acquire enough good satellite signals to switch automatically to 3D navigation. The added calculation of altitude is of little use to you in itself, but the 3D mode is an indication that the GPS is locked on to at least four satellites. The more

satellites it is tracking, the more likely it is to keep on navigating without any hiccups. If you get a "poor signal" alarm, try moving the GPS to a better place, even by a few inches. I have had quite a few of these alarms but have never suffered the loss of navigation on a boat for more than a few seconds.

A fact of life is that the satellites visible to you are moving around all the time. The accuracy and freedom from interruption of navigation depend on the geometry of the satellites available at the moment. The Garmin provides a sky map which is quite instructive. Sometimes, you can see that it is having trouble because the satellites it has acquired are all in a straight line across the sky. The GPS position error is also likely to change by tens of yards over just a few minutes' time. This jumpiness is the reason why the calculated instantaneous track and speed are so poor. It happens partly because your GPS frequently has to leave off tracking one satellite or start tracking a new one, and partly because the Defense Department deliberately injects random errors into the signals to foil the military use of GPS by someone unfriendly. This practice, known as Selective Availability (SA) may be stopped sometime in the future.

Will having GPS guarantee that you won't go right past that silent buoy in a pea-soup fog? No, not even if you make no mistakes. Even if you had the super accuracy of DGPS on board, the accuracy with which you can measure positions from the chart isn't that good, nor is the charted position of the buoy. You are still the navigator.

Readers of Jim Thayer's "A Summer Abroad" may wonder about the little French tug featured in Part 5 (June 1 issue). The *Ernest Brown* has an interesting history and I had fun researching its background, as you will discover below.

It was one of 182 small tugs of the TID class built in England during and just after the war. Shipyards had their ways full of ships under construction and their docks stuffed with ships needing routine and war-damage repairs, so constructing the TIDs required a break from traditional methods for building ships. The TID was designed to be assembled from seven major welded units. These were made by non-marine welding and fabrication concerns all over England. Since each unit was less than 10 tons and 10 feet in length, it could be trucked to a shipyard for assembly and launching.

Power, modest but adequate at 200hp at 175 rpm, was from a simple, small two-cylinder compound steam engine supplied by a natural-draft boiler. The first 90 tugs were coal-fired but later tugs used oil. The funnel was hinged for folding down. Wheelhouses were not fitted "as built" but often were added later (as on the *Ernest Brown*). Specifications for a TID were length 65', beam 17', draft 6', speed 8-1/2 knots.

Many TIDs saw duty in England and, after D-Day, in Europe. Several were operated by the U.S. Army. These tugs took part in pre-invasion activities and in the invasion itself, and several were sunk in doing so. Other TIDs traveled worldwide, especially to the Far East and Malta. After the war, many of these useful little tugs were picked up for commercial

A Bit of Tug Research...and Word Research Too

By Hugh Ware

use and were usually repowered with diesel engines. You could find them from Africa to Finland and Canada to the Orient.

Now for the fun part! The etymological origin of "TID" (sometimes given as T.I.D.) is obscure; it may stand for "Tug, Invasion Duty" or "Tug, Intermediate Design" or be a play on the British word "fiddler." This word, my aging memory informed me, meant something of not much size or consequence. Was my memory correct?

Not quite! I resorted to Eric Partridge's "A Dictionary of Slang and Unconventional English" (Macmillan, NY, 1961). I found many definitions for tid, fiddler, tiddley, tiddy, tiddly and other similar words, plus phrases incorporating those words. They pertain to a wide range of subjects including the games of tiddly-winks and the gradual seduction of a girl! Some words, however, can be associated with the TIDs, often hilariously so.

Partridge has entries for "tid" (from "tiddly" and "fiddler"). The first is low Australian for a drunkard. So a quick search confirmed that the first definition of "tiddly" is to be drunk and a "fiddler" is drunkard. Not too much help there, it seemed at the time.

Another definition for "fiddler" is a midget submarine, which might include a tug whose decks would be awash in rough water. And "tiddley" or "tiddly" is Australian for the tiny threepenny coin. Could it be a paraphrase for our little tugs? In a different context, "fiddle" is a child's verb for passing water, again not completely inappropriate but.... Variations of these words have been used in conjunction with other words to create Royal Navy below-decks argot for one's best uniform, a Cornish pasty or service etiquette or preparations to receive some exalted person on board. These definitions are of some interest but don't seem to apply here.

The second definition of "tid" is more pertinent and gives perhaps the definitive etymology for our TID. I quote Partridge: "Tid. 2. 1942. Ex tiddly... 'They—an Invasion Day (June 6, 1944) convoy of tugs—'include the most powerful tugs in the world and also the 'tids' (short for fiddlers)—prefabricated little fellows mass-produced in Yorkshire." M.O.I.'s News Clip, Nov. 15, 1944." (M.O.I. is the Ministry of Information.) Whether the writer for the Ministry knew what he was talking about is unknown; perhaps some other unknown bureaucrat earlier chose the acronym for quite different reasons.

So it seems that the TIDs were "fiddlers" or drunkards. Not bad for a small tug that staggers and bounces around in a sea. Don't we try to ignore a drunkard and consider him unimportant? The TIDs were small perhaps and easy to overlook, but they were important vessels in their own right as they huffed and puffed about their lowly jobs. Long may the *Ernest Brown* steam on as one of the last of the TIDs.

There have been two recent articles in *Messing About in Boats* about making sails as opposed to buying them. Both authors chose to buy kits from Sailrite and sew and finish the sails. One author, Jim Pope, was quite pleased with the process. Don Elliot, on the other hand, found it more difficult than he expected.

I have been making sails using Sailrite's instruction books for years, and I have found the building of sails and their design very gratifying for the challenge as well as the money saved. I would encourage readers to go the next step and design their own as well. Everything needed is contained in books from Sailrite written by Jim Grant, the founder. There are separate books for jibs (including genoas), mains, storm jibs, staysails and spinnakers. One can also save quite a bit of money, because buying the materials individually is quite a bit less expensive than the Sailrite kit with pre-marked seams. Sailcloth and most of the other materials are available from Defender Industries or Bacon Associates. All are available from Sailrite in their catalog..

I would recommend starting with a jib or genoa as they are the least complicated. Also, a genoa is lighter cloth, which is easier to sew, although the larger size for boats 27 feet and up can be more difficult. I have gained a lot of useful ideas from Don Elliot's series on "Building *Paradox*." His suggestion of testing a sewing machine with several layers of dacron sailcloth is exactly what I followed when I bought a Sears basic ZigZag machine ten years ago. However, I would not let the inability to sew more than three or four layers be the controlling factor. Ninety-five percent of the sewing is just two pieces of cloth. The extra layers are on the patches. A main sail of even 100 square feet or a genoa of 300 doesn't really need more than three patches in each of the corners. I add a fourth or fifth very small one near the rings in the corners.

Each patch is two to three inches larger on a side than the one underneath, so only close to the corner of the sail are several layers required to be sewed. There are two tricks I use. The first is to get a running start by starting the seam for the patches from the edge of the largest patch, which is away from the corner. Here there usually only two layers of cloth, the sail and the patch. Once the machine is going, you can usually keep it running. It is hard to start from a standstill since the flywheel isn't giving you any help. The second trick is when it is stopped in the middle of several layers and it can't be restarted, just turn the flywheel over by hand. It takes a bit of time, but this hand turning is usually only required for a few inches. On a couple of occasions, I have had to leave some excess thread for the last two inches and then hand sew this length. You can use the machine to make the holes, then threading by hand into them isn't hard.

Don shows sewing the sailed rolled up just as Sailrite recommends, and this is what I do. You have to do this to get one part in the throat of the machine. I have found that liberal amounts of masking tape will keep it rolled long enough to sew a seam. However, one shouldn't have to straddle the machine and cloth standing up as Don shows. I have always found a way to sit on the floor with the machine in front of me and the sail passing through on the left side. As I have gotten older, I have explored more comfortable ways. My latest answer is to set some cardboard boxes

Amateur Sailmaking: Almost Anyone Can Do It

By Tim Barnum



about six to eight inches thick on the floor and then put some plywood (masonite or heavy cardboard would do) on top to raise the machine and sail up high enough to get my left leg under the sail. The machine is also sitting on a box. I sit on a cushion and with my right leg outstretched to control the speed pedal for the machine.

With sails over 100 square feet made from dacron over four ounces in weight, the rolled cloth is actually stiff enough so that the plywood is not necessary. In the past, I would just place several shoeboxes underneath the rolled cloth to get the height even with the sewing machine. If the length of the room is not as long as twice the length of the rolled cloth, then after sewing a seam part way and reaching the end of the room, one can move the machine with the rolled cloth to get more room. Before moving, the flywheel on the machine is rotated until the needle is down into the cloth. Then, the seam will not slip while repositioning.

One thing I always do is wind thread on several bobbins for the bottom of the machine in advance so I don't have to change the whole set-up to wind some more part way through the sewing of the seams. The amount of thread on the bobbin should be checked regularly to avoid having to change to a new bobbin in the middle of sewing a seam. However, I always to forget at least once, and then all that is required is to restart the seam about an inch back from the end of the one where the bobbin thread ran out.

There are a few words of caution before starting out to design sails and buy the cloth. Buy Sailrites book *The Jibsail Manual*. The 1996 catalog price was \$11.95 (call 800-348-2769). The whole set is \$35. If you never make a sail, I am sure you will still learn so much about how they are designed and made that you will do a better job of trimming what you have. The book should also convince you

to design your own sail as there are so many variations in the shape. The kit will necessarily give a standard sail just as you would receive from a sailmaker. If you don't relate at all to mathematics, you may find the process difficult to follow. However, I think that any one who can follow the directions to build a small boat would have no trouble. Jim Grant's book has everything you need to know, but you will need to do some simple calculations. They can be done on a calculator. I now use a computer spreadsheet program (Excel).

I always draw a scale plan of the boat with mast and deck. With a jib, one doesn't need the whole boom. An 8-1/2 x 11 sheet of paper with a scale of 1/2, 3/8 or 1/4 inch to the foot will usually work well. Jim Grant gives some nominal values for luff sag, cloth round and leech hollow which will work. Now that I am no longer racing, I just use the nominal amounts. However, the great thing about designing your own sail is that you can optimize for your boat and your sailing conditions. There is enough information to make some intelligent trade-offs. I got started in the days before mylar jibs and didn't believe that, as an unknown sailor racing a family cruiser, the Catalina 22 would get anything but an average sail from a sailmaker. When I designed my sail, I knew what winds and waves it was optimized for and what lines I should be tensioning to change it when the conditions were different. I have even won some races with my homemade jibs.

There are many who believe that amateurs will be very disappointed in designing or making their own sails. With the Sailrite book you will not only know what you are trying to do, but how to observe what you made and how to correct it. In my first sail, I found a hardspot along one seam. On close examination, I discovered that when gluing the two panels prior to sewing I had not aligned it properly. I cut the stitching in the area, reglued it and resewed it. End of problem. On the other hand, if I had never fixed it, the only effect would have made me think I was going slower.

I have made sails as large as a 600 square foot triradial spinnaker, 300 square foot genoa and 150 square foot main for a Catalina 27, as well as sails for smaller boats. The Catalina Main was fairly stiff 6-ounce cloth. My Sears sewing machine was near the bottom of the line, but using the tricks I mentioned above I was able to sew even the five layers near the corners. The only sails that really disappointed me were made out of mylar. They still made the boat go very well, but not as fast as the other boats and for racing that wasn't good enough. I would stick with good old garden variety dacron which, at Defender and Bacon, is a medium finish, general, all purpose cloth.

Don Elliot wishes that his sail was of heavier cloth. *Paradox* has a 100 square foot square sail. I can only conjecture that it is no more highly stressed than the more common triangular sails which I've made. A typical triangular working jib or main of 100 square feet would be 5-ounce dacron. The highest stressed areas of sails are the corners. When designing your own sail, you can make the patches larger than the sails that come standard with the typical sailboat. In addition to larger patches with an extra layer, consider a 3/4-inch wide seam with triple stitching especially for a smaller, heavier air sail. For those who are long term offshore cruisers and will be out of site from land for days at a time, a heavier weight could

have some value. For a jib, one would normally go down to a smaller size when the wind increases so the large sails don't need to be designed for the heaviest winds. The downside of heavy cloth, in addition to cost and weight, is that it is harder to fill out to its shape in lighter wind.

The installation of grommets for the attachment of slugs or track slides is one area in which Sailrite's book goes a bit overboard. The book insists that only spur grommets are suitable. However, the standard canvas grommet kit, which is widely available for \$10 or less, contains regular grommets. These grommets are similar to those used in polytars and are plenty strong enough. I was able to find some spur grommets by chance at a marine supply store and found I could use the standard grommet kit tool. These I used on the reef points but small sewn rings also work.

The commercial sails use hydraulically pressed rings for the corners. A local sailmaker might be willing to do this for you at a nominal fee, but keep in mind he would rather sell you a whole sail and there is not much revenue or profit for him in installing rings. I have nominally sewn in rings as shown by Sailrite and been quite satisfied. They look more nautical. When buying rings, make sure they are solid brass and not plated. One can scrape the ring with a knife to be sure. I inadvertently installed some plated ones in a sail and they look ugly when they rust, unlike the green patina of old brass. Sailrite will rent you a tool to install a large brass eyelet to protect the sewn ring thread from chafe.

However, this is expensive. On corners, leather can be used to protect against chafe from the halyard or other shackles. An alternative is to buy the brass eyelet and use tools like screwdriver handles to flare out the one side. It works but won't match the tool in appearance. The only time I had a problem with rings was on the clew of a 300 square foot genoa. In a heavy wind race it pulled out. I should have followed Sailrite's recommendation of using a D-ring on the clew and reinforcing it with dacron webbing.

I hope this article will inspire *Messing About in Boats* readers to design and make their own sails. Anyone building their own boat will find the time spent making the sails a small fraction of the time spent on the boat itself. In one weekend I completed the layout, cutout and seaming of a 25 square foot jib and 70 square foot main of 3.9-ounce dacron for the 15-foot dinghy I have been building. Larger sails are a great winter project and have given me great stimulation in thinking about the trade-offs to optimize the sail. Unless one is a racer, it is hard to make a sail which will be disappointing. Have fun.

Making New Sails from Old Five Significant Errors I Made

By Eric Russell

When I cut a gaff mainsail from an old Egyptian cotton jib given to me by my sailmaker, John Eggers of South Amboy, New Jersey, I made five significant errors.

The first was that I followed the layout of the lateen sail I used as a trial horse in moving the center of effort aft. When I did this I did not allow for the fact that it is not necessary to keep the peak as low as the lateen made it come out. There was no reason not to cut a peak as high as a modern gaff sail would be. This would have made for a better setting sail and caused less strain on the masthead.

Second, I did not allow for the rake of the mast. When I set the sail for the first time, at the 1997 New Year's Day Regatta at the Sebago Canoe Club in Brooklyn, the boom ended up hitting me in the crotch while I was sitting. I ended up recutting the foot of the sail upward by about 15° to make a reasonable set.

Third, when I sewed the edges of the sail, I did not allow a large enough fold. This resulted in my grommeting through stitching on the luff and head of the sail, which is not the strongest way to work. When I recut the foot, I sewed a 1-1/2" selvage. This also made for a stronger edge.

Fourth, I oriented the axes of the sail in terms of the diagonal of the old jib, not paying attention to the fact that the panels are supposed to be at right angles to the leach (back edge) of the sail. My sailmaker showed me the error of my ways by having me take hold of the clew thimble while holding on to the peak thimble. Instantly, wrinkles appeared. If the same wrinkles are in the sail when it is set, I shall have to install battens to support the leach. Had I oriented the panels correctly, it is quite possible that there would have been no need to consider stiffening the leach.

Five, when I installed the reef point patches, I allowed the patches to wrinkle the sail. This created stress points that will have to be undone before the sail is used and damaged. Patches should always be made larger than or equal to the size of the material under them. That way, the underlying material is evenly stressed and is less likely to fail. When sewing them, the upper edge should be sewn first. Every effort should be made to make them come out flat so that they will pull evenly when in use. I also have to make more reef points

because of having had to recut the foot of the sail.

I have done the final fitting on the Cotton sails for *Undine*. The topsail has a wire luff and peak line. This sail was made to correct for the fact that I cut the peak of the main too low. Once the length of the peak line was adjusted, the sail set perfectly.

The foot of the main now rides properly, even though I had to sacrifice the original roping done by Ratsey and Laphorn more than 50 years ago. The new reef points will be next. Until I have been out on the water, I won't know for sure whether I will need to add batten pockets to allow for my misorientation of the leach panels. Despite all this, so far, the sail looks good.

Oh well, back to the cutting board.

Why Cotton's Not A Good Material

By Eric Russell

One of the volunteers working with Floating the Apple in Manhattan has offered to make cotton sails for their boats and he asked me my opinion. Unfortunately, I had to advise him that I felt that it was a poor idea.

Cotton sails are vulnerable to storage conditions and these are likely to be stored in a hot shed near the water, where the boats will also be stored. It is unsure whether they will be washed in fresh water after every use and it is unlikely that they can be hung up to dry before they are put away or bagged. These conditions are likely causes of deterioration. Cotton sails are subject to mold and mildew. On commercial vessels of the good old days sails were often hoisted so they could dry while the vessel was in port. Another approach to cotton sail maintenance was tanbark-ing which, until the cutch washed out, left the sails a beautiful red-brown which also hid rust stains as well as protecting against mildew and mold.

Sails were, and are, a major investment and unless they can be well maintained they should not be acquired. A large part of the reason it is cheaper to get one set of sails that will last than to buy two sets of sails is that it takes a lot of labor to build a sail. As volunteers will vary in their knowledge and willingness to take care of things, even free sails should be carefully considered before acceptance.

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Bolger on Design

A Chinese Gaff Rig

In the chapter on the Chinese lug, in *100 Small Boat Rigs*, reprinted in the July 15th issue, there was a passing thought that the Chinese batten-and-sheet system might work on a regular gaff sail and have most of the advantages of both. We eventually designed several such rigs, of which the first to be tried is the one in Jim Melcher's *Alert*.

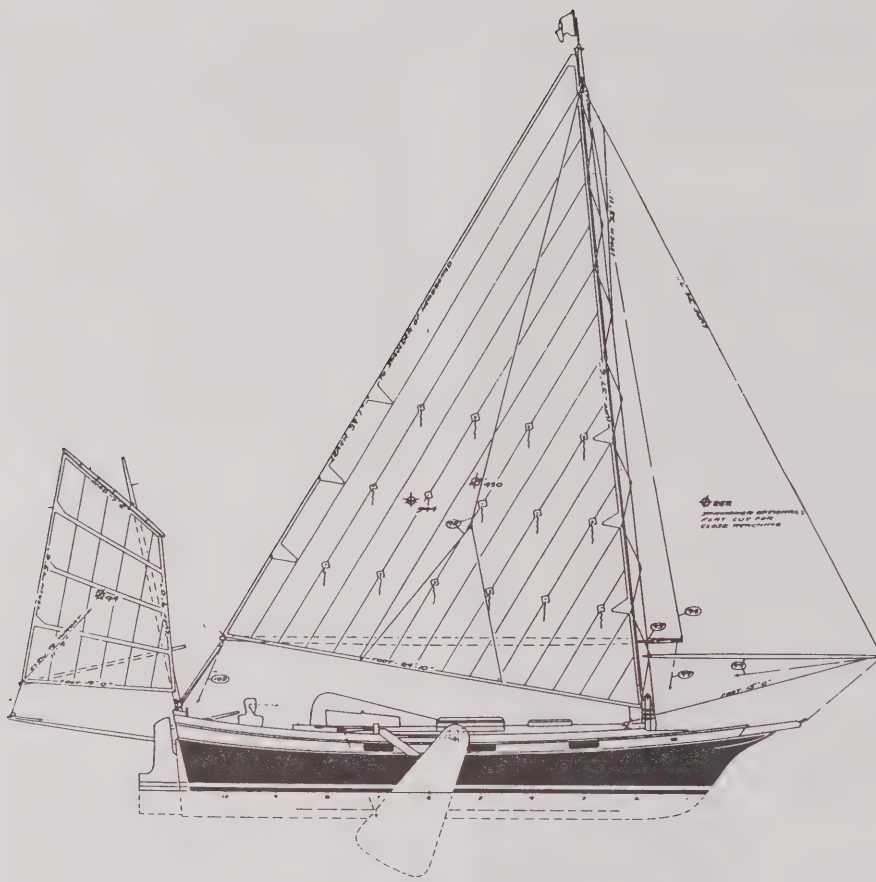
This boat sailed upwards of 100,000 sea miles as a cat-yawl, including a single-handed transatlantic passage, but the rig, designed for coastal cruising on the American east coast, was not ideal for long passages. The mainsail was 450sf, mainmast 42' overall; deliberately a big and tall rig for a boat 7'10" breadth and 22" draft. The sprit boom was 27' long and could be a handful for a singlehander to reef, besides tending to drag in the water in a knockdown. The little mizzen of 94sf was handy for balance and for lying to but contributed little drive.

What was wanted was the leading characteristic of the Chinese rig, which is that it can be entirely handled from the secure helm position; set, reefed, reefs shaken out, and furled, without any precarious deck work, and without stopping the boat or changing her course. In the Chinese rig, this is accomplished at a major cost in the efficiency of the sails, because the battens of the lug sail are either too stiff to take up a good draft, or so flexible that they bend the wrong way when they're on the weather side of the mast. In practice, Chinese lugs always stand as practically flat planes. They give poor drive compared with traditional western sails on all points of sailing except running before the wind.

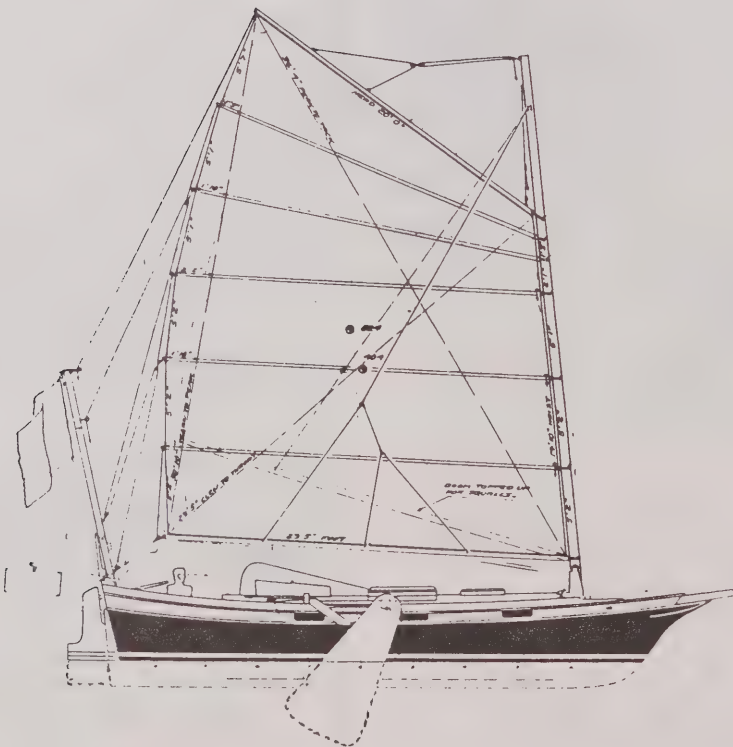
Our Chinese Gaffer sail, set with a conventional western gaff and with very flexible battens jawed on the mast, can take up the shape of a western gaff sail which can be powerful and close-winded when it's properly cut by a skilled sailmaker, but can be sheeted, reefed, and furled with the Chinese gear to retain all the handling advantages and security.

The new rig gives her 524sf in a single sail. The mast is 7-1/2' shorter and the boom 3' shorter. The old spars were used, as was the original mizzenmast, shortened by almost 6' to serve as a staff for the sheets. The mainmast tabernacle was not altered. With the very big sail, she's expected to sail more and less reefed most of the time, the reverse of the more usual system of having a small working rig supplemented by various light sails. With the Chinese gear, there's a lot less effort and hazard in hoisting more of her mainsail than in setting a spinnaker!

The weight of the gaff, battens, and sail are lowered in reefing to leave a minimum of bare masthead and get the maximum benefit from the reef. The gaff is designed at a very low angle, "square-headed" as they used to say, to keep the center of sail area from shifting much as the bottom of the sail is furled; reefed to show 404sf the center only shifts a few inches, with



Cat Yawl Original Rig



Chinese Gaff Conversion Rig

negligible effect on her helm balance.

The gaff is guyed to the top of the sheet staff, with a stop to keep the peak from falling forward of the mast when the boat is running before the wind. Below the gaff, the five battens and the boom are controlled by a five-part sheet with its blocks on spans between the battens and the lower batten and boom.

We're trying various arrangements for this part of the rig. It's tricky, because the sheet has to even itself between all the hauling points. The length of the spans and the angle of the sheets has to be just so, or one part of the sail will be sheeted harder than another. Chinese lugs have the same problem, with a zig-zag leech or a sagging peak resulting from poor adjustment.

Ideally the designer would like a separate sheet for each batten, and we've done a

couple of rigs that have three sheets including the peak guy. We get away with this in a short-handed boat because in quick maneuvering the sail can be controlled with the boom sheet alone. The sail will twist off, limited by the stopper on the peak guy, and not draw as well, but as soon as the boat is squared away on her course, the upper sheets can be adjusted to "the perfect foil"

In the particular case of the *Alert*, Jim Melcher needed to be able to top up the boom to make sure it stays clear of the water in a knockdown in squally weather. When this is done in a conventional gaff rig, the sail bellies out above the boom and the gaff falls forward of the mast, producing the "death roll". With the Chinese Gaffer rig, the top of the sail remains under perfect control and docile. The stresses are minimal since they are spread over several

lines and parts of the sail, and because they all are applied at an advantageous angle. There's nothing like the immense force needed to hold the boom down to flatten a conventional high-aspect-ratio mainsail.

We have a lot to learn about the minutiae of this rig: Batten flexibility, span lengths, sheet leads. Jim Melcher is sailing around the coasts of Great Britain and Ireland with it, faxing back to us what he finds for the benefit of the several other boats we have in the works that will have it, including a trimaran, a catamaran, and three big steel liveonboard auxiliaries. *Alert* will be back in these parts next year; by that time we should know a lot more. The principle is sound. It offers a real advance in efficiency, defined as driving power developed for its costs, heeling force, handling effort, and hazards.



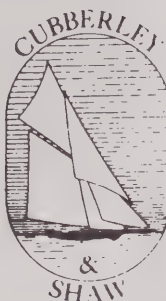
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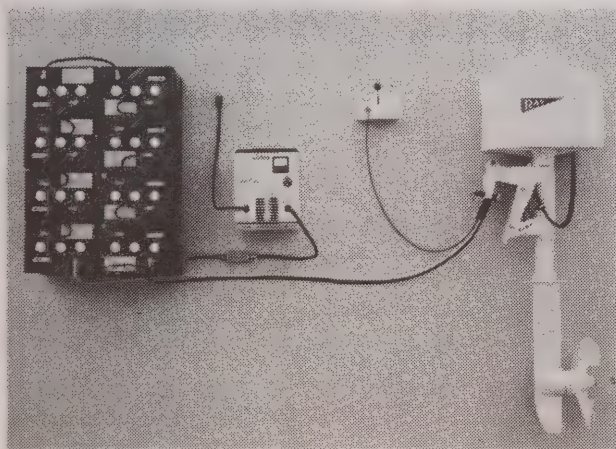
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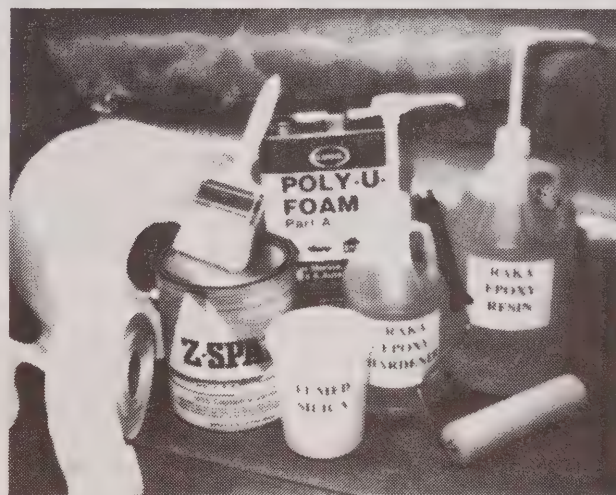
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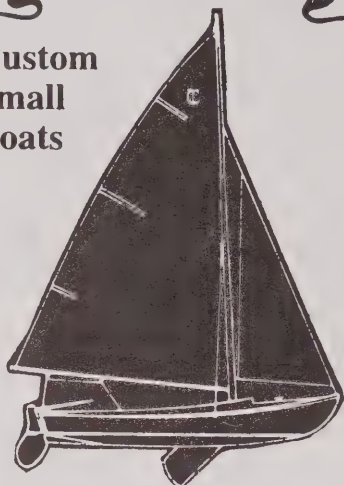
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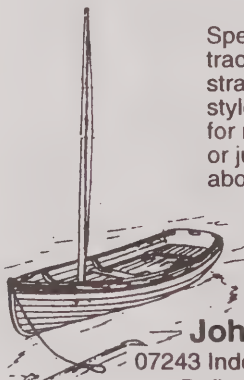
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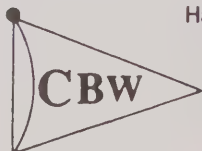
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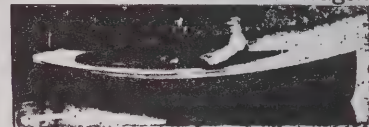
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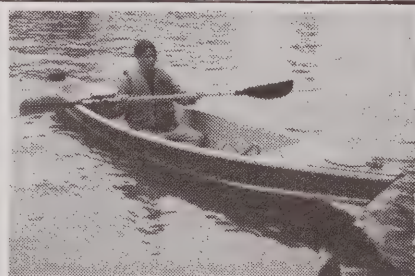
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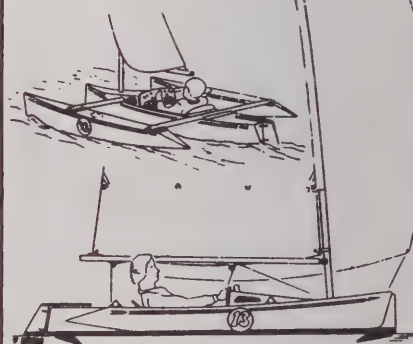
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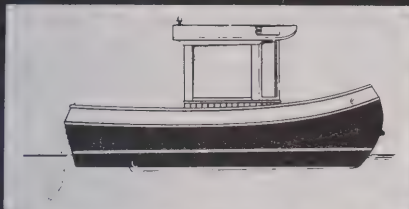
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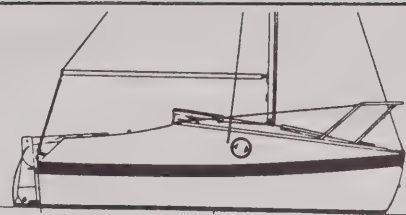
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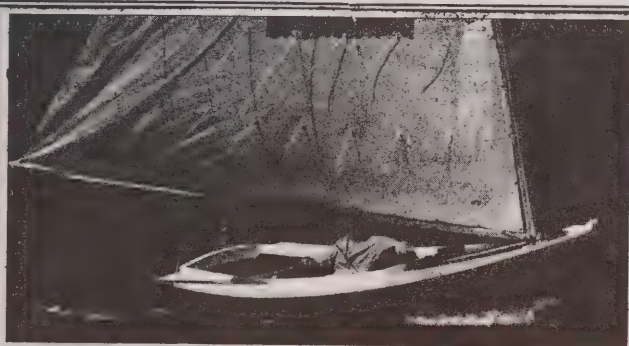
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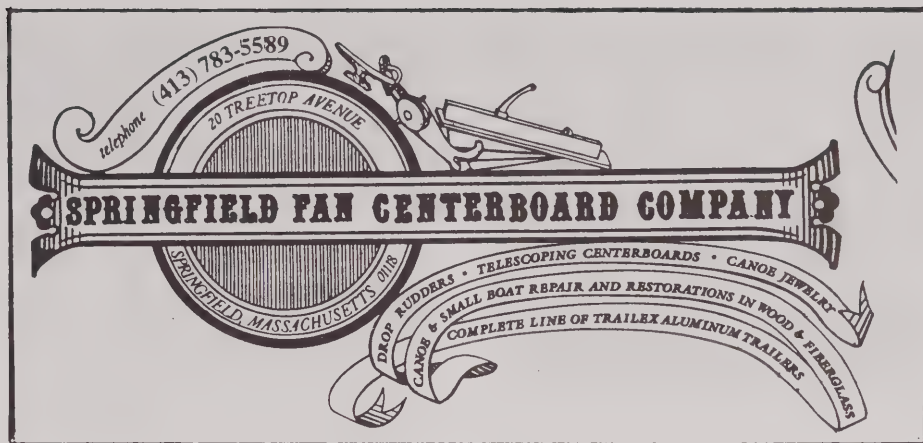
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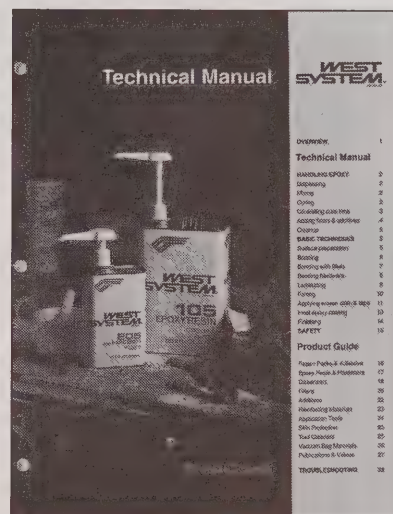
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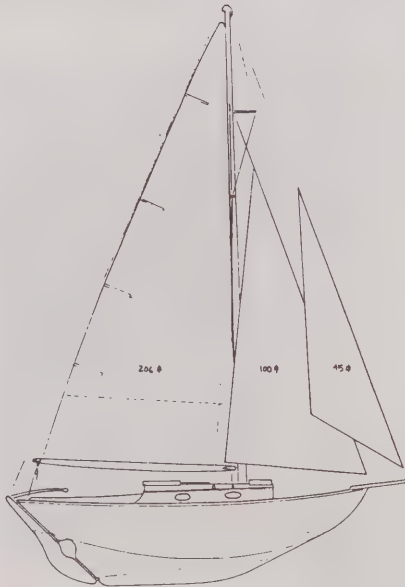
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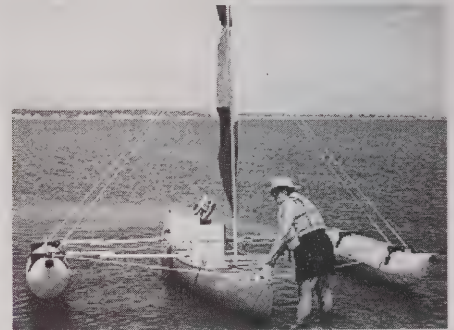


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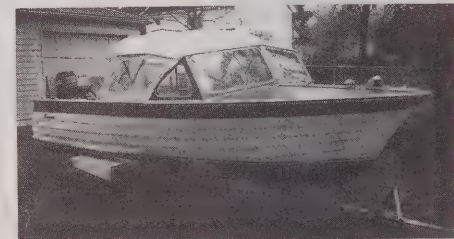
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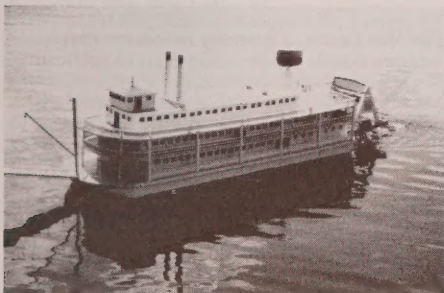
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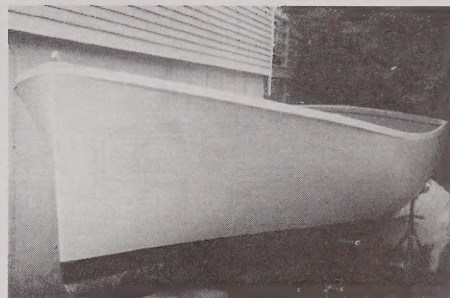
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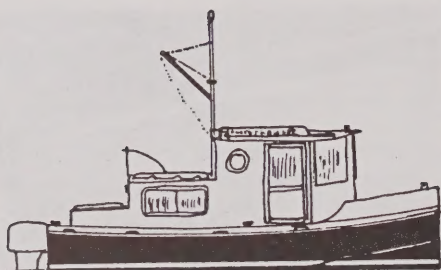
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Bolger Oldshoe, 11' cat-yawl. Exc sails, gd trlr. Hull nds work. First \$350. DAN KNOEDLER, Sheboygan, WI, (414) 459-7150. (7)

Maas 24, '95, lg fin, bailer, minimal use. Exc cond, make offer.
DAVID KRAMER, Greenwich, CT, (203) 629-8391, lv message. (7)

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

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

BOATS WANTED

Nimble Vagabond or Nomad, gd cond.
DAN KNOEDLER, Sheboygan, WI, (414) 459-7150. (7)

Drascombe Driver or Scaffie, or similar open beach cruiser. Trade Bacon & Day 1926 Tenor Banjos.
RAY VAILLANCOURT, Osterville, MA, (508) 420-3263. (7)

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)

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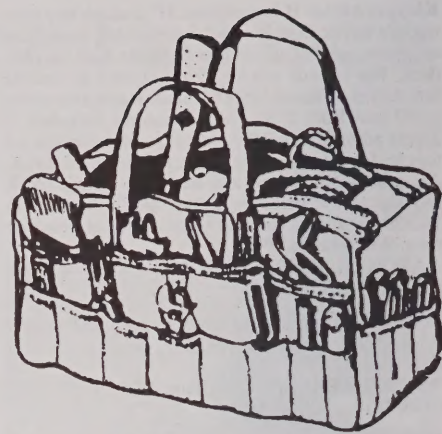


as simply meaning about in boats.

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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

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



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WATERMARK, Box 1037, Kennebunk, ME 04043.

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DICK LYONS, Chicago, IL, (773) 489-2780. (7)

Marine Engines, both straight IB. '74 140hp Mercruiser 4 cyl w/1:1 hydraulic trans. \$600. 16hp Tecumseh w/2.8:1 reversing trans. \$300.
IRA GOLDSTEIN, Miller Place, NY (LI), (516) 474-2104, email: einstein@aol.coim (7)

GEAR WANTED

4.4lb Bruce Anchor.
WILLIAM VAN DEUSEN, 13331 SW 51 St., Miami, FL 33175, (305) 221-3225. (7)

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)

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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)

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

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)



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)

Boatbuilding & Design Books, modest but meaty list. SASE for list.
OSCAR LIND, 15556 Greenwood Ave. N., Seattle, WA 98133. (7)

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W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

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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)



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)

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

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.
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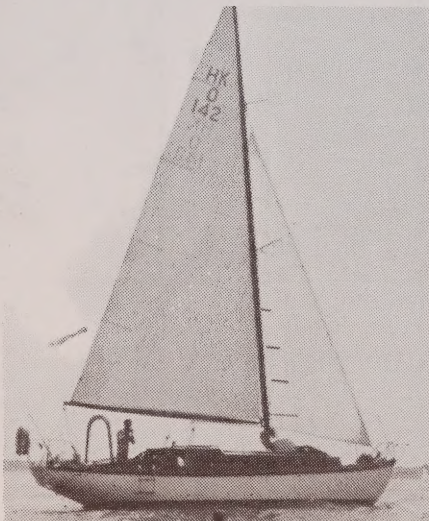
"Bliss", the quick & easy canoe; plans & instructions \$26. Illustrated Design Leaflet \$2.
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IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)

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

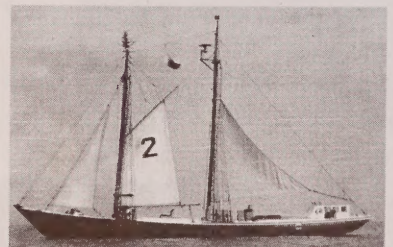
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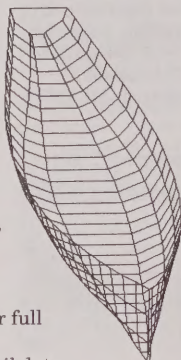
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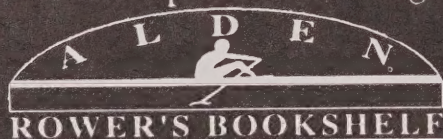
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