



messing about in BOATS

Volume 15 - Number 7

August 15, 1997

Special Features This Issue
"The Wooden Boat Show"
"Schooner Summer Afternoon" - "Cedar Key Journal"



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In Our Next Issue...

The *U.S.S. Constitution* is scheduled to make its first outing under sail since the 1880's right in my local waters soon after I write this, so if I have any luck getting up close I'll bring you my report. And Rags Ragsdale tells us all about the "Depoe Bay Wooden Boat Show".

Harold Wolfson chronicles his "Mission at Cold Spring", Mel Ross tells about "A Day on the River Cam", and perhaps at last we'll get Roland Barth's "Kids' Night Out on the Town" and Howard Johnson's "Story of Outboard Man" into print.

Rag's Ragsdale also brings us his "Building My Own Houseboat", the North Carolina Maritime Museum describes its "Museum Apprentice Program" and the Mariners' Museum announces its "Maritime Museum Initiative" with South Street Seaport Museum.

We'll bring you more details about Penguin Boat Shop's interesting schooner daysailer *Lucy*, and the drawings we left out from Lee Hartman's recent article "Three Sisters". Phil Bolger has yet to reveal to me his design choice for this issue so expect a surprise.

Four pieces on "how I did it" subjects will be Dave Carnell's "Sailing Flagpole" and "Direct Reading Weather-vane", Don Cleveland's "Easy Steering Sailing Canoe" and Sam Overman's "Dressing for Messing About in the Sun".

On the Cover...

Dramatic centerpiece for this year's Wooden Boat Show was this sandbagger from the Independence Seaport Museum of Philadelphia. Its outings on the shallow and narrow Mystic River were quite a show, especially when she capsized.

Commentary...

Interest in *WoodenBoat* magazine's resurrected Wooden Boat Show seems undiminished after this 5th year of its second life. Apparently the total attendance for this 2nd year at Mystic Seaport Museum was down from the 1996 show here, but this figure is not necessarily an accurate gauge of interest, for those who come because of their specific interest in wooden boats are submerging in the tourist wave that arrives most summer weekends.

Our experience was of an undiminished enthusiastic interest expressed by the hundreds, from amongst the thousands, who stopped by our obscure little booth in one of the tents. The perfect June weather made visiting the show in the Mystic Seaport environment just about as rewarding an experience as any wooden boat lover could enjoy. The array of boats, kits, designs, gear, tools, books and "nautical ephemera" was broad indeed, the show sold out all available exhibitor spaces and exhibitors could be found tucked away in out of the way corners of the 26 acre site, eager to display their work even if hard to find.

A "wooden boat" show is a lot more than wooden boats. While the boats provide the main attraction, like the big anchor store in a shopping mall, the array of supplementary stuff is fascinating. Interest in wooden boats has spawned many, many small business ventures run mostly for the love of doing it and the hope of earning a livelihood from it.

The boats ranged from the fanciest of restored yachts gathered for a concourse d'elegance to the smallest of simple wood skiffs. The building methods ranged from traditional plank on frame construction to glued up veneer hulls that are more accurately described as composite, with wood the medium embedded in the epoxy resin, and on to folded plywood concepts.

There's plenty of attention paid to the amateur boatbuilder, with books, plans, kits, wood, glue, paint, hardware, rigging, all on offer. The proliferation of new books on the subject of boatbuilding, predominately wooden boats, has got to be some indication of the continuing growth in interest in small boating as we know it. When I stopped by Jay Benford's Tiller Publishing booth I found myself with a bag full of four new titles for review. And Jay's just one of dozens of sources now for new reading on our favorite subject.

I noticed how increasingly some of the small builders with their own unique designs are offering to sell at any stage of the building process, from plans through partial kits to complete kits to bare hulls. To sell the completed boat with the high price resulting from the labor intensive skilled craft nature of its construction is a tough job for someone who is not an "established" small boat builder. Offering their work at any level broadens their potential market.

Small boatbuilders have the same identity problem as writers, artists, musicians, composers. Until they get a "name" it is hard to convince a potential buyer of the value of their work. So at the entry level we still find the guys upgrading their boatbuilding a notch from just for themselves to maybe a customer? They have their boat at the show with simple photocopy handouts to best display their craftsmanship. This is much better an investment in sales promotion for them than a print ad is. These builders at their first show are often disappointed in not making a sale, but older hands have come to realize that while a sale at a show is greatly to be desired, and does happen, it's still the exposure of one's work to an interested public that is the show's value.

The fascination continues for me. In this magazine business I have come to meet and know many of the small builders and specialty suppliers, and it is always nice to meet again a couple of times a year at a show to renew acquaintance, find out what they're doing and gossip about what's happening in the trade. The appearance of new people offers me, in one place, a wonderful opportunity to broaden this circle of acquaintances. And the absence of others met in prior years introduces a touch of sadness when I find out they had to give it up and get real, as they say today, about making a living.

The overall impact on me of the Wooden Boat Show is the realization that our little corner of today in which we all indulge in some aspect of messing about in boats, mostly made of wood, still seems to attract people and offers opportunities for what is known as "niche" businesses. Amongst the flood of mass produced artifacts which has made our lives incomparably easier in terms of necessities, the chance to pursue an older craft for the pleasure of so doing, with the possibility of making this into a livelihood, still beckons.



Small Boat SAFETY

Splice the Main Brace

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

In the late 50's and early 60's I owned an elderly (built in 1906) 20-ft. cruising catboat which we moored at Old Saybrook. Thanks to cooperating grandparents, we were able to cruise almost every summer weekend. Time has dimmed the details of those cruises but I still remember, with much fondness, those evenings when the hook was down in some friendly harbor, Hamburg Cove, Fisher's Island, or Mystic. With the sail furled, the awning spread, and supper cooking gently on the alcohol stove, my bride and I could take our ease in *Chota Peg I's* spacious cockpit and splice the main brace.

If there was a problem with drinking and boating in those happy and innocent days, I was blissfully unaware of it. Today, decades later, there is no way that I can pretend that this is not a significant problem. Half (50%) of all boating fatalities involve alcohol!

Almost all of my boating these days is done on Coast Guard Auxiliary safety patrols aboard *Chota Peg IV*, an 18-ft. center console outboard. These usually last between six and seven hours. Generally they are very unexciting although in 21 patrols in 1996 I had only one "assist" and in the first two months of 1997 I have had seven! Exciting or not, patrols, like all boating, are fatiguing. The unconscious but

constant bracing to the movement of the boat, the glare of bright Carolina sunshine reflecting off the water, the constant engine noise and vibration, the need to keep a very sharp lookout in increasingly crowded waterways (and, I must confess, advancing years) all take a toll, and while I truly enjoy the work, it is always something of a relief to reach my dock and radio the local Coast Guard station with "request permission to terminate patrol." I know that in about 40 minutes I will be sitting on my porch and ready to splice the main brace. That first bourbon and water always tastes very, very good.

Unfortunately, on these weekend safety patrols I spend some time collecting beer cans from the water. Often, too often, I see a boat passing me with a happy crew busy emptying those cans. Sometimes those crews seem entirely too happy, and I am pretty sure that they are innocent of the "times three factor." Research has demonstrated that boat fatigue (motion, sun, engine noise, etc.) means that each drink on the water has the effect of three drinks taken on shore. This means that a single beer which, on land, would not cause any significant impairment, is the equivalent of three beers. Two beers on the water equals six beers on land, and most of us DO experience some impairment if we put away six brews.

The statistics and research are conclusive. Boating and alcohol are a deadly mixture. It is not just a problem of the skipper drinking. His passengers, unlike passengers in a car with a "designated driver," are not safely secured with seat belts. They can, indeed they do, lose coordination. They can, indeed they do, fall overboard. They can, indeed they do, drown!

There are few satisfactions greater than splicing the main brace when the hook is down or the patrol is over. There are few actions more dangerous than drinking underway.

"The Old Ed Stories"

By Eric P. Russell



A Skin of Ice

One time I sailed a trip from St. Johns, Newfoundland, aboard the salt cod carrier *Norma S*. We were carrying fish down to Bermuda, picking up rum for New York and exchanging that for general cargo to bring back to St. Johns.

Even though it was only the end of November, I was glad to be on my way. The nights had suddenly turned cold. There was often a skin of ice on the water inshore, and all departures start out inshore.

We departed St. Johns the last Friday of the month, even though Fridays are always ill-fated as sailing days, and headed for Bermuda. Fortunately, *Norma S* was an able sailer and didn't mind going to windward. Those were the days, though, when any sailing vessel (except some tubs I could name) was expected to be handy on almost any point of sail.

We made good time, thanks to a lively

offshore breeze, barely having to trim sail until we were opposite the Delaware Bay, where we normally made a "new departure" for Bermuda. As usual, we planned to spend as little time crossing the Gulf Stream as possible.

This time, though, things were a little different from the usual trip. When we came to port, the lower hull, from the waterline on down, kept going straight and the upper hull came to port. Now, I don't know how we did it, but we managed to sail back to our bottom without sinking. It took some fancy sailing, I don't mind telling you, but we did it. When we got the two parts back together, we were very careful to carpenter things back together and caulk the new seam to keep the sea out.

As near as we were able to figure out, the inshore ice severed the bottom from the topsides so cleanly that she didn't even leak until we tried to turn.



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Instructors for Oct. class)

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REFINISHING

June 28-29 & August 23-24

Mike Mahoney Instructor

Fee \$100

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

BUILDING the RUSHTON 109

September 13-20

Dan Sutherland Instructor

Fee \$375

The Rushton 109 is a double ended, lapstrake pulling boat built by Henry Rushton in the late 1880's. The class will launch the completed boat and have first option to purchase the Rushton 109.

Classes start at 9am. A minimum of four students is required.

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You write to us about..

Your Activities...

Annual Small Boat Orgy

Our Southern California Small Boat Messabout Society, Scuzzbums for short, are again hosting our annual Giant Five Day Messabout August 13-17 in San Diego. Any readers wishing to know more can call me, Annie Kolls, at (619) 569-5277.

Annie Kolls, San Diego, CA.

Apprenticeships Offered

Our Black Duck Boatworks in New Milford, Connecticut, a small company specializing in human and electric powered boats, is looking for a few good people to learn the trade of wooden boat building and restoration.

We're looking for several committed individuals to assist with various building and restoration projects that the shop has begun. In exchange for their labors, apprentices will be taught the unique skills of the boatbuilder. Some of the many skills involved are: How to scarf planks, stripper canoe construction, lapstrake planking, building reusable molds, steam bending, lamination, developing designs from historical plans, marine varnishing & painting, using epoxies and resins, specialized marine finishes, basic repairs and much more.

The Black Duck Boat Works is located at the headwaters of picturesque Lake Lillinonah in the historic "Bleachery", a renovated brick factory complex. The shop features a small boat gallery with a number of high quality canoes, kayaks, and rowing craft and also contains a full service custom wooden boatbuilding and restoration shop. We specialize in a no octane approach to boating; and are specialists in electric power for small boats."

Black Duck Boatworks, 143 West St., New Milford, CT 06776, (860) 350-5170.

Something Old, Something New...

No, the above title does not refer to an old wedding tradition. This phrase indicates the many changes that are taking place at the Boat Shop Museum in Osterville, Massachusetts. Open since 1975, the Boat Shop Museum has recently undergone an exhibit renovation and will be completing the addition of a new exhibit building.

The "something old" refers to the present collection which is housed in the four room museum. A large assortment of 19th century boatbuilding tools including a hand-made brace, two timber jacks (which Mystic Seaport used to build their Crosby designed catboat *Breck Marshall*), and a variety of augers, adzes, and planes are displayed in the Herbert F. Crosby Boatshop. This shop, generously donated by William Koch, the America's Cup two-time contender, housed Herbert F. Crosby's boatbuilding business at the turn of the century and is now set up to resemble an early 1900's boatshop.

In addition, the Museum has a collection of Crosby-built half-models dating from

1870 and two 6' Oliver Hinckley "hawk nests" (planked models used as patterns by shipyards from 1780 to build schooners and sloops). And to the joy of many visitors to the Museum, local sailors have donated six Crosby boats, ranging from an H. Manley Crosby catboat built in 1922 to the Crosby designed and built Wianno Senior, the same design boat raced by former President John F. Kennedy.

The Museum also has several "something new" projects to show off. The collection has been updated with exhibit boards detailing the Crosby family's 200 year boatbuilding history, including the story of designing the first Cape Cod Catboat by use of a seance. Also, a photo exhibit of several of the 3,500 boats the Crosbys built will be unveiled in August. But most exciting, volunteers have raised funds to construct a post and beam shed to be completed July 1st that will house the Wianno Senior and a 1938 Wianno Junior. The new shed's exhibit will highlight 83 years of local racing from the use of professional paid skippers in the 1920's to today's still active, but "amateur" fleet.

The Boat Shop Museum is located on the corner of West Bay Road and Parker Road in Osterville. Volunteer docents, many of whom have sailed locally for years and in Crosby boats, will greet visitors with maritime and boatbuilding tales Thursdays through Sundays from 1:30pm to 4:30pm through the summer.

The Boat Shop Museum is associated with the Osterville Historical Society and is dedicated to preserving and educating the public about boatbuilding and local maritime history.

For more information, please contact Carol Crosby at (508) 428-6690.

An Unusual Small Sailboat

The Antique Boat Museum of Clayton, New York is exhibiting an unusual small sailing boat which recently crossed the Atlantic Ocean. Sailing around the world and across the oceans is becoming commonplace in this age of electronic navigation, but seldom in boats as small as the *Micromegas*.

Built of Oregon pine by 46 year old identical French twins, Emmanuel and Maximilien Berque, the tiny sailboat, a shade less than 14' long, and without an outboard motor, was constructed specifically to follow Christopher Columbus' voyage of exploration to the new world. Over a 22 month period, interrupted by working to replenish their budget, the twin brothers sailed a 6,000 mile course following that of the discoverer of America.

Though they said the worst part of the trip was in the east Atlantic near the coasts of Spain and North Africa, the twins said that crossing the ocean was grueling. The weather was mostly good, the sea mostly calm and they had plenty of food and water but they were still out in the middle of nowhere in a tiny boat.

"Out there, you are just nothing," Emmanuel Berque said. "When you are in

the middle of the ocean, you are just nothing, like a fish."

In addition to the loneliness, the brothers had to contend with each other, spending much of the journey cramped in a cockpit about the size of the bed of a pickup. They are twins who have spent most of their lives together, and live together now, but they say that the journey did test their patience.

"We were very often arguing," Maximilien Berque said, though he said they never came to blows. "That is the special thing about twins, they can't destroy each other."

They had company at various points, followed by sperm whales, marlins, and as they crossed the Gulf Stream from the Bahamas to Ft. Lauderdale, by a school of white dolphins.

After spending a few days in the US the twins sold the boat and flew home to France. They plan another ocean project but won't say what it is.

Maximilien Berque said the brothers were simply living out the adventures they used to read about as boys in the books of Joseph Conrad and Jack London. "It's not enough to read the books, though," he said. "You must live the life."

Micromegas ultimately was acquired by Antique Boat Museum trustee Robert Cox of Ft. Lauderdale, who brought it north to the museum for exhibition. "It's not the smallest boat which ever crossed the Atlantic," said Cox, "but it is unique in that it held two people, and the way they designed it with a tiny watertight cabin and bubble hatches to see out through is certainly ingenious."

The Antique Boat Museum is exhibiting *Micromegas*, not as an antique but as a challenge to every boatman who has a little bit of Walter Mitty in his soul.

The Antique Boat Museum, 750 Mary St., Clayton, NY 13624.

Your Experiences...

Three Rivers Race Ordeal

The Three Rivers Race run on the Ipswich, Plum Island and Merrimack Rivers on the Massachusetts north shore on June 21st was quite an ordeal for the 20 or so participants in high heat and humidity. The 13 land miles from the Ipswich town landing to the Salisbury town pier were tough rowing in the conditions.

Pike Messenger, Middleton, MA.

James Bay Adventure

I don't know how many times I heard the weatherman in my town say another winter front was coming down from James Bay before it entered my head that I really should go there. But by the time I was ready for another Canadian adventure (the first was aboard a coastal steamer to Nain, Labrador), I found myself on a rail spur heading north from Cochrane, Ontario. People and their canoes were being dropped off and picked up where rivers were crossed, but I kept north. Where the rail ended at Moosonee, the site of an early Hudson River post, Moose Factory, was on an island in the mile wide river. But it was some miles more to be able to see the bay. Fortunately, canoes were for rent.

Baie James Bay

By Paul Johnson

A land of the Cree, the Great Muskeg stretches
a continent still rising from the centuries
of ice.

We board the Polar Bear in Cochrane for
Moosonee.

Where the Moose River widens, a warm
breeze gathers,
passes Moose Factory, and speeds our
canoe to the bay.
As the sun sets, the wind calms.

A thick blanket of arctic mosquitoes
instantly surrounds the hastily pitched tent.
Beneath the sound of a million tiny voices
you can hardly hear the lapping tide
rise to your head.

Tonight is moonless.

In the brilliance of sun and water,
daylight creates a tropical impression
of miles of river and vast inland sea.

Rolling waves, drenching spray, bay's ebb
and river's flow,
bare feet sink deep into soft silt peppered
with stones.
We must push and pull the canoe to return.

Tall reeds form thick breakwaters, their
hollow stalks
sway in the wind and rustle in a tight forest
over our heads.
At the first solid spit, we carefully stake
the tent.

Silt turns to gravel as the shore slowly
rises.
With evening calm, among dark islands we
paddle,
when welcome lights appear.

Sunday buffet at the Moosonee hotel -
stiff, footsore, bite-swollen, we come late,
fill up,
and dessert, to no one's particular notice.

Paul Johnson Photography, Nature &
New England, 84 Shepton St., Dorchester,
MA 02124.

Your Needs...

Poor Painting Qualities

Some of the paints I have used in recent years have shown miserable brushing qualities. Is there a paint expert amongst the readers who might be able to tell us what the EPA rules on solvents in paints are forcing the paint manufacturers to do, and how these changes show up in the way paints handle and perform?

Bob Whittier, P.O. Drawer T, Duxbury, MA 02331

Paper Canoe Info

I am interested in learning all I can about paper canoes, their history and manufacture, building methods, etc.

Dennis Knopley, 143 Acton Rd., Columbus, OH 43214.

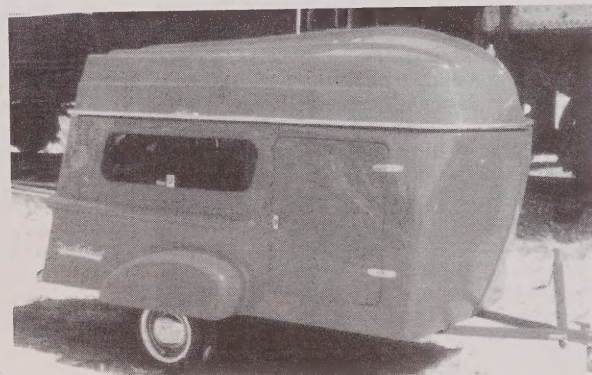
Different Sort of Boat Trailers

Here are two photographs of trailers that utilized boats as their roofs. We are seeking information on the manufacturers and are hoping that perhaps *Messing About in Boats* readers can shed some additional light on their histories.

There may even have been more than just these two builders who approached a multi-purpose camp trailer in this manner. The 12' model was built by Kom-Pak in the mid-'50s in Medford, OR, and the 8' unit was built by Trailorboat (a well-known fiberglass boat manufacturer out here) around '61-'62 in San Rafael, CA. Any information would be greatly appreciated.

Here is what we do know:

Sometime around 1953-54, Dwight Johnson of Medford, OR, designed the Kom-Pak trailer to match the back of '52-'54 Ford station wagons (and perhaps others) and included a 12' boat as the roof. He used the Ford's tail lights, rear bumper,



Double Enders ID?

A good friend in the Boston area recently acquired and is seeking information about the following boat: 11'3" double ended wood-canvas sailboat, beam 35", with both leeboards and amas (about 2' long). The rig is missing, as is any connecting hardware for the mast, boards and outriggers. The cockpit is 52"x 26". Steering is by yoke and a vertical lever. Fittings are bronze. Frames are screwed to the stringers and appear to be oak. There are plywood floorboards.

There is no builder's identification but the elaborate rudder fittings suggest this was not a custom design. The amas look original to the boat, but the leeboards then seem overkill and why does the main hull not show where the cross beam was fastened?

Can anyone help?

William Bolger, 5588 Ark Rd., Gloucester, VA 23061.

and other hardware. Serial numbers indicate that a few hundred, at least, were built. Little else is known about the company, other than the facility caught fire and burned down in '55 or '56. Bob Morrow of the Sacramento, CA area owned the one pictured until someone made him an offer he couldn't refuse.

The Trailorboat Co. was started in 1947 by Vic Lenzi and a brother producing fiberglass boats. Sometime in '61-'62 they introduced their version of the boat-camp trailer combination. It was 8' long and weighed 650lbs., 75 of which was the boat, and sold for \$895. Apparently, quite a few were produced. Again, little else is known. We're still researching both companies. The trailer pictured is owned by Vern and Peggy Walleen from Victoria, British Columbia, Canada.

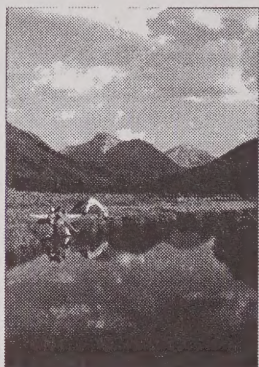
Grant Whipp, *The Teardrop Times*, 12442 Maria Dr., Redding, CA 96003, (916) 275-6728.

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CECIL KUHNE

Canoe Camping

By Cecil Kuhne

Illustrations by Cherie Kuhne

154 pp. 6x9 Paper. ISBN 1-55821-531-X

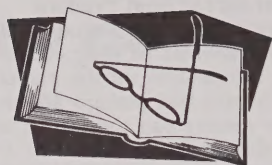
Photos: 10 B&W, 15 color. 18 pen/ink sketches.

Lyons & Burford. \$16.95, \$24.95 in Canada

Reviewed by John Quenell

Many years have passed since I have been on an extended canoe trip requiring overnight stays, and from Cecil Kuhne's *Canoe Camping* I can see that things have changed. To name a few; canoes, paddles, tents, sleeping bags, clothing, food, utensils...

From a diary I made during a 100-mile canoe trip through the heart of New York's Adirondack Mountains some 40 years ago, it is clear that by trip's end we were having second thoughts about this form of adventure. The rental canoe was a waterlogged dreadnought with paddles to match, the tent did not stop the rain but merely strained it into a fine mist, the sleeping bags, new at the beginning of the trip, barely survived, and the food, I will spare you details about the food.



Reviews

Where he does offer advice, it is brief and concise and it makes sense. For example, "When it comes to clothing, the experts agree. Buy the best and scrimp somewhere else. Your comfort in the wilds is too important to permit you to do otherwise. The prime purpose of clothing is to keep you warm and dry on the water, but it must also do the same in camp. With the new clothing designed specifically for camping, there's no reason to be wet and cold."

I am pleased to report that the suffering of my generation did not go unnoticed, and now it is possible to stay warm, healthy, well-fed and actually enjoy oneself on a canoe trip. Mr. Kuhne's book is a survey of equipment and procedures which will make this possible.

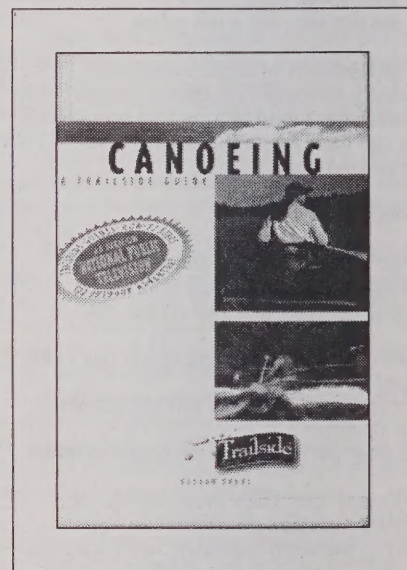
With regard to selection of equipment, he provides enough information for the prospective tripper to make an intelligent evaluation of what he or she should select. He describes how various types of products perform, but importantly he does not "push" one type over the other.

One of the joys of canoe camping, unless one is planning to do a lot of portaging, is that you *can* take it with you. "Camping styles vary. Equipment on luxury canoe trips consists of just about anything you can take on a car camping trip. Large tents, bulky sleeping bags and even cots can be carried. Big stoves with propane tanks may be appropriate for large groups...Some canoeists even take lawn chairs for relaxing by the water, while others pack volleyball sets...One beauty of a canoe is its ability to accommodate an ice chest." Backpackers, eat your heart out.

In the appendices, Mr. Kuhne lists other useful books on canoe camping, addresses and phone numbers of equipment suppliers and canoe associations, a glossary of canoe terms

and a sample checklist of things you will need for a trip. In the Wilderness Cuisine chapter there are many suggestions for meals, including several recipes. Hell's Canyon Chicken Cacciatore, anyone?

This is an excellent reference book for anyone contemplating an extended canoe trip. The author clearly has "been there" and is interested in providing the reader with sound information on how to plan the trip and choose the kind of equipment and consumables that will ensure a good time.



Canoeing

By Gordon Grant

Illustrations by Ron Hildebrand

192 pp. 5-1/2 x 8-1/2 Vinyl

ISBN 0-393-31489-8

Photos: 68 color, 4 b/w; 48 color illustrations
W.W. Norton & Co. \$17.95, \$22.99 in Canada

Reviewed by John Quenell

This book is mainly intended to be a guide to the novice, perhaps someone who may not even yet own a canoe but who is beginning to think seriously about it. However, for those already involved in canoeing, the book may also prove to be useful because it covers a range of stroke techniques and other considerations pertinent to white water as well as flat water.

The various strokes are well illustrated and Mr. Grant does a good job of describing the physical principles involved in each one, as well as the method. The book also contains a chapter on canoe camping.

Unfortunately, *Canoeing* suffers from a number of design deficiencies which make the book somewhat difficult to read. The type size used for photo and illustration captions is too small, and on many pages the designer has chosen to run hard-to-read, one-inch wide text alongside a photo or illustration. There seems to be a basic conflict among the text body, numerous yellow highlight boxes and the picture captions. There is too much clutter, and they all appear to be trying to tell the story.

Although a better presentation may have been possible, *Canoeing* is very well written and it contains a lot of valuable information for the beginning and experienced canoeist alike.

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WOODENBOAT MAGAZINE'S

1997 WOODENBOAT SHOW

The show for wooden boat owners, builders, and designers

By Bob Hicks

The sun shone, the breezes breezed and the people came to Mystic Seaport Museum the end of June for *WoodenBoat* magazine's Wooden Boat Show, the second year at this ideal location. A fine weekend for those who love wooden boats.

Friday was the day, the day the real boat folks came to enjoy the whole scene uncluttered by the weekend tourists who enjoy the Seaport as a sort of theme park. For us Friday was far and away the biggest and busiest day at our booth. On Saturday those boat folks who had to work Friday came, a pretty good day. Sunday it was tourist time, people looking at all the pretty wooden boats as part of the park scene. On Sunday we could visit around the many exhibits.

And there were many, on land and on the water. The show had sold out all its exhibit space with smaller displays set up in nooks and crannies around the grounds. Only a longish gap that separated the tents and classic yacht docks at the north end from the tents and outdoor displays on the green and on down to the shipyard interrupted the feast of wooden boats and related stuff.

And there was action too. Rob Dwelley was given free hand to structure another one of those quick and dirty boatbuilding contests. Fifteen amateur teams participated in designing and building their own concepts of boats with the specified materials, and their culminating "race" on the river off Light-house Point was a high point of fun and even excitement. Not far behind were the demo sails of Philadelphia's Independence Seaport Museum's sandbaggers, especially the outing in which they capsized.

Herewith a photo essay of the occasion, pictures that convey the overall essence of so broad scale an event far better than words.



Small boats in big numbers crowded the docks, most available for demo cruises on the river for serious prospects.



The Independence Museum of Philadelphia had two very spectacular sandbaggers with their huge sail rigs on display and took groups out periodically on demo sails. I missed the one in which they capsized. The Museum runs a teamwork training program with them for business managements. To keep them upright, most of the crew has to carry sandbags from side to side when tacking. Can you see those business execs all trying to work together lugging the sandbags to avoid a swim?

Amongst the glitter of a number of beautifully restored and maintained yachts on hand for the concourse d'elegance, I spotted this tugboat. The *W.O. Decker* belongs to the South Street Seaport Museum in New York city. Always a kid who preferred trucks and tractors to limos, I was quite taken. The *W.O. Decker* has been working in New York harbor for over 60 years. Built in 1930 as a steam tug, *W.O. Decker* was converted to diesel in 1947. Nice boat. Today you can charter the *Decker* for harbor cruises for up to six people from the Seaport, call (212) 748-8786.

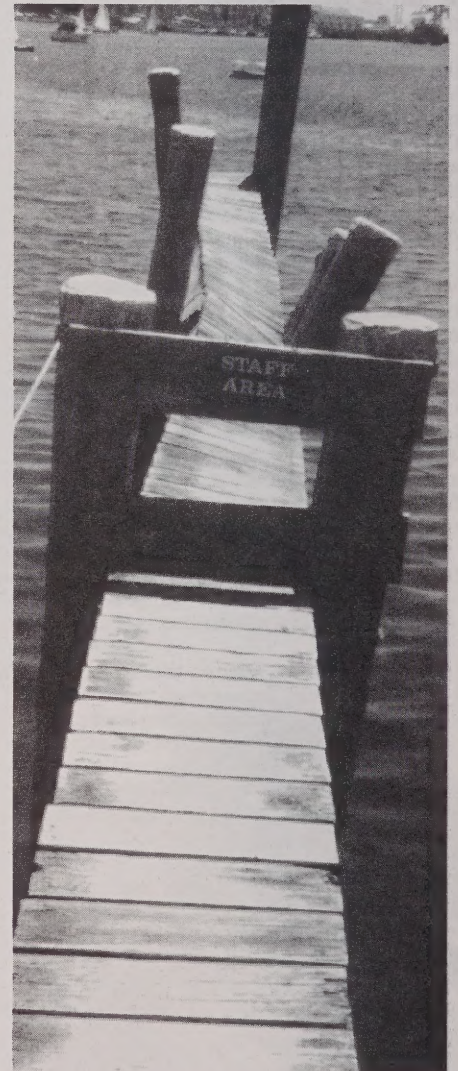
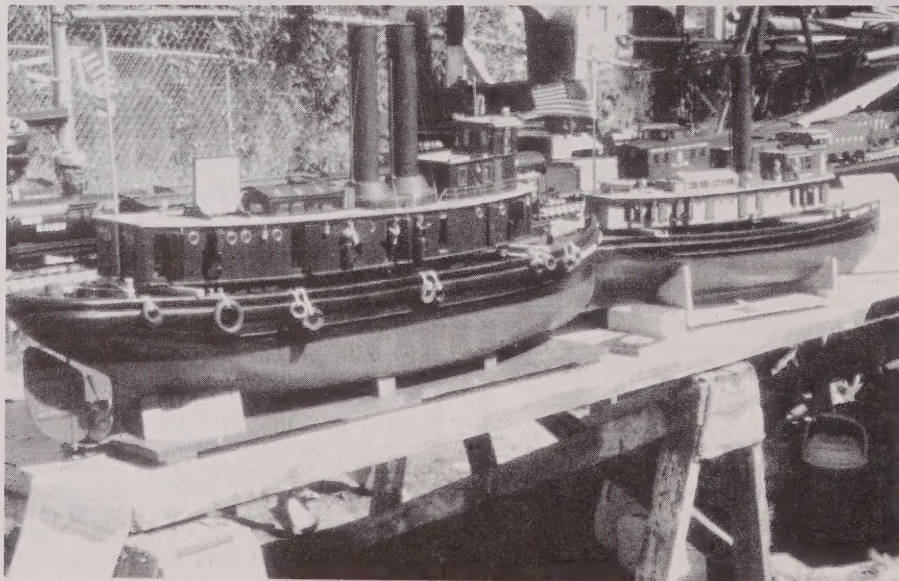


The Scene

On a more modest scale than the sandbaggers but with a similarly oversized sail rig, Dan Sutherland's 1910 Peterborough sailing canoe replica was showing off its speed and its skipper's ability to keep it on its feet. *Dancing Dragon* sports a special dragonhead masthead fitting custom designed by Michele Post of Highwater Bronze. Dan's still turning out several St. Lawrence skiffs and replicas of his grandfather's Trout Boats each year in between the mahogany speedboat jobs he specializes in. He's at Sutherland Boat & Coach, 416-1/2 West Lake Rd., Hammondsport, NY 14840.

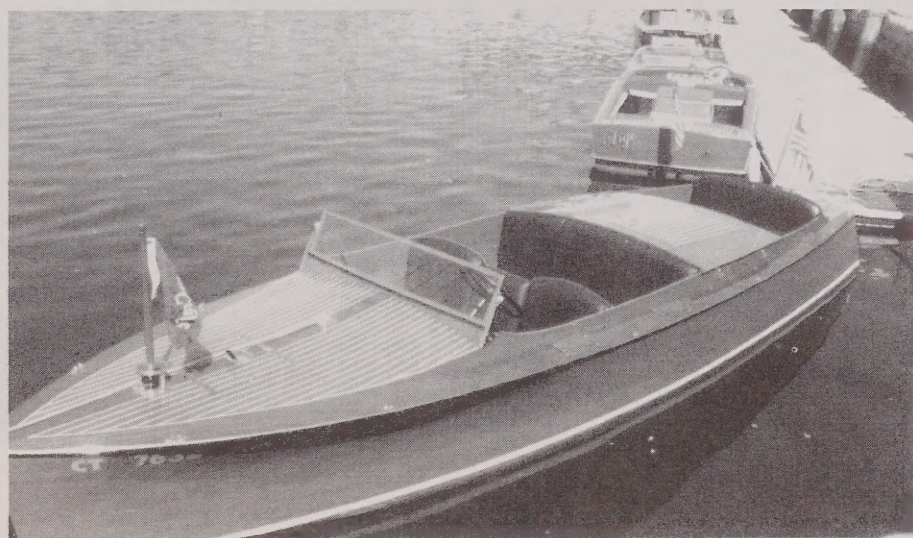


The steam engine crowd could be found gathered around the huge steam engine down in the shipyard, where all sorts of model tugs and a whole machine shop devoted to this enthusiasm could be enjoyed.



Is this where the museum staff "walks the dock"? According to the sign this tippy little pier near the boathouse is a "Staff Area".

The S.S. Crocker Association has now grown to over 40 members according to founder and main motivator Roger Burke of Ipswich, Massachusetts. The Burke's Crocker *Blue Goose* served as dockside gathering place for those faithful to these classic wooden yachts designed by Sam Crocker. Many were built by Sam's son Sturgis in his Manchester, Massachusetts boatyard, and many of these are still stored and maintained there today by Sturgis' son Sam and his sons. Four generations of Crockers carrying on. Interested readers can reach Roger Burke at 8 Mill Rd., Ipswich, MA 01938.



Privately owned mahogany runabouts were moored adjacent to the Antique & Classic Boat Society's booth on the waterfront.



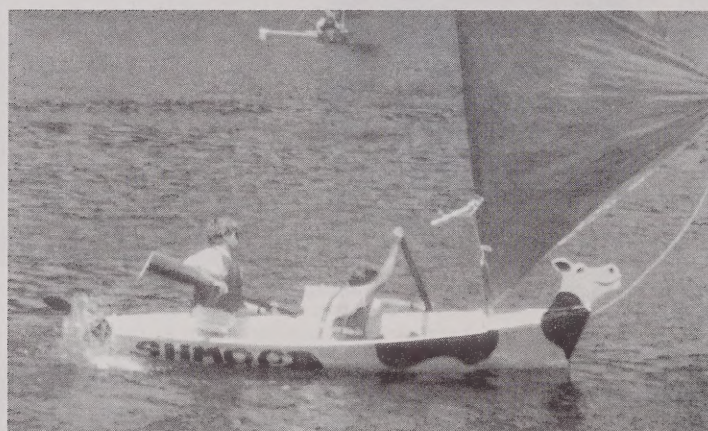
This unusual appearing little double paddle canoe was seen around the waterfront during the show, and I'd guess that it is one of Dan Read's Hot Yot concepts. Its short length and sloping deck that forms a sort of tumblehome to the strong sheerline give it something of a resemblance to a peapod, the vegetable kind, just cracked open enough to fit in a paddler. I couldn't find his exhibit, perhaps this was it?

The Quick & Dirty Boatbuilding Contest

After a couple of years of having professional builders vie with one another, all building a single Phil Bolger design, show organizer Valerie LaFrance realized that people preferred the anarchy and unpredictability of amateur designers and builders given free rein. As a result fifteen teams turned out, amongst them I even spotted *WoodenBoat* editor Matt Murphy. The array of concepts was broad, the execution quite nicely detailed in the short 2-4 hour typical building spans, and the racing providing some serious action up front, whilst most wallowed far astern in light fickle air.

A surprising number chose multihull concepts, but when it came down to the race it was a battle between three monohulls, a sailing, double paddled narrow beamed scow, a pram bowed rowing/sailing dinghy and a Bolgerish looking sharpie styled pulling boat. It appeared to be a dead heat at the finish between the pram and the scow, as the latter overtook the former's jump off the start on the downwind rowing paddling leg with its superior speed and power.

But the overall winner was based on points for design, building time, whimsy and race results, and a family catamaran took home the nicely mounted and framed caulking gun with overflowing Sikaflex. Mom and dad were builder crew, and we noted three of the kids dockside cheering them on in the race. Rob, you did a great job, just what this sort of thing should be.



Race leaders battle it out on the downwind leg where sailpower could be assisted by oar or paddle.

This double paddle powered catamaran moved well under paddle but was seriously undergigged for the sailing leg.





The skipper of the overall winner, *Can Do*, accepts the Sikaflex award on behalf of his family crew.



A nicely turned out tunnel hull dinghy. Paint jobs were an important part of the creativity.

An unusual approach to attempting to win was that of this Arabian crew who offered money along the docks to any competitors willing to withdraw, and inquired as to the whereabouts of the committee boat for further bribery attempts right at the top.

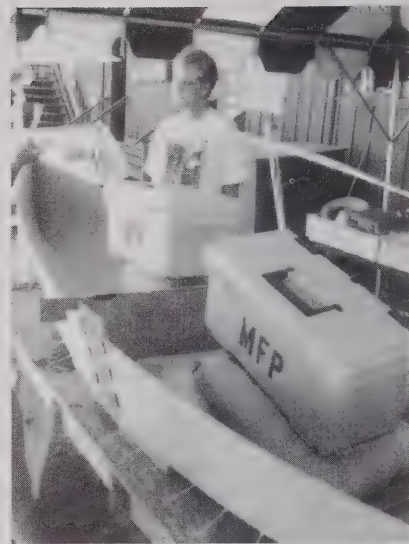


L. Sea heads for the launching dock, note dual daggerboards and rudders painted pink, nicely emphasizing the cow concept shoreside.

A Holstein cow color motif was adopted by two entrants, *Schmoo* and *L. Sea*.



The Exhibitors Folded Plywood Boats



The folded plywood small boat concept had three approaches on display: Lewis Moore of Stillwater Boats had his beautifully finished Sunrise and Sunset canoes displayed, only the trace of a knuckle at the turn of the bilge on each end gives away the fact the hull is folded up from flat plywood. Plans and kits from Stillwater Boats, 16700 Norwood Rd., Sandy Spring, MD 20860.

Bob Sparks' folded ply version of the Wee Lassie won an award at the show for his combination of design idea, execution and affordability. Plans from Swamp Yankee Boats, 36 Soundview Hts., Branford, CT 06405.

Marc Pettingill was building his folded ply Sweet Dream sort of like the Indians built birchbarks. Note petrochemical roots tying the seams and petrochemical stones weighting the bottom shape. Building manual, *Building Sweet Dream*, is available from Tiller Publishing, P.O. Box 447, St. Michaels, MD 21663.



The Prefix Method

Mystic's Gloucester fishing schooner, the *L.A. Dunton*, forms a backdrop for the unique construction method used to build this Rob Humphreys design for what is presented as a low cost, high performance kit boat that would not discourage potential buyer/builders. Britannia Boats displayed a section of the kit hull tabbed together as I hope you can see in the photo.

Essentially the panels that form the hull have slots and tabs which interlock appropriately and are locked into place by small wedges while the seams created are glued up with epoxy and fiberglass tape. The tabs are subsequently cut off. The British magazine *Yachting World* sponsored the design project so the boats are named YW22 and YW30, with a YW H28 cruising boat coming along. I wonder what those Essex, Massachusetts builders of the *L.A. Dunton* would have thought of this boatbuilding method?

According to the article about the boat in the January, 1996 issue of *Yachting World*, the kit comes in 5 parts (without resin, fiberglass and paint) and adds up to somewhere in the \$15,000 area for the 22 footer. For the current actual price you should contact Britannia Boats, P.O. Box 503, Annapolis, MD 21403.

The Schooner Lucy

Schooner fans could enjoy looking over Thomas Wells' Lucy at dockside. The 22'6"x 6' daysailer is an unballasted plywood craft that Wells designed and built and has enjoyed for two years without needing a motor. The 2hp outboard on the transom is his recommendation for those who feel better with auxiliary power. Wells singlehanded Lucy on Long Island Sound and on the Tappan Zee. He states that, "I also set out to make Lucy pretty." It appears that he has succeeded. Lucy is built to order at Wells' Penguin Boat Shop, 210 Marble Ave., Pleasantville, NY 10570. His quoted sail-away price is \$13,900.

The General Motors of Kayak Kits

Chris Kulczycki has built up his Chesapeake Light Craft into a major operation and while he wasn't wild about my characterization of his firm as the GM of kayak kits, it was hard not to think this looking at the array of kits Chuck now offers. His display took up a lot of waterfront. Alfred P. Sloan figured out the model for every pocketbook scheme that propelled GM to the top of the auto industry and Chuck is moving along those same lines with his array of models. Of course, the choices also involve levels of performance as well as price, but then, so did GM's cars. Chesapeake Light Craft is at 1805 George Ave., Annapolis, MD 21401.

Whatever Became of The Cockleshell?

About ten years ago I designed (!) a small 10' stitch and glue plywood kayak to potter about in quiet backwaters. It came out pretty good, weighed under 30lbs and was fun to build and use. I subsequently sold about 200 sets of building patterns and instructions, many to father/son teams and school woodshop instructors. But eventually I had too much to do and when Eric Risch modified the design much improving it I turned it over to him.

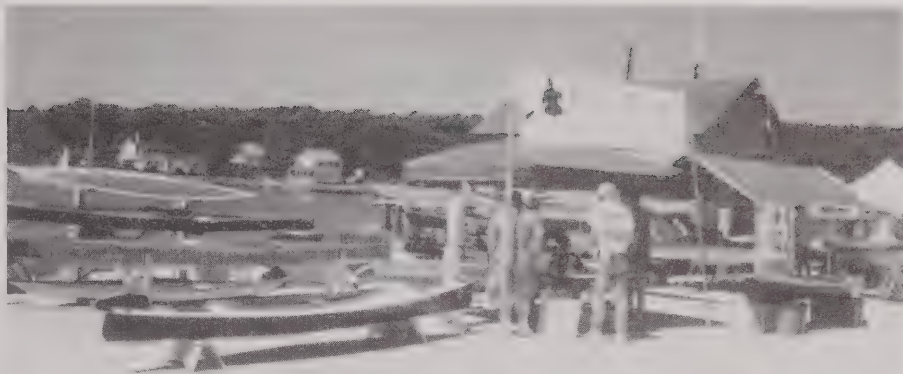
Eric (at right in hat) had two examples displayed and they drew quite a lot of attention. Despite the yacht quality of his examples, Cockleshell is still very inexpensive to build as a small personal paddling boat for protected waters. Eric Risch is at HCR 33, Box 117, S. Thomaston, ME 04858.

Mason's Still Constantly Cambering

Mason Smith (second from right) lives and works in the heart of the Adirondacks near Blue Mountain Lake where his wife Hallie Bond is curator at the Adirondack Museum. He is also the east coast's most outspoken proponent for John Marples' constant camber cold molded hull system for boatbuilding, and had one of his Adirondack Goodboats on display to show the charms of this method. For those not aware of this method, it essentially involves gluing up veneers over a curved constant camber mold to make hull panels which are then joined together along the keel to make one very strong light hull with compound curvature. Mason's design utilizing these panels is his Adirondack Goodboat (nice little wordplay there on a well known classic boat type, eh?). Mason operates as Adirondack Goodboat, Long Lake, NY 12847.

Here to Stay

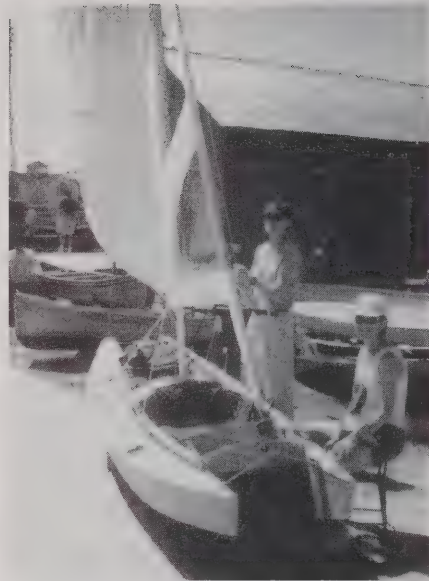
The Persson brothers, Jon and Rick, are comfortable in their work, for they are the third generation in a family building boats on the Connecticut River in Old Saybrook. Their father moved the boatbuilding business started by his father in City Island, NY to the present location on the banks of the Connecticut in 1937 and today the brothers carry on a business chiefly devoted to traditional wooden boats. Seth Persson Boat Builders is at 18 Riverside Ave., Old Saybrook, CT 06475.





A Split Hull Sailing Kayak

Dan and Hedda Leonard of Windhorse Marine were back this year with Dan's latest concept in sailing kayaks, what he terms a split hull design that greatly enhances stability for all the sail area Dan likes to fly. I looked at it and remarked that it was really a "close coupled catamaran" and Dan allowed as how he kinda liked that. I just happen to be an alliteration addict. Whatever you call it, this is a roomy sailing kayak with an impressive turn of speed. The cockpits span the two closely spaced hulls offering even more room than his earlier single hulled designs. Dan now offers a superbly illustrated building manual with over 200 views, including 3-D, dimensioned in both inches and millimeters. Dan is at Windhorse Marine, P.O. Box 181, South Britain, CT 06487.



Mac Was Here

Mac McCarthy, ertswhile builder of stripper Wee Lassies, teacher at Wooden-Boat School, and paddler of many quiet backwaters from Florida to Maine, was set up outside a tent on the green with one of his beauties. Mac is celebrating how wonderful his life has become since he retired from "hanging doors" in the construction trade to go into building and teaching building his Wee Lassies full time. Mac says it's now full time plus. He was on a six week trip to the north for teaching at WoodenBoat, exhibiting at the show and paddling wherever he could find nice places. When he gets home you can reach Mac at Feather Canoes, 1705 Andrea Pl., Sarasota, FL 34235.



You Can Build the Penobscot 14

Looking over Arch Davis' Penobscot 14 I was struck with how big it was. This fourteen footer is not a little skiff. The beautifully turned out lapstrake sailing/rowing skiff sets the example for anyone aspiring to build one from Davis' plans. New Zealander Davis, now a Maine resident, claims his construction method enables anyone with only the ordinary woodworking skills needed to build any small plywood boat to build this complex appearing shapely boat. Plans, patterns and a video provide the aspiring builder with all he needs. For those still unconvinced, Davis will provide a frame kit (with video and plans included), a bare hull or a basic finished boat, at escalating prices. Arch Davis Design is at P.O. Box 119, Morrill, ME 04952.

Two Schools Tackle Boatbuilding

Over in the shipyard were two displays of small boats built (and being built) by students participating in two diverse ways of obtaining educations. Both shared a common enthusiasm for boatbuilding.

The Pingree School of Hamilton, Massachusetts is a private school alternative to public schools for those who can afford it. Set in the equestrian country of the north shore landed gentry, it is unusual perhaps in that former headmaster John Chandler, a sailing enthusiast, instituted a yearly boatbuilding project that has endured. At the show these recent graduates who had built a Nutshell pram and Yankee Tender were looking for buyers to fund next year's project. In the photo with the Nutshell pram are teachers Steve Kent and Jay Esty (first on left and second from right) and student graduates Chaz Crosby, Joel Hugenberger and Andrew Freedman. Jay Esty at the Pingree School, 537 Highland Ave., S. Hamilton, MA 01982, can tell you more.

The Team Luff crew are seventh grade level home schooled students from southeastern Michigan who are building a sailing scow from a design that won 3rd place in *WoodenBoat's* "Perfect Trainer" design contest as it appeared in Issue #128. The parents involved and their children decided that building and sailing their own boat would educate them all in many matters reaching beyond just boatbuilding skills. The partly completed boat represented just two and a half months of work prior to their appearance at the show. Tom VanderMeulen, 1219 Pearl St., Ypsilanti, MI 48197-4622 is the man to contact for further information.



Briefly Noted

Teak & Mahogany Turnbuckle Sleeves

Tired of those PVC sleeves on your standing rigging? Still Pond Studios of Chestertown, Maryland had wooden sleeves made of mahogany or teak veneers bonded to strong laminate cores in a range of sizes. Boatbuilder Marc Barto of O'Connell's Boatshop is a partner in this venture with Vince Mow and Gia Campana. It was hard to concentrate on the array of sleeves displayed with Gia's mermaid sculpture front and center in their exhibit. Still Pond Studios are at P.O. Box 611, Chestertown, MD 21620.

Baidarkas At Great Camp Sagamore

Baidarka builder and teacher Bruce Lemon has moved his shop onto the grounds of the historic Great Camp Sagamore on Raquette Lake in New York's Adirondacks where he will be teaching and building as one of the ongoing programs at this tourist attraction. Bruce can still be reached at his old address, P.O. Box 54, Jacksonville, NY 14854.

Lyme Regis International School of Boatbuilding

Anyone with a yearning to indulge in the British wooden boat building mode should perhaps inquire into Tim Gedge's Lyme Regis International School of Boatbuilding in the UK. Tim is offering short spring and summer courses suited to vacationers as well as a serious 38 week total immersion course. He was at the show to sound out US reaction to his approach to providing wooden boat building instruction. Reading Pete Green's *Watercraft* has made it clear to me that the British have a nice mix of practical and reverential attitudes about their wooden boats, different than ours in degree. Could be an interesting alternative. Lyme Regis International School of Boatbuilding is on Monmouth Beach, Lyme Regis, Dorset DT7 3JN, UK.

The Seagull Guy

Wrapping it up for 1997 I have to tell you about our next door neighbor in the show, Frank Valentino from Birdland Cape Cod Classic Motors. He is the Seagull guy, and had an array of rebuilt British Seagull outboards entirely surrounding his booth. As I sat in my chair in idle moments I was eyeball to cylinder head with the classic 1940 era British engineering in these outboards. It worked okay on the Normandy invasion beaches, for which it was designed, so why change anything? Frank was generously advising many, many Seagullers who stopped at his booth on all their many problems with the sometimes recalcitrant stone axe power plants. He did sell about all the spare parts he brought and several of the motors too. It appears that the Seagull will not die, with such a devoted following and a guy like Frank to keep the old stuff running on. Birdland Cape Cod Classic Motors is at 65 Airline Rd., Dennis, MA 02660.



Cedar Key waterfront.

This time I'd planned it right. No last minute hustling to throw things into the camper, or van. No searching for a campground in Woodall's. Over a month before I'd made reservations at the Island Place in Cedar Key, a condo overlooking the harbor and Atsena Otie Key. We would leave on Friday and return at our leisure on Monday. Bob Wood, my sailing and camping buddy, and compatriot in many adventures and misadventures is lucky. He is retired and has all the time he needs to get ready. This year I had twice the motivation to go to Cedar Key. Marine Concepts in Tarpon Springs was holding the Sea Pearl Nationals there, to coincide with the first weekend in May messabout. Being a Sea Pearl owner and an ex-racer, I couldn't wait.

Friday, May 2nd: Shortly after arriving in Cedar Key we met Dick Shephard, a long time Sea Pearler who has converted his boat into a trimaran. He had a lot of neat ideas for his Pearl Carpenter's Kit. We both launched at the inside ramp and he towed us under the bridge and over to the beach in front of the Island Place. I'd decided against bringing my engine: "It's a sailing event," I told Bob. He agreed. But the tides don't care if you've left your engine at home though.

Hugh Horton's latest Bell Starfire sail canoe conversion, Black Puffin, was on the beach. Hugh was staying in 206 with a great view of the whole area, and he had a telescope. One of Hugh's friends, Ron, had an older Sea Pearl with him which was once maroon, but had faded to blue!

Fred Palmer with a Melonseed from St. Augustine arrived. A couple from Maine, John and Mary Ward, were looking for a larger boat and rented a Sea Pearl Tri from Ron Johnson of Marine Concepts for the weekend. Mike, from New York City, also arrived without a boat, looking for a Sea Pearl. Ron and Sammie Johnson arrived with two Sea Pearl Tris. Later on Eric from Marine Concepts arrived with his father and mother and Steve Reynolds and his wife with an older Sea Pearl with centerboard that has just been restored.

We got the masts up and went for a sail about 5pm out past Atsena Otie Key and passed John and Mary's Sea Pearl tri. The winds were only about 5-7mph and we sailed right past them. They did not have the new fully battened sails or carbon

A Cedar Key Journal

By Ron Hoddinott

fiber masts that the new Sea Pearl Tris have, as the boat was a converted Sea Pearl.

We all were supposed to meet at the public beach at 10am for sailing instructions Saturday morning. The weather forecast was for 15 knots of wind with an increasing chance of rain and thundershowers by afternoon or evening. Sunday's forecast was for 15-20mph winds out of the NW. We should be secure on the beach where we are if the wind predictions are correct.

Saturday, May 3rd: We got up fairly early and got things together to go out on the water in *Whisper*. Paul Wagner, from Bokelia in Pine Island Sound was getting ready to go out with his wife in a burgundy Sea Pearl with a centerboard. He only uses it as his "traveling boat", and has another sailboat, a Seaforth 22, that he uses around his home waters. He had a 2hp Honda so we asked if we could have a tow out of the channel as the wind was blowing right down the channel at about 12-15 knots. We loaded *Whisper* up with ice chest, cameras, foul weather gear, navigation gear, and ditty bags full of assorted necessities, and tied a 25' tow line to the bow. Getting two anchors up on each boat and the tow line taut, was quite a trick, but we managed it and Paul and his wife towed us out where we were able to cast off to set sail.

We sailed over toward Atsena Otie Key and quickly spotted a Peep Hen with a blue sail, Fred Palmer's Melonseed, and a Dovekie near the beach with the mast down. We tacked close behind the Dovekie, and an elderly couple poked their heads out and hailed us. George Palfrey and his wife are from Duxbury Massachusetts, and they sail the *Sweet Pea* out of Tarpon Springs in the winter.

We sailed east and swept past Atsena Otie Key with the incoming tide. As we headed over toward the landing where all the Sea Pearls were to meet for the race, we spotted a crowd of people by the ramp. I thought they were all interested in the Sea Pearl 28 that Eric and Steve had sailed up. We headed over toward the ramp to see what all the interest was about.

It was then that we saw that the 28 was sunk to her gunwales in water. I learned later that Eric, who was supposed to spend the night on the boat, had opted for a night ashore instead, and left the boat unattended, tied to the pier. The incoming tide caught the boat under the dock and water poured in, sinking her. As we sailed by I could see Ron Johnson frantically handling equipment up to people on the pier. There wasn't much that could be done until low water, when the boat would hopefully sit with its gunwales again above the water level.

We tacked away, and played catch with the Dovekie and some other Sea Pearls including the Sea Pearl Tri conversion that we had sailed past last evening. They wanted to play catch up in the stronger winds that we had today. We didn't really give them a chance to catch us though because we were constantly tacking between Atsena Otie and Cedar Key, and we could tack faster than they could.

A fleet of Wee Lassies from Mac McCarthy's Sarasota boat building school were double blading it towards the island, and Mike Leiner's blue Marsh Hen was cruising around looking salty.

We headed in toward the proposed meeting beach near the ramp, but with little hope that there would actually be a regatta today, considering that Ron Johnson had his hands full with the sunken Sea Pearl 28. Sammie was on the beach handing out tee-shirts, and there were some other Pearlers there. One Pearl from Georgia had the lug rig set up. We beached the boat, dropped the boards and spent some time chatting with other owners. The races were postponed until tomorrow. We were on our own to enjoy the "mess-about".

A front was supposed to blow through about 2pm and we were advised not to be out during the frontal passage if possible. We decided to head over to Atsena Otie for lunch, as there was a congregation of small boats near the north-western corner of the island. We quickly made it over to the island and beached *Whisper*. Making lunch right next to a Sam Devlin Nancy's China from Missouri. It was called *60 Grit*, and Larry Appelbaum, a software engineer from St. Louis, built it and was enjoying his first sail on "the ocean". He normally sails it on small inland lakes near St.

Louis. 60 Grit had a varnished deck, white topsides, and a tanbark gaff-rig.

Hugh Horton came by and offered us a chance to sail his sailing canoe. He used a rudder, leeboard combination, with a sliding gunter rig of 27 square feet. The canoe is very kayak like, being decked over for much of its length. It was slippery and fast through the water in the 15 knot winds, and required a high level of attention to keep her going straight. The steering stick was the hardest thing for me to get used to. Push or pull? Try it and see which way you go! My sailing canoe is steered by the primitive, but effective, paddle.

The front was getting closer, and the winds were picking up. Low gray clouds were scudding over the channel between the pier and Atsena Otie. Most of the sailors seemingly decided at the same time that it was time to head for safe haven. We were one of the last to cast off for the Island Place and zipped across the channel at over six knots.

In order to make a landing and anchor stern to in front of the Island Place, we had to approach the fixed bridge which leads to the inner harbor, then execute a full sail jibe, and spin the boat on her leeboard heading up into the wind, drop the anchor and drift back towards the beach. The entire maneuver was coming off perfectly when an additional wrinkle was thrown in. A large powerboat was coming under the bridge, just where we had to turn. I let him go by and then completed the turn. It must have looked like we knew what we were doing, as we put everything where it should be.

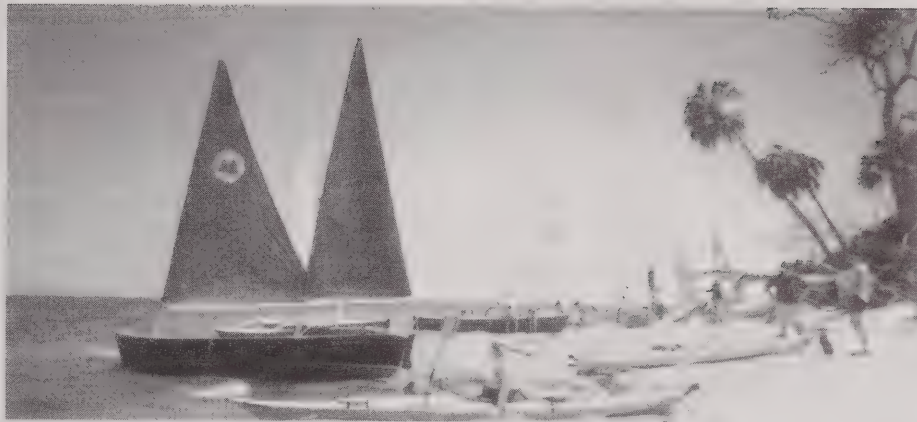
We dropped off our equipment and headed for the spa and pool to relax and watch the storm approach, enjoying a Kilian's Red. Later we walked down to see that the Sea Pearl 28 had been lifted above water level and drained by a fork lift someone had brought in and now was at anchor out in the harbor.

After dinner we walked around by the harbor again and talked with the owner of a Compac 16 who was sailing around this morning. He was from Cleveland, Georgia in the northeast Georgia mountains, a short hop from Helen Georgia, and he sails mostly on Lake Lanier near Atlanta. He had come down for the messabout and appeared to be having a good time.

Sunday, May 5th: The wind has switched to the north and was blowing about 15-20 knots. If we did race today, we'd be reefed. The wind following the front was also very cool, about 55-60 degrees... hmmm... are we sure this is May?

Sitting across from us at breakfast was Martin Stevens from North Carolina, who brings his McGregor 26 to the messabout almost every year. He was here two years ago, later documenting his trip with an article in this magazine. This year he went north to the Steinhatchee River before coming back to Cedar Key. We really enjoyed talking about all the people and boats that we had seen during the past few days.

On the way back to the Island Place, Ron Johnson said that the race meeting would be on the beach at 10am. We had to scramble to get everything ready and get the boat off the beach at the Island Place and over to the meeting site. All the Pearls



On the beach at Snake Key.

were high and dry on the beach, and we had to help each other push them down to the shoreline. We started out heavily reefed, and tacked around and eventually got over to the beach where it became obvious that the 10am meeting was on Island or Sea Pearl time.

Greg Lang, a local Cedar Key sailor there with a dark blue Sea Pearl, Steve with his green centerboard Pearl, a new aqua Pearl being sailed by a man and his wife from Michigan, along with two Sea Pearl Tris were soon lined up on the beach.

At first Ron said that we'd do a beach start with everyone pushing off from the beach, but then realized that it would get really crowded and tricky getting everyone through a narrow gap between the swimming area and a few stakes put out to mark shoals. So we were instructed to mill around between a certain mark and the anchored Sea Pearl 28, heave to until everyone was in position and then at a signal... just go! We got out there and decided what end of the line we wanted, got into position, hove to, and waited. Steve was the last to get into position.

When Ron signaled the start we were sort of taken by surprise, and it took us longer than it should have to get the boat turned around and going in the right direction. By the time we were squared away and moving, Greg's blue Pearl was streaking ahead about four boats lengths. We were in good position on the fleet though, and we were slightly to windward of Greg.

The race was to Snake Key. The first one on the beach was the winner. The wind was almost right behind us, and we ran with full sail wing on wing trying to blanket Greg's sails, but he didn't have any water ballast on board, and we had full tanks. We were gradually getting closer, though, and as we rounded Atsena Otie Key, we were the inside, windward boat, and closed to within a half boat length. At that point we were throwing a good wind shadow on his sails and began to overhail him to windward.

One moment of inattention though, and he slipped away to leeward, escaping my windshadow. Every gust of wind we got, he would get away a little more. Ron Johnson in the Sea Pearl Tri was ahead of

us, but no other boats were close. We were even ahead of the other Tri and a Windrider! The wind varied from 10 to 18 knots as we surged though the waves at 6 to 7 knots. Finally there was no more room to catch up to Greg's boat and we humbly settled for second in the race. We were happy to be able to take home a trophy in our first Sea Pearl Nationals.

Snake key was a great gathering place, and we stayed on the island for the awards presentation, lunch, and just enjoying seeing so many Sea Pearls together in one place. The wind was slowly backing to the north as we stood on the island and talked boats and races. Ron Johnson and I both wanted to sail to North Key, but the wind now would have made that a dead beat to windward, which, as everyone knows is not the kind of sailing that gentlemen do on purpose if they can avoid it. So we decided to sail over to Seahorse Key for a look.

Soon all the pearls were heading over there with Ron in the new Tri in the lead. For a while it looked like we were actually catching Ron, but the wind gradually went light and we had to shake out a reef in both sails. As we approached Seahorse Key we saw the signs that informed us that it was unlawful to come any closer to the island until after June 30, as it is a bird sanctuary until then, so we lawfully but regretfully bore away and headed back to Cedar Key. The wind picked up again, and it was a pleasure looking back behind *Whisper* and seeing a streaking rolling wake behind her as we rolled along at well over six knots. We streaked back toward home base and luffed up as came alongside the beach, our sailing for the weekend over.

We relaxed for a few minutes before we decided it was time for *Whisper* to go back on her trailer. We had to drop the masts to get under the low bridge to the inner harbor. Rowing with the wind behind was no problem, and Bob did most of the work by steering us alongside the dock. Once out of the water we brought her back to the Island Place, and took the sails off and started to get her ready for the trip home. Tomorrow we head for home.

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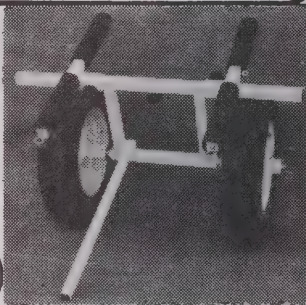
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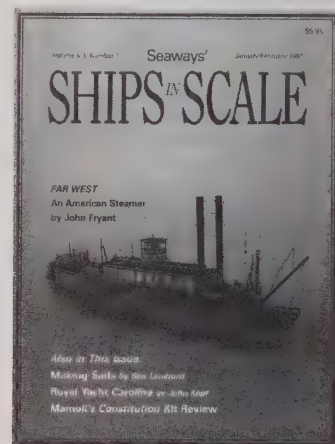
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Less of the H2O

By Carol Davis

The usual reaction when I confess is a gasp of baffled disbelief. Even though my heinous defect was alluded to in the first issue of the now-defunct *AFLOAT!*, few of our readers seemed to take it on board. Perhaps they thought it was a joke?

Whenever I met subscribers and contributors at various boating events, always with my feet firmly on dry land, they tended to commiserate that my role did not give me opportunity to get out on the water. They appeared quite shocked when I explained that dry land is where I prefer to stay. How could the wife of a life-long messer about in, and designer of, boats not enjoy paddling/sailing/rowing, or at the very least simply lolling around being paddled, etc.? But the stark fact is, I do not like water.

I don't mind boats. I will talk boats, admire boats, lend a third hand when a tricky bit of boatbuilding requires a wife's assistance, help hoist boats on to roof racks and tote them to launch sites. I don't even mind slapping on and-fouling. Just don't expect me to step aboard when the boat is on water.

I enjoyed helping put together the fourteen issues of *AFLOAT!* and when, through our inability to raise enough subscriptions, we had to cease publication at the end of 1995, I had learned quite a lot about small boats and about the enthusiasts who do revel in water sports. I also made the discovery that it is possible to enjoy boats, even handicapped as I am by an aversion to water.

Dennis has been collecting canoeing books for much longer than he has known me, but until we began dealing in out-of-print and secondhand small boat books (this as an off-shoot of *AFLOAT!*) I had taken no more than a cursory interest in his collection, except to moan about the difficulties of properly dusting the loaded bookshelves. Now I avidly scour charity shops, book dealer's premises and book fairs and enjoy reading the fruits of our searches just as much as do the active canoeists who comprise the majority of our customers.

Book collectors all know how addictive their hobby is, but most of them have access to relevant bibliographies to guide them through their particular collecting areas. When Dennis discovered that there is no comprehensive bibliography of canoe/kayak titles, he set about rectifying the lack and my "nose" for books became even keener in the attempt to locate a copy of each known title. To date his "Checklist" of titles has reached 30 pages. One

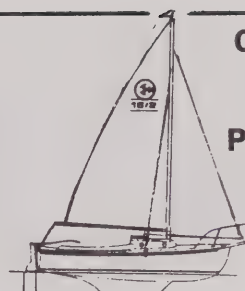
of the earliest canoe titles we have been able to trace is Bigsby's *The Shoe and Canoe*, which was published in two volumes in 1850. This is the book I should most like to find!

Dennis's chosen cut-off point of 1995 means that his own latest book (*Build Your Own Canoe*, published by Crowood Press, March 1997) is not included in the Checklist, but there are probably still plenty of titles to be "discovered." Only recently we were sent a nice copy of a book we had never previously come across either in "the flesh" or by reference. This is *Paddling under Palmettos* by St. George Rathbone, and is a fictionalized account of a late 19th century cruise by sailing canoes in Florida. As in many gung-ho novels of the turn of the century, there is much devastation of the local fauna en route, but in between the firearms action is woven plenty of authentic canoe-lore. Rathbone wrote at least one other canoe book, needless to say this has been added to our long search list.

Generally speaking, the 19th century canoe and kayak titles are the most difficult to find (though one or two post WW II titles, such as Margaret Govan's *The Trail of the Red Canoe*, seem equally elusive, despite the fact that they must have been printed in larger numbers than most early titles) and also make the most interesting reading. Even more fascinating are the magazines from that era, the occasional copy of *American Canoeist* and *Sail & Paddle* that have come our way has given hours of browsing pleasure and proved that there is nothing new under the sun, every imaginable rig or accessory had already been tried a hundred years ago. Even the gripes of wives were exactly the same back then!

We can supply copies of Dennis's 30-page Checklist of Canoeing Books to interested collectors at a cost of \$8 US (£4 sterling) to include second class airmail. We also have remaining a limited number of packs of the fourteen issues of *AFLOAT!* at \$48 US (£27 sterling) inclusive of seamount postage. Each issue is 32 pages, monochrome on quality coated stock and covers a wide variety of small, non-motor powered boats and associated activities. Checks should be made payable to Dennis Davis and sent to him at 9 Great Burrow Rise, Northam, Bideford, Devon, EX39 1TB England.

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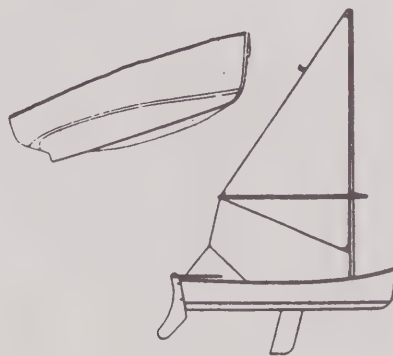


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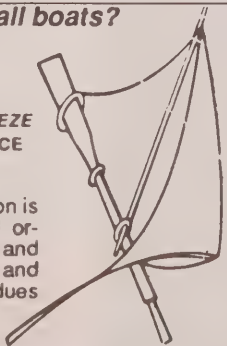
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These Two Turned Out Fine

By Robb White



Cedar Key Weekend was an unusual thing for us. For the first time, we launched two boats at the same time. Wes went to Cedar Key with the little Peapod (12' x 40" x 38 pounds rigged) and I put in a new 16-foot "tumblehome" skiff at our house on Dog Island. We aren't going to do it like this anymore. I didn't get to sail the little Peapod and Wes didn't get to try the skiff. Since we build by eye and never build any boat twice, we always insist that we keep the new boat for a whole weekend to see how it does.

Both of them turned out fine. The little Peapod was the best balanced one yet, needing only a twitch of the rudder to come about and Wes steered by shifting his weight most of the time. It was windy that weekend, too, so it was a good test. The skiff was good, too. My wife and I used it for our sole transportation back and forth from home all weekend, and my wind machine read between 20 and 25 knots all the time, with one gust to 36. The little boat (16' x 50" x 115 pounds) was dry and predictable. We were surprised at one thing though. We always keep a record of how fast they will go with our 8 hp outboard, and this one would (in the lee of the island) run 15 knots on the GPS with about 475 pounds of people, engine, gas and gear.

We built it especially to plane with the customer's grandad's old Evinrude 5-1/2, and that mandate made us pay particular attention to the planing surface of the bottom. We left off the external keel and skeg back at the stern. The garboard strakes and the two next strakes were beveled together like the planking of a guideboat to eliminate the laps on the bottom at the stern, too. This left the two little bilge guard longitudinals the only protrusions in the water when the boat was planing. We were worried that they wouldn't be enough to keep the boat from skipping sideways in the turns and maybe crabbing from the torque of the prop, but the little boat handled fine. We are waiting for word from the new owner about how it did with the old Evinrude up there at its home in Rabun Lake in north Georgia.



Dories on My Mind

By Bernard A. Power

I guess you could say that I have a thing for dories. When it began could have been as long ago as the late 1940's on Cape Breton Island. My father was a Cape Bretoner and, as surely as the swordfish, every summer we would head north to Nova Scotia. One of the high points of the trip back then was the ferry ride across the Strait of Canso, not only because of the ferry, but because it marked the start of the last leg of what was then a very long 1500-mile journey.

My grandparents and assorted other relatives lived along the shore in a place known locally as Old Town, just outside the village of Louisbourg. Old Town wasn't really a town at all, unless Stella Maris Church, Mike Pope's store, a one-room schoolhouse, and the Fleur de Lis tea room spread along a two-mile stretch of unpaved road could be presumed to constitute a town. Interspersed among these was a scattering of houses, most of whose occupants shared the same half dozen or so surnames. Not surprisingly, many Old Towners were somehow related. Old Town may not have been a town, but it was, nonetheless, very much a community.

Back to my love of dories. Remarkably, no one in the family owned a dory. There were boats, of course, but no dories.

My uncle owned a 26-ft. open lobster boat. It was powered by an old 6-cylinder Chevy engine with the transmission tied into third gear. It had "J" slot cut into the floorboards with a wooden lever to operate the clutch. Cooling water was supplied by an open-topped, radiator-shaped box into which sea water was bailed as needed. A dashboard throttle, from the same Chevy that had donated the engine, regulated speed. Steering was by means of another wooden lever, mounted along the inside of the port coaming with lines running aft to the rudder. The boat was decked over for about six feet forward, about four feet aft and eight inches or so along the sides.

With little to prevent the buildup of rainwater in the bilge, it was occasionally pumped dry, sort of, by means of a homemade pump which resembled a rather short wooden chimney. The pump was secured to the port side coaming and its base disappeared below the floorboards. A wooden rod with a grip on top and a leather fringed square at the bottom was plunged down and up rather like an old fashioned butter churn and, sure enough, the bilge water went over the side. The mechanics may seem a little peculiar today, but they didn't draw a second glance or a comment in the Louisbourg of the early 1950's.

The family skiffs, which were rowed and used in the inshore lobster fishery, were locally called a "flat." Where the name originated, I haven't a clue, as the boats certainly weren't flat. The bilges were round with a transom similar to a Whitehall, but fuller. The overall length was around 15 feet with a 5 or 5-1/2-ft. beam. Thole pins were used instead of oarlocks, but to find four in use at one time was unusual. To routinely have at least one pin missing, however, never seemed to be noticed by the rower. I never remember having seen a pair of oars. Oh yes, two oars were always used, I just don't ever recall seeing two that *matched*. So adept were these men in handling their boats, that the seeming shortcomings of their equipment had no effect whatever on performance. The odd glance over a shoulder and these fine little vessels tracked true from one lobster buoy to the next.

I started off to try and explain my attraction to dories. The first time I was in a dory, I was probably no older than seven or eight. My father and his next younger brother took me to Kennington Cove to see a man called Dan Malcolm. It must have been 20 years later when I learned that Dan Malcolm's last name wasn't Malcolm at all, but Wilson. He was just known as Dan Malcolm to distinguish him from an older relative whose name also happened to be Dan Wilson.

Anyway, Dan Malcolm had a Banks dory pulled up on the beach, and we were there to go jigging for cod. The last thing Dan Malcolm did just before loading us aboard and heading out through the surf was to knock a peg into the bottom with a rock. He then turned and assigned to me the duty of watching the plug for fear it would come loose and the boat would sink with all hands. Needless to say, shouldering such an awesome responsibility,

I was somewhat distracted from the primary objective of the voyage. I'd like to think that maybe that's why all we caught that day was a few dogfish, much to Dan Malcolm's very vocal dismay.

Whether it was that day in Dan Malcolm's dory or some other inspiration, I can't say for certain. What I can say is that over the years, interspersed with a variety of sail and power boats, I've owned two dories, two dory skiffs, and one 23-ft. power dory. Presently I have a Gloucester Gull and my present all-time favorite, a 16-ft. Swampscott Dory from Crawford Boatbuilding. This dory, the *Adventure*, is equipped with a sprit sailing rig, 10-ft. Shaw & Tenney oars and, on occasion, a 3hp Evinrude.

Never do I go to sea that I am not accompanied by Clancy, my 90-odd pound, mostly Yellow Lab. When Clancy suspects that a voyage is imminent, she becomes Glue Dog to ensure that she's not left behind. Clancy may well be the most photographed dog in southern New England. I make this bold claim, largely based upon my onboard experiences rowing past Mystic Seaport and the Route 1 drawbridge in downtown Mystic, Conn. It usually starts with children pointing and shouting, "Oh, look at the dog in the boat!" Underway, Clancy continually alternates between her roles as combination bow lookout/figurehead and that of Officer of the Deck.

As the OOD, she paces fore and aft, virtually without interruption. Going forward, she casually lopes over the starboard oar. Returning from the bow, she times her arrival so she can duck under the same oar in much the same way a young girl ducks into "double clutch" to jump rope. Throughout these excursions, Clancy's nonstop tail and happy expression both confirm that there is nothing she'd rather be doing. If I could get her to sit in the stern and harness the energy in her tail, we could probably scull our way out to Fishers Island!

One of the things Clancy and I like best about the *Adventure* and her more recent predecessors is that our boating season is year-round. I sometimes feel sorry for those big boat owners and their short seasons. That is, until we're out there on a clear crisp day in November or February and it seems we have the whole world to ourselves. A row out and around the buoy marking Vixens Ledge, followed by an amphibious landing either at Bushy Point Beach or on the north side of Pine Island provides, at once, a stimulating workout, a feeling of relaxation, and a deep appreciation for the beauty of the area in which we live. With my dory always ready to provide the means for such enjoyment, is it any wonder I've got *dories on my mind*?



The Schooner Summer Afternoon

By Yves-Marie de Tanton

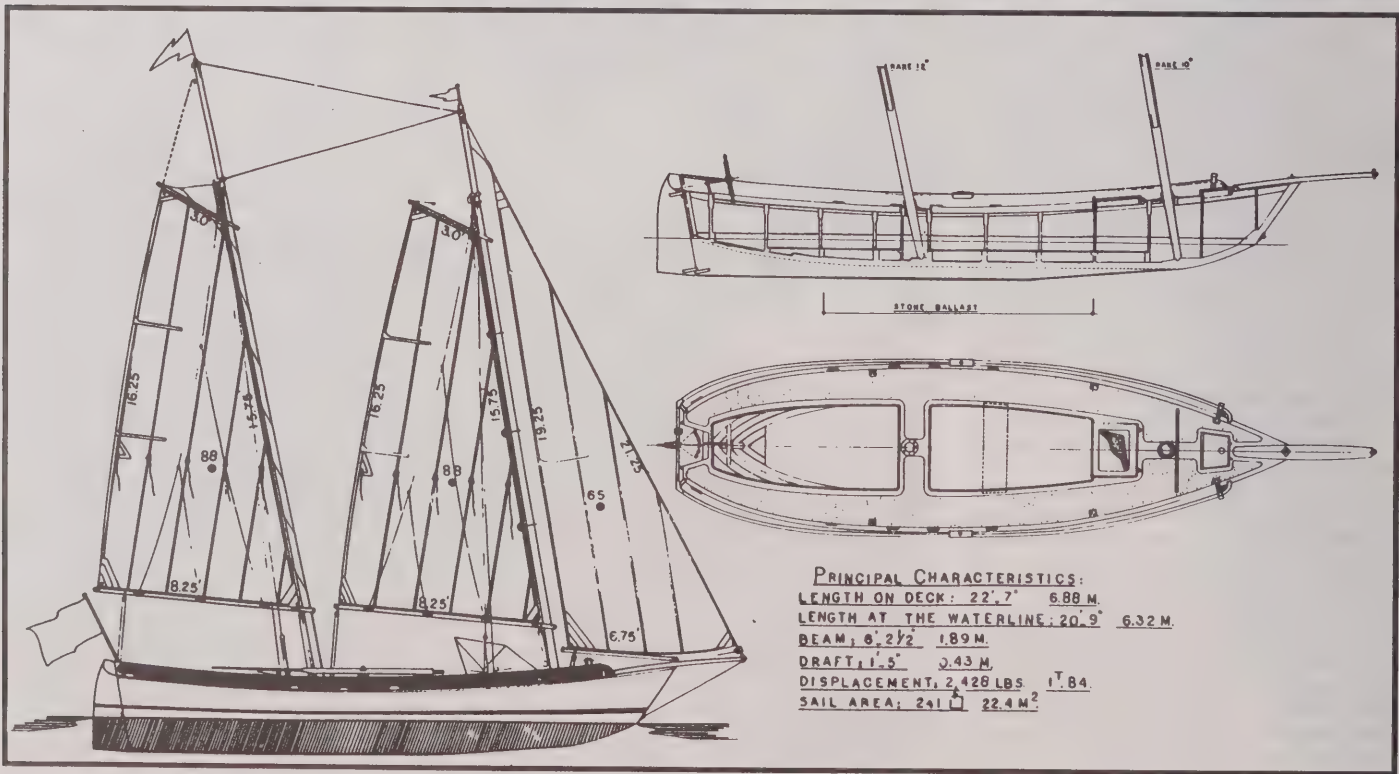
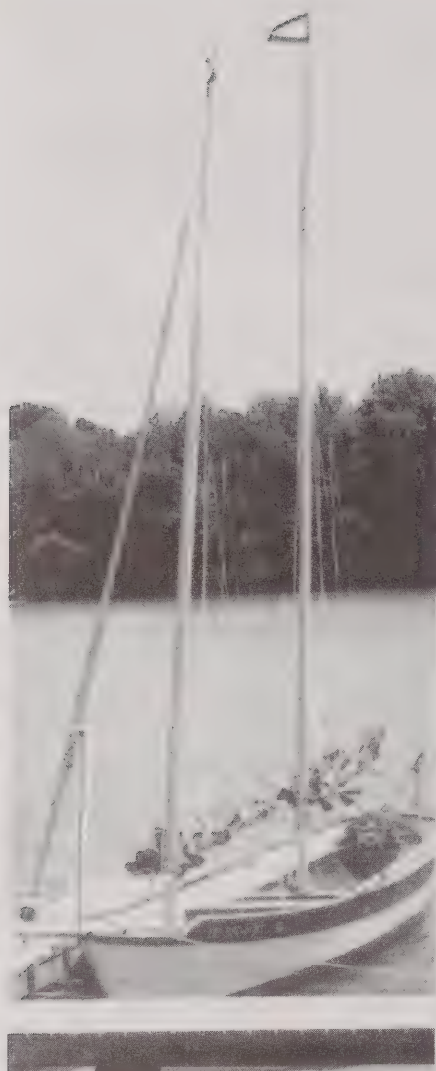
When designing a schooner, one is usually drawn to name her *Integrity*, or *Persistence*, if one is inclined to more bellicose outcome, or by a person's name, as is the case with the old fishing fleets of Nova Scotia and elsewhere. I have designed one in particular with such a name, *Rachel Slocum*, the owner being of descent of you know who! I owned a Goelette at one time. The 71-ft. schooner *Europe* was so named because she was the first boat ever registered under the European flag.

The seriousness attached to that type of boat can not escape. She had been around the world. Nor the romanticism. Well, *Summer Afternoon* are the two most beautiful words of

the English language, and therefore here is with this design my attempt to convey the joy of sailing and the merit associated with pulling a few strings and...

The plans produced a daysailer to sail near Lake Ontario on a lake of her own, where the owner has a summer house, a dock, limited draft and access. Plenty of children.

What surprised me the most putting the drawings together is that if you look at the sail plan at a glance, you cannot put a scale to this boat. You cannot tell if she is 20, 60, or 100 feet long. This is different and I cannot explain why it is so! I suppose the rig has something to do with it. The exaggerated rake, the short gaffs and high aspect ratio must contribute to the effect. Staying with the rig, she will self-tack. The jib lead is improved by a jib sheet traveler. The masts are self-standing by design, but the addition of textile shrouds and halyards will give the sought-after look. We are dealing with an open cockpit boat to seat



many people. A look at the deck plan will tell you more about the arrangement. Self-bailing she is not. But notice the hatch on the forward decking; it gives access to a watertight compartment for your belongings and why not a "cedar bucket?"

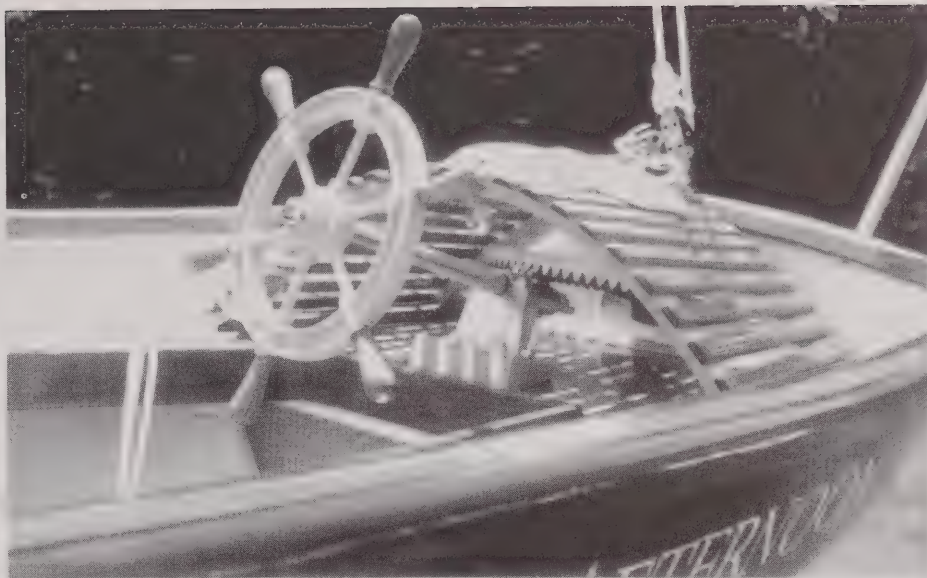
Camping is not excluded. In the scheme of things, I believe that such a boat ought to be a nice alternative to the kids "learning the ropes", on a yacht club Laser, with their limitation to single-handed racing only. Exploring would really give the children another dimension.

She is a beach cruiser Sharpie schooner. Beach because her shallow draft (no center-board) and light weight will allow her to be dragged ashore if necessary. To do so, jettison some of the stone ballast inside. You do not want to do it every day, but the advantage of being able to do so can be appreciated. To go to windward, she relies on a deadwood with center keel and rudder end plates to prevent cross flow. Additionally, she is built with bilge keels fins to create a funnel effect against lee-way, for the draft is limited to 17".

The lines called for a chine boat, with the angle located on the waterline, dictated by the method of construction as well as the good performance expected with that configuration. The bow is sharp and the beam is carried back to terminate on a transom stern. The bottom has been developed and should not present surprises to the plywood wrapped around the hull. A lapstrake imitation is presented if one goes for the look of it. In this case, the fiberglass covering stops slightly above the waterline instead of covering the whole hull. (Use epoxy for glue, please!)

The boat is equipped with oars, and sculling would be a skill to be learned and used often to move around in light air.

I like this boat very much.



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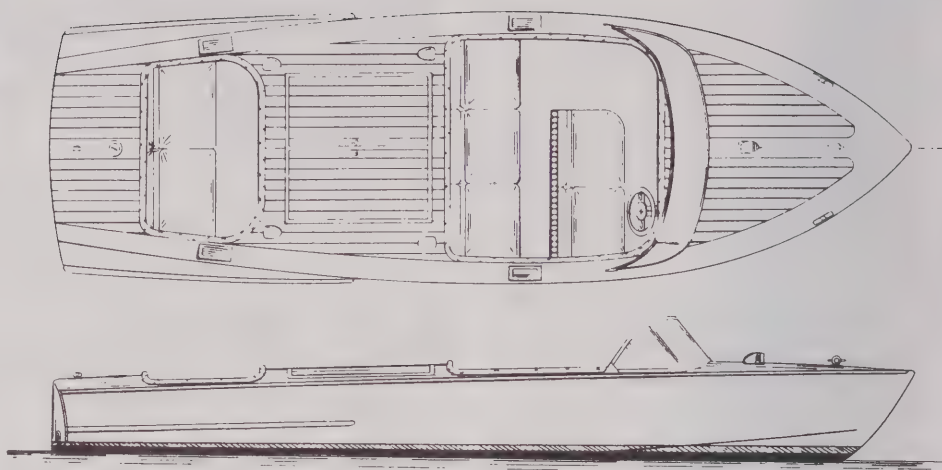
Our 20' Riviera incorporates all of the features of the classic mahogany runabout. The sleek sides have a flare forward that flows into a tumblehome at the transom. The bottom is concave forward to flatten the bow spray with a slightly bulbous section to cushion the ride. The engine is centrally located with an efficient in-line shaft. Forward of the engine is a large cockpit for the helmsperson and crew, while another cockpit aft of the power plant seats two.

Modern building methods using epoxies puts building one of these hulls within the realm of the typical amateur or boat-builder. The hull framework, particularly longitudinals, are closely spaced. Veneers or plywood in strips are applied over this framework in diagonal layers with the outer veneer laminate running longitudinally. Each layer is glued with epoxy to form a monocoque structure that gives strength and longevity to the hull. It's a faster method than the traditional batten seam used on classic runabouts in the past, and it's easier. Plus, the typical leaking of the older hulls and much of the maintenance is eliminated.

Monaco: A 19' Inboard Runabout

As for the Riviera, we have developed plans and patterns for Monaco, a 19'4" classic runabout using these modern building methods. The fore and aft cockpits and centrally located motor retain all the advantages of the gentleman's runabout. The hull sides feature a concave flare forward, flowing back to the barrel tumblehome at the stern. The bottom has a good reverse curve to dampen the bow spray, and a slight reverse bulbous section near the keel to soften the ride. The engine can be any of the popular marine power plants or auto conversions to about 350 cu. in. and will provide a practical hull speed of about 50mph.

We also have all of the underwater marine hardware required to outfit the Monaco. Custom designed fittings such as rudder, strut, shaft log, and related parts specifically intended for this type of runabout eliminate searching for the proper underwater gear.



Characteristics

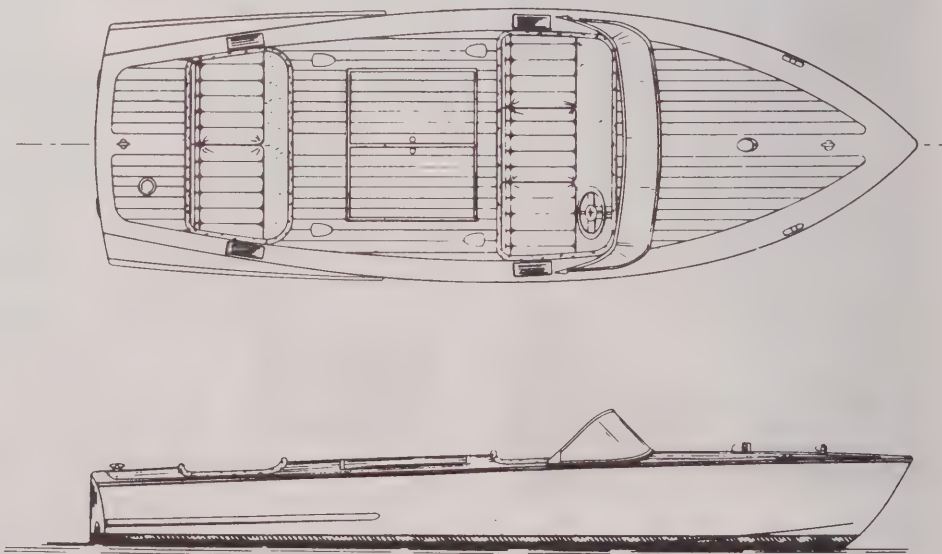
Length overall	20' 3"
Beam	6' 7"
Hull depth midship	33"
Hull depth aft	27"
Hull weight (approximate)	1100 lbs
Cockpit size:	
Forward	60" x 60"
Aft	31" x 48"
Passengers	7
Hull Type:	Cold-molded veneers and plywood. Convex vee bottom with flaring sides and generous transom tumblehome.
Power:	Centrally located inboard marine engine or automotive conversion, 250-350ci.
Plans & Patterns:	\$98.

Characteristics:

Length overall	19' 4"
Beam	6' 7"
Hull depth midship	33"
Hull depth aft	27"
Hull weight (approximate)	950lbs
Cockpit size:	
Forward	31" x 62"
Aft	31" x 48"
Passengers	5
Hull Type:	Cold-molded veneers and plywood. Convex vee bottom with flaring sides and generous transom tumblehome.

Power: Centrally located inboard marine engine or automotive conversion, 250-350 cu. in.

For further information on the plans, or their purchase, for Riviera and Monaco, contact Glen-L Marine Designs, 9152MA Rosecrans Ave., Bellflower, CA 90706-2138, (310) 630-6258. A complete 176 page *Design Book* describing the Riviera and more than 240 other boat plans for the home builder is available for \$5 by air mail.



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In Col. Hasler's view, and in ours, no off-shore cruising single-hander should be forced on deck in any weather to tend to basic boat handling chores. Between exposure and the risk of falling overboard, the single-hander's craft must be designed from the ground up with the primary objective to minimize any risk posed by the hazards traditionally deemed inevitable, even desirable, by some ill-defined and ill-defensible conception of seamanship.

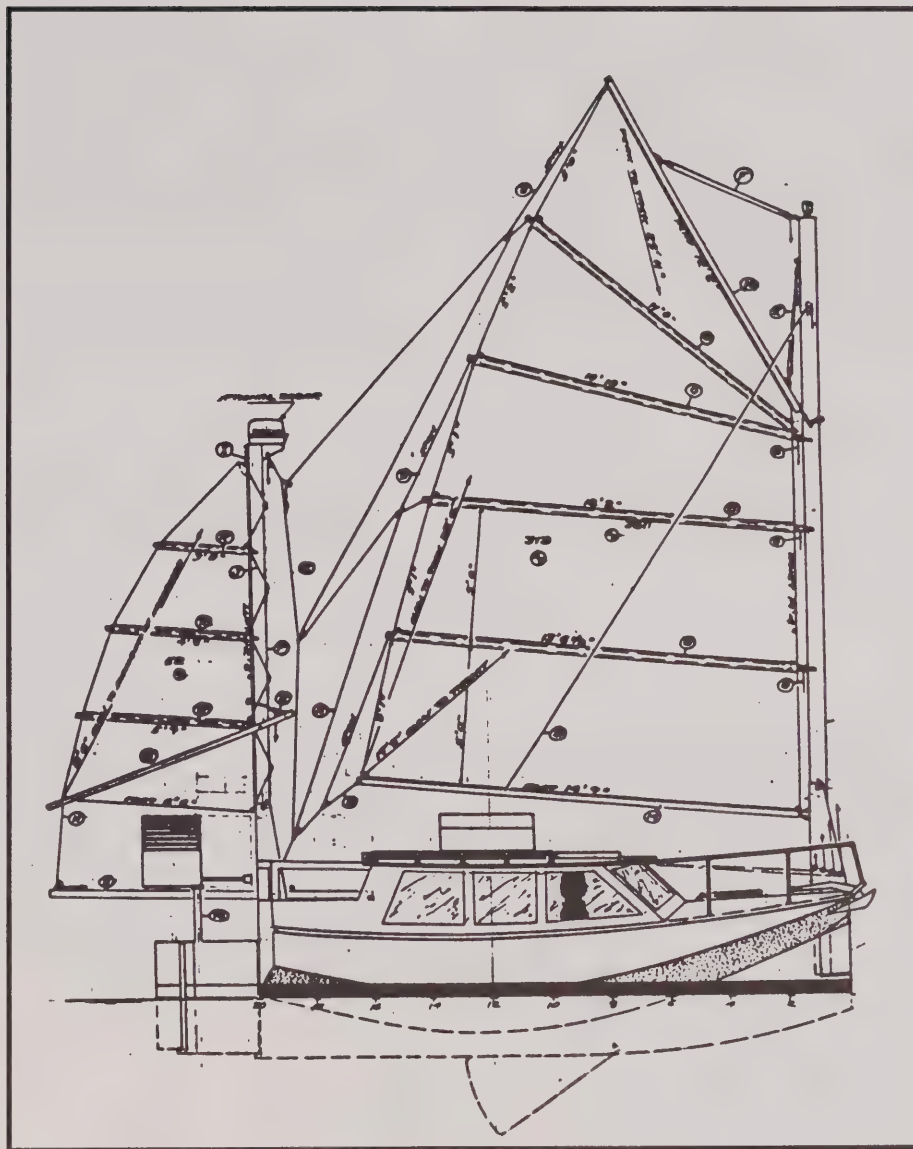
As Hasler first eloquently expressed in that seminal 1961 *Yachting World Annual* article, "The Future of Small Seagoing Yachts," and later convincingly demonstrated with his personal boat, *Jester*, it is desirable and clearly possible, especially for the long distance single-hander, to be free of boat design generated hardship and hazards as they cross oceans.

Indeed, exposure to the elements and boat handling related daily risks that are arbitrarily designed into countless cruising craft constitute the most unnecessary continuous depletion of a single-hander's energy reserves, and reflect a school of thoughtlessness and an unfortunately too widespread acceptance by much of the cruising public of decidedly unseamanlike principles.

Beyond the obvious need to maximize the immediate safety and health of the single-hander in the first design stages, concerns of relative structural and mechanical survivability are a close second on the list of primary conceptual priorities underlying the design of the dedicated circumnavigating craft. Not only essentials such as hull and rig, but every piece of gear on board, must be subjected to scrutiny under principles of necessity, strength, simplicity, repairability, and, of course, affordability, i.e., availability of the long-distance cruiser to the non-commercial, independent sailor. When Hasler's 25' *Jester* entered the OSTAR, she was certainly one of the cheapest boats that ever finished that race.

Attributes of conceivable design options have to be assessed under this standard, and a balance has to be struck between options in order to achieve safety and survivability with a minimum of unavoidably necessary highly specialized spares, and the realistic probability to successfully deal with wear, tear, and equipment failure.

Tough steel construction, transom hung rudder, and self-steering vane with well protected tab, instantly accessible auxiliary power plant and drive train, significant renewable electricity supply, low stress rig with oversized industrial pipe for spars, and few stout sails



requiring no winches or complicated hardware and rollover protected ventilation constitute the core response in the case of this design.

Bob Johnston's original inquiry concerned the feasibility of a 16-ft. steel "circumnavigator" with full headroom and comfortable quarters for one man. We eventually concluded that it was not feasible on 16 feet, but could be done at the magic number of 20 feet. The principal reason the 16-footer could not satisfy the requirements is that it could not carry adequate supplies to be comfortable for long periods of independence. It did not have enough deck space for the large solar cell array, or for storing the punt, nor volume enough for consumable supplies.

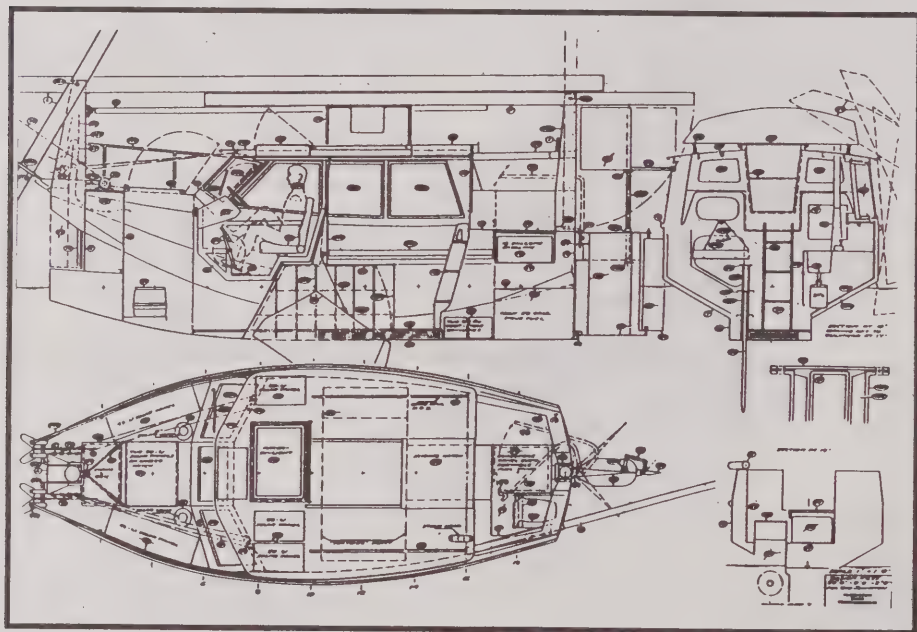
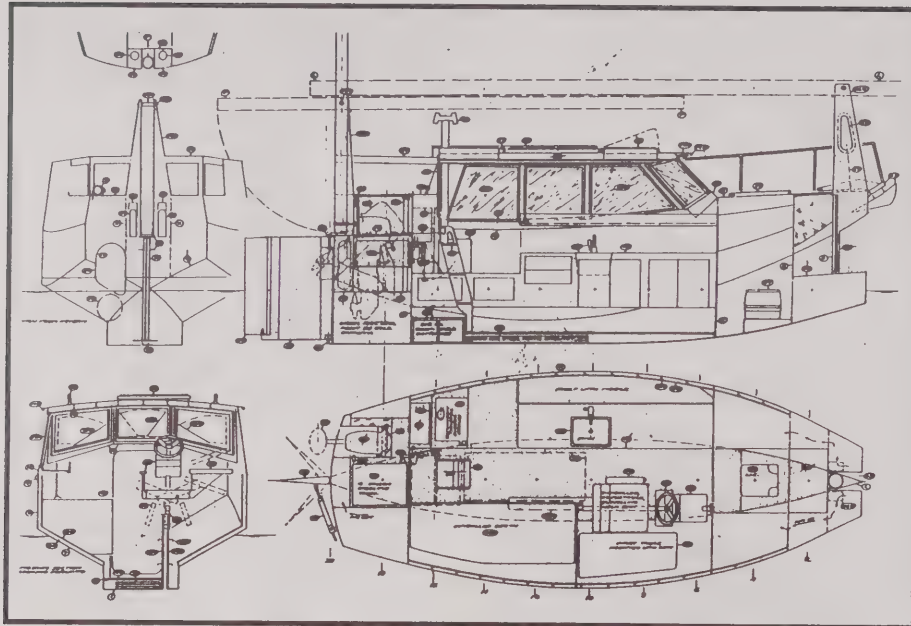
Furthermore, a 16-footer would have had to have the same breadth, height, and depth and much the same rigging and equipment that the saving by packing it all into the shorter length would have been minimal. The same reasoning would apply to a still longer boat, if nothing was added except the length. The longer boat might even be more economical to build due to less crowding. It would certainly sail faster. The compact boat is cheaper to berth and store, and responds more nimbly to violent wave action than a longer structure could.

Steel Construction

Steel construction in a boat this size is often considered impractical, or at least a great handicap to good performance and behavior, on account of its weight. The 1/8-in. or 3mm plating of this design is about as thin as can be welded without much distortion, and its weight is equal to about 1-1/2 inches of mahogany. However, we'd been experimenting with cutwater/box keel shapes and had recently built what amounted to a 40% "test article" for the proposed 20-footer.

By spreading displacement into the ends of the boat, especially aft, the bulky mid-body needed to float the weight can be reduced and its waves spread out. The test hull's freedom from bogging down in its own waves, when driven hard, was encouraging. The experience with this craft is carried over into the *Hasler's* extremely unusual displacement curve, which has almost no hollow aft and much less than is usual forward, a shape generally considered desirable but unachievable.

The cutwater shape also allows the use of untortured sheet material without the usual blunted entrance lines. These bows open the water, including rough water, with remarkably little fuss and no tendency to root. We've been using this bow shape on motorboats for some



years with extremely good results. The principle is ancient, it's used in traditional Japanese Yamato boats, for instance, but its acceptance has been hindered by incomprehension of how it works and resulting poor proportions. If the profile is not matched to the plan view, to avoid much variation in pressure against the sides and the bottom, such a shape will have high drag and directional instability. Correctly proportioned, the angular cutwater, so easy to assemble in any sheet material, seems to have almost no drag penalty or disadvantage of any kind, over a perfectly free-form shape, except perhaps as viewed through conventional aesthetics!

The *Hasler's* designed displacement is 6350 pounds, and she will not be much degraded at 1000 pounds or more heavier with additional supplies for the long jump. So loaded, powered by her large but well-controlled rig, we expect her to average 100 nautical miles per day in the trade winds, with 150-mile days not unknown. She is so buoyant, and so strong, that it should very seldom be necessary to heave to.

26

With her variable geometry helm seat and bunk, serious weather would still be easier to stand by the single-hander than in any other configuration known. With the high raised deck, she is self-righting with great reliability in spite of the 2-ft. draft. She can make something good to windward over the flats or the rocks with her centerboard fully raised into her armorplate bottom, drawing two feet, and is very weatherly indeed with the big board down, drawing five feet.

Generous Accommodations

This boat is designed to be sailed entirely from below decks, sheltered from wind, spray, and sun, with no overboard hazard. The principles of safety and long-term habitability require of *Hasler* that the single-hander should be able to live aboard for long periods without physical deterioration from motion, heel, and inaction, or mental deterioration from claustrophobia.

The small self-draining cockpit, with the tiller in place and the hydraulic steering neutralized, would offer a reasonably safe van-

tage point when absolutely necessary for navigation in very busy traffic or in fog without a radar. Despite its two seats and adequate railing all around, the diminutive cockpit reflects its intended minimal value for the actual progress under sail.

Lowering the mainmast and tending to her ample and stout ground tackle would be conducted from the waist high safety of her bow hatch. All sail tending, including raising and lowering, would be done from the helm seat. In very nasty seas, drogues, etc. could be deployed from the helm hatch to reduce any risks of taking water over the bow, such as down the bow hatch or over the stern through the companionway.

In her cabin/helmstation, large windows of massive glass and/or Lexan allow the safety of an instant good view in all directions, even when in the bunk. The view through wet windshield glass, if not blown clear, is supported by three wipers, fed, at least for quite some time, by her two 8-D deep-cycle batteries. Weatherproof ventilation is provided for all relative winds, boosted during calmer weather by the companionway hatch and the helm's hatch, all designed to reduce the temptation and risks of sailing with the low bow hatch open, etc. It is important to remember that she, like any heavy ballasted boat, is definitely sinkable.

The helm station is a gimballed armchair accommodating up to a 20 degree angle of heel with attached chart table, controls, and instruments, and the falls of all the essential running rigging within reach overhead. The sleeping berth is also gimballed for 20 degrees, and from it an all-around view is available by raising the head. Both mechanisms use stock, low cost, industrial roller bearing blocks of little conceivable wear potential in this application, and are also lockable and dampable. The footrest of the control station is in the form of a set of bicycle pedals and can be arranged as an exercise machine using stock bike gearing, with the possibility of hooking it to a smaller automotive alternator or pump action watermaker.

For cooking and heating, we decided on a diesel stove due to the worldwide availability of the fuel (in light of current marketing/pricing policies by diesel outboard manufacturers, we had to accept the disadvantages of dual fuel on board). These stoves require no electricity to start and run and are exceedingly simple, i.e., unproblematic to maintain anywhere. They deliver heat in a sailboat at comfortable angles of heel and can cook and bake anything. Used only for cooking in warm climates, companionway hatch cracked, the capacity provided will last many months. Used for heating as well, say in a New Zealand winter, there is upwards of a month's supply. The solar panels and large battery capacity should provide electricity close to indefinitely. As an option, a wind generator could be rigged on an arm extending ahead of the mainmast if the daily charge from the exercise alternator should not suffice.

The toilet's bow location can easily be altered in certain seas by sliding it aft in the almost level running cabin sole in the box keel.

Finally, there is ample and accessible stowage space for the cruising single-hander. Numerous compartments throughout her, from the sponsons in the bow section to the various spaces under the cockpit, offer a chance at orderly, well vented storage and trimming op-

tions. Fresh water, supplemented by exercise machine pumped, reverse osmosis, can be stored in flexible bags in a number of places. Her galley counter space is generous, stove potent, and instant, injury avoiding, bracing upon unexpected wave impact possible.

The Single-Hander's Rig

The rig is what we call a Chinese Gaffer, a conventional gaff mainsail fitted with the battens, sheeting system, and downhauls of the Chinese lug. It combines the good aerodynamic shape of the gaff sail with the controllability of the Chinese lug. The mizzen has full battens to stand without slatting, as a riding sail in a gale. The cat yawl rig is a handy one for close maneuvering with the mizzen as an air rudder. She's exceptionally good at getting through intricate passages under sail alone. Both masts fold down flat, for bridge clearance and minimal windage at anchor, on very short notice and without heavy exertion.

Between the shoal draft and low bridge clearance it is possible for her to get into "hurricane holes" away from the usual hazards of being caught in port by hurricane or typhoon and surrounded by craft of dubious ground tackle. Due to her flat and very strong bottom panel, she can take the ground naturally upright, with legs for final security.

Auxiliary Propulsion

We looked at an inboard diesel. A smaller boat of our design, otherwise somewhat similar, crossed the Indian ocean some years ago from Torres Strait to South Africa via Keeling Cocos and Mauritius, using her inboard diesel for significant distances, but we decided that the trade-off in space and amenities was not warranted in as good a sailer as the *Hasler*. We specified the 4-stroke, low-slip, large-propeller Yamaha 9.9hp motor and concentrated on locating it where neither the motor itself, nor someone working on it, is exposed outside the boat. The prop is well under the boat for minimal tendency to pitch out, while the power head is well protected inside the boat.

On the other hand, her through-hub exhaust and her long transom opening for the outboard should keep exhaust fume problems to a minimum. The normally tilting outboard motor has the advantages that the propeller is neither causing drag nor liable to deteriorate and potwarp. It can be removed without dan-

gerous acrobatics. This particular motor is much more powerful than the boat usually needs, so it can take advantage of the 4-stroke's good economy at reduced throttle. The 12 gallons of fuel ought to be adequate for making ports and other occasional needs. The excess power may come in handy momentarily for in-port maneuvering in strong winds or bucking with authority wind and tides.

A welcome attribute of this engine is its 13+ amps 12V generating capability. All the gasoline is carried outside the watertight envelope in a single stock, above deck tank located safely in a self-draining position under the cockpit floorboards. Additional fuel cans could be stored on the raised deck, conceivably under the punt. Of course many further such details are up to the experienced owner and builder.

This was an exceedingly demanding design to work on. We think the result is the most capable 20-footer ever conceived. Unfortunately, it remains to be built.

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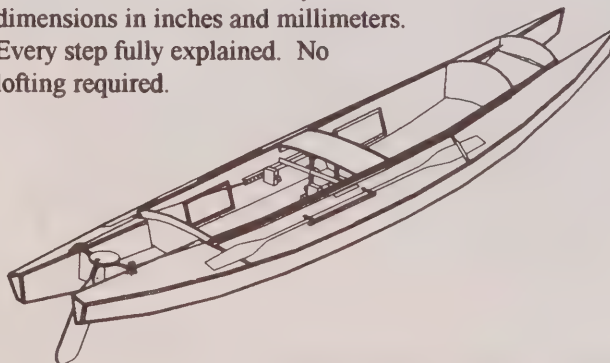
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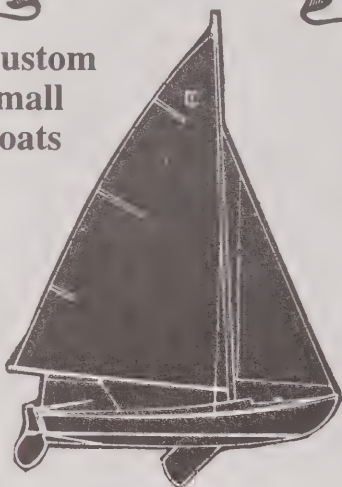
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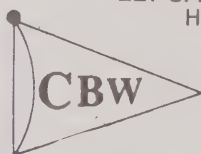
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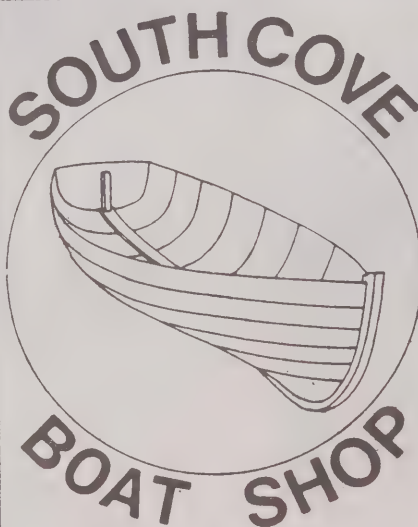
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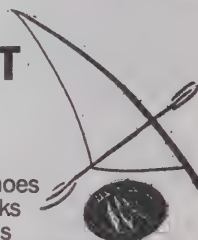
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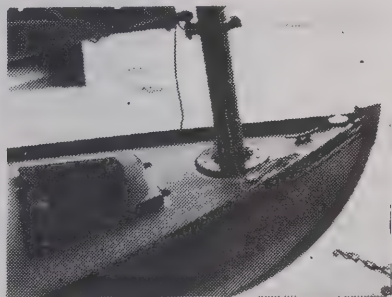
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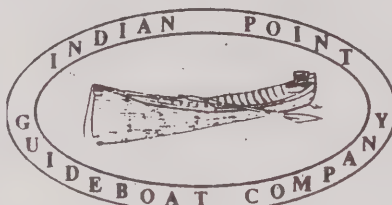
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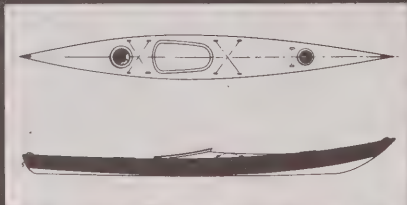
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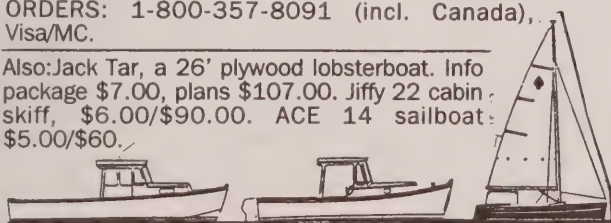
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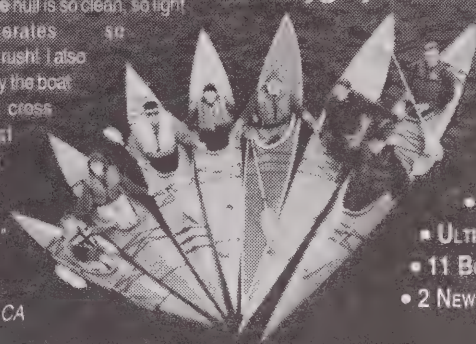
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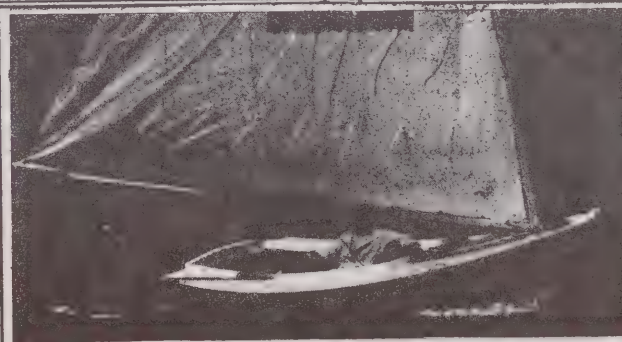
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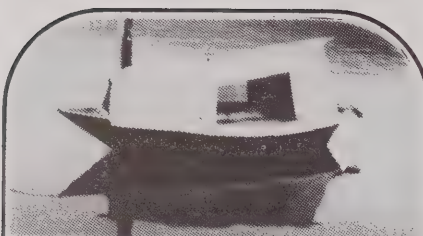
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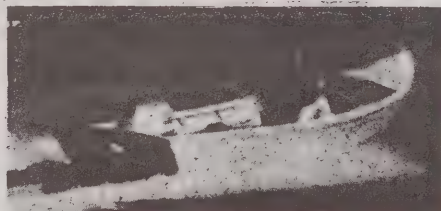
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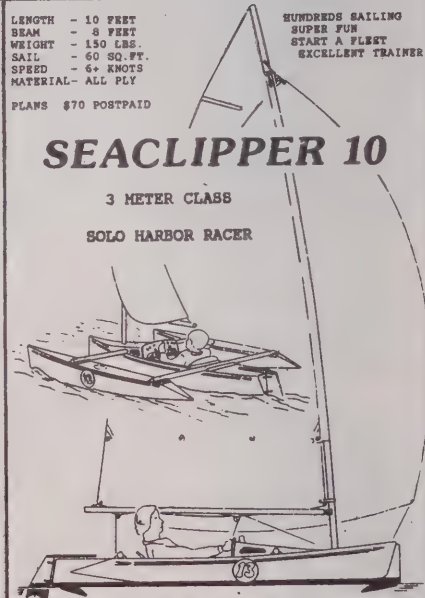
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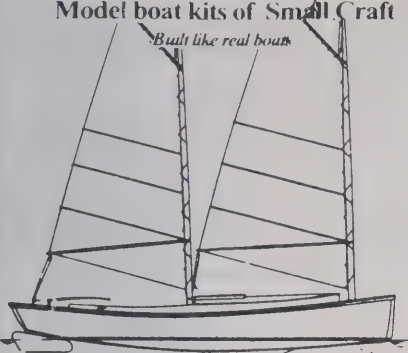
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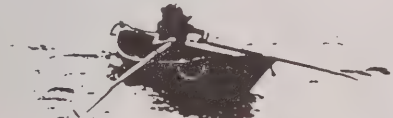


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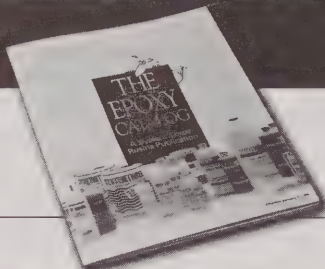
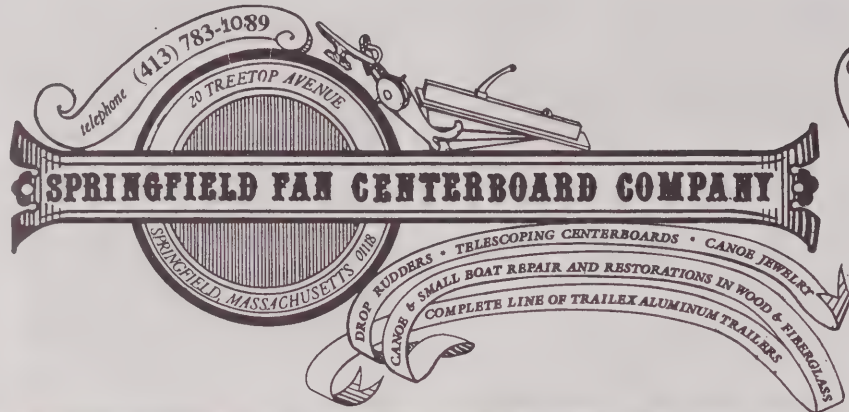
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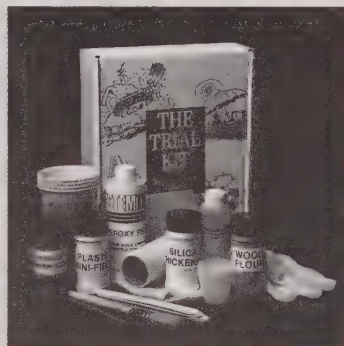
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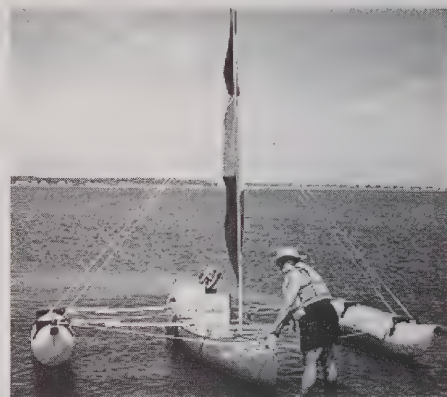
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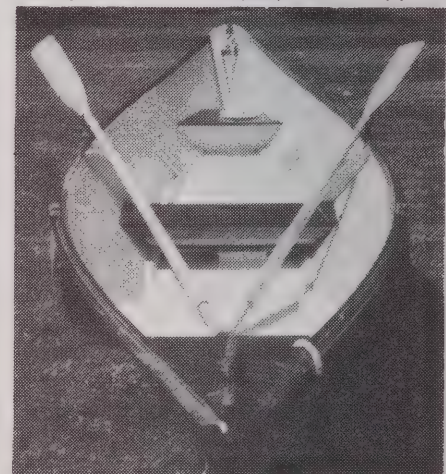
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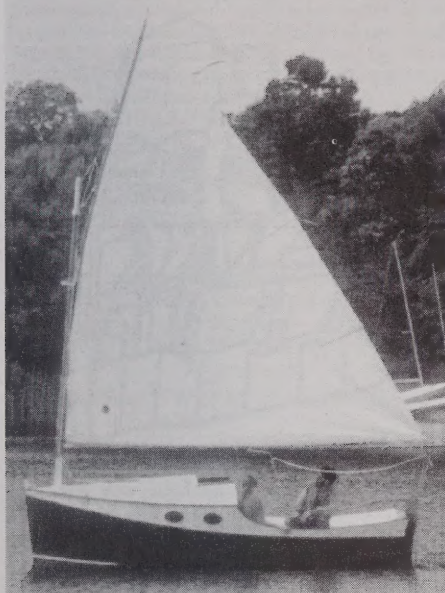


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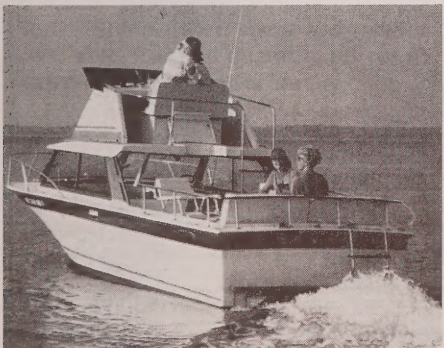


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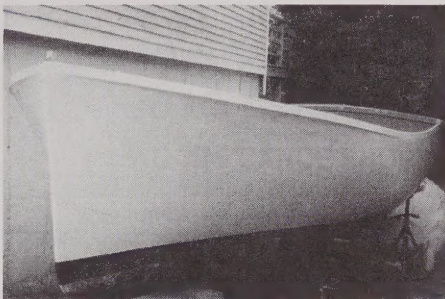
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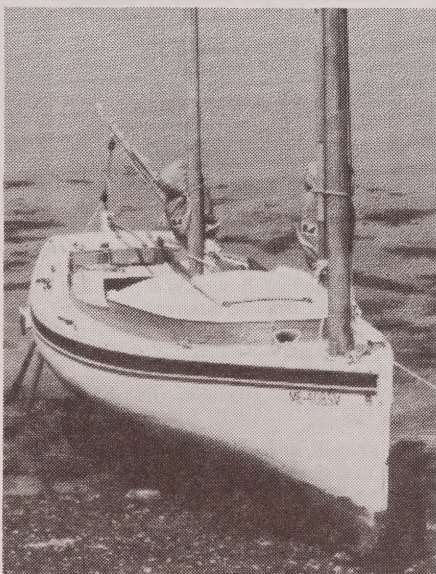
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Folbot Greenland II Folding Double Sea Kayak, 17' long, 34" beam, 16" deep w/all accessories & **32sf Balogh Batwing Sail System**. All well maintained & in gd cond. \$2,750 invested. Will accept \$1,000 for boat alone, \$1,600 for boat & sail rig. This is grt sailing & paddling boat, perfect for camp cruising or just messing about. I'm letting it go because I recently bought a canoe to troll streamer flies for trout & salmon & can't afford to keep both.
JACK KUSZAJ, Norton, MA, (508) 285-7614 aft 7/15. (7)

Garofalo Single Shell, \$1,750. **DN Iceboat**, \$1,500. **AMF Sunfish**, \$675. **15' Grumman Canoe**, \$400. **Hi Liner Wooden Runabout**, \$250. **8' Dyer Dinghy**, \$25.
NATE CAREY, Grantham, NH, (603) 863-2915. (7)

30' Chris Craft Sea Skiff, lapstrake planked hull OK, no engines. Struts, rudders, props, etc. appear OK. No superstructure. \$300 OBO.
WILLIAM GROVER, Brewster, MA, (508) 255-0289. (8)

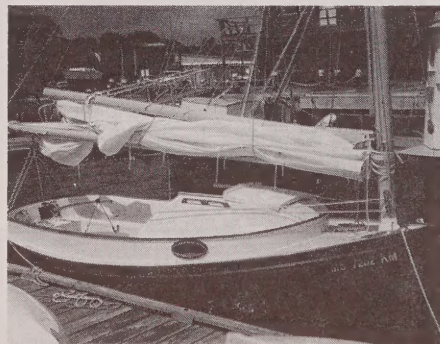
Black River Guideboat, 14' electric power. New cond, white cedar epoxy sealed, w/new 12v marine battery & new trlr. Deliver east coast. \$950.
F.P. BROWNING, P.O. Box 398, Jamestown, NC 27282. (8)

13' Folbot Square Stern, paddle, motor, sail. Non-folding version. All exc orig cond. A rare classic. \$400.
MICHAEL SNYDER, Wilmington, NC, (910) 763-0661. (8)

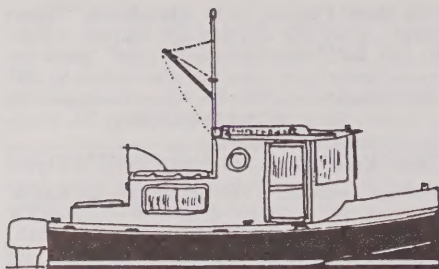
Ensenada 20 Sloop, '73, FG w/drop keel, self righting w/self draining cockpit, roller furling genoa. Slps 4. Sink & porta potti. Vy stable, a really gd sailer. Custom trlr. Nds a little TLC cosmetic work. \$3,800.
MEL ROSS, P.O. Box 774, Verplanck, NY 10596-0774, (914) 739-3710. (8)

Six Hour Canoe, as seen in *WoodenBoat*. 15'x 32"x 55lbs w/dbl paddle & seat. 3 yrs old, little used. \$150.
JIM MONTGOMERY, Erie, PA, (814) 833-4432. (8)

Bolger Micro, blt '92, WEST epoxy hull, tanbark sails, new paint, gd trlr. \$1,500 w/motor, \$2,000 w/Johnson long shaft 4hp.
PAUL CONNOLLY, Milwaukee, WI, (414) 241-3203 home, (800) 792-2473 work. (8)



17' Molly Cat, '87 used little, stored inside. Blt by Fernandes Boat Works. FG catboat w/deep-green topsides, buff colored deck & lots of teak trim. Port Orford cedar wainscoting in small 2 berth cabin w/ 2 bronze oval opening ports. This is a beautifully blt & finished boat in near new cond w/British Seagull 4 hp that has very low hours. Lots of extras. Regretfully for sale at \$12,500 firm.
GARY GILBERT, Duxbury, MA, (617) 552-4628. (7)



Mud Lark 16-1/2', Bolger's Micro Trawler plus 2'. This is the famous Micro Trawler but far more useful. The aft cabin is longer & is set up for 2 single berths or a dbl berth. The front cabin is longer & the galley is port & stbd w/seats on port & stbd. Passenger has her/his own door. Front doors do not overlap aft cabin when open. The best mtl's have been used, and being bldt by a cabinetmaker she has some lovely touches. The interior is 100% bright mahogany. Powered by Yamaha 9.9 4-stroke high thrust. Galv trlr. Must sell, am bldng Bolger's Champlain.

HAN VAN PELT, McDonald's Corner, ON, (613) 267-5423 bus, (613) 278-2109 res. (7)

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

FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)

Sailing Canoe, 17' aluminum canoe completely rigged for ACA class racing or just for recreational sailing or paddling. \$600 OBO.
DON CLEVELAND, Beverly, MA, (508) 922-7555. (7)

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

20' Rare '63 Thompson/ChrisCraft, w/trailer & 90hp Mercury OB. \$4,000.
KAREN GROVE, 11 Blake St., Camden, Maine 04843, (207) 236-2182 eves. (7)

Bolger Brick, w/leeboard & rudder, no mast or sail. Epoxy coated lauan.
CARL NOE, Putney, VT, (802) 387-4666. (7)

Crestliner Kodiak 18, welded alum skiff '96, bow rail, lights, '96 Karavan trlr, '93 Evinrude 40hp, tiller, elec start, oil injection. \$5,900. (7)
GENE HICKEY, Glastonbury, CT, (860) 633-8157.

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



1950 24' Crosby Stripper, Hull #2, 150hp Chrysler Crown engine. Includes radio & fish finder. Exc. cond. Can be seen in water in Portland, ME. Asking \$12,000.
DAVID O'CONNELL, 276 State St., Portland, ME 04101, (207) 761-5898. (7)

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)

22' C-Dory Cruiser.
DOUGLAS BAXTER, Secane, PA, (610) 544-9498. (8)

Aqua Cat, 12.6' or 14', w/wo/trlr, prefer w/trlr.
HENRY LAMPORT, Westfield, MA, (413) 568-7771. (8)

SAILS & RIGGING FOR SALE

Catboat Sails, lg selection of Thurston's for 18' Marshall Sanderling & Herreshoff. Some used less than half season, 2 brand new, many other gaff sails. Send sizes, we may be able to match. All in gd to exc shape. Sail cover for Marshall.
BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 899-4804 before 9:30am, after 8pm. (8)

White Polysail Kits. Construct a polysail for a fraction of the cost of traditional sails. 20' x 30' kit can make 3-4 sails for under \$100. Great performance.
DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106, email: polysail@aol.com (8)

SALES & RIGGING WANTED

Mast & Ancilliary Rigging, for 17' Whitehall. Not fussy abt design, size or completeness of rig you may have from your old boat.
JARET JOHNSON, Ipswich, MA, (508) 356-5176. (8)

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half so much worth doing



as simply meaning about in boats.

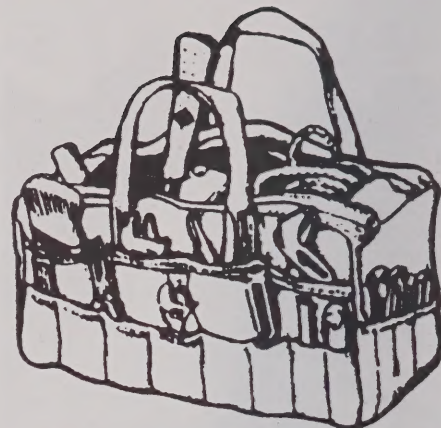
T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.

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

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

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.com (7)

Honda 7.5 OB, long shaft 4-stroke, incl tank. \$650.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (8)



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

Grout, connector w/dry storage for Bolger twin Brick schooner. White w/red brickstripe, detachable wheels, nests inside Brick on car top. Second Brick owner has lost interest. To a good home free, carry it away.
DICK LYONS, Chicago, IL, (773) 489-2780. (7)

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

Drop-In Sliding Seat Rowing Rig, nds track, wheel assy & oarlocks. Ltwt constr. \$99 plus shipping.
OWEN CECIL, Box 634, Oscoda, MI 48750, (517) 739-0196. (8)

1977 Sabb Diesel, model 2HSP, serial #98. 2-cyl watercooled 4-stroke diesel engine. 16hp @ 2000rpm, w/blt-in 2:1 reduction gear, clutch, reversing mechanism and 2-blade fully-feathering 18" diam prop. Weight is 420lbs. Dimensions are 19" w x 31" l (add 8" for hand crank), 26" h. \$1,800 firm.
GENE GIFFORDS, Hauppauge, NY, (516) 582-1808, 8-5. (8)

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NATE CARY, Grantham, NH, (603) 863-2915. (8)

'62 Mercury OB, 100hp Volvo outdrive unit w/prop. **Sailboat Dodgers**, several new. All items reasonably priced.
TONY GAMBALE, E. Boston, MA, (617) 569-3462. (8)

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

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

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

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)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (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 post-paid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

Too Many Boat Books, abt 90 titles from design to construction & sailing. SASE for list. GUY ZATTAN, 3511 Dakota St., Eureka, CA 95503, (707) 442-1417. (8)

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)

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

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



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)

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)

BOOKS & PLANS WANTED

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

Great Pelican 18 or Yangtze 18 Plans, also advice on bldg. Would buy started project. ED DAMBRING, PO Box 645, Shallowater, TX 79363, (806) 832-4810. (8)

MARINE RELATED ITEMS FOR SALE

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen (Half Moon)* seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons. BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Waterfront Property, Isaacs Harbour, Guys Co. Nova Scotia. 22acres +/-, mostly wooded w/238' frontage on protected deep water harbour in small fishing village w/general store & medical cntr. Property has dug well, electr & pond. Bldgs in poor cond, taxes under \$100. \$20,000US or consider trade for property in Ontario. ALICE OWEN, 255 State St., Auburn, NY 13021, (315) 258-8416. (8)

Summer Rental, house on Swans Island, Maine, nr Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on ppty, & many other places on island, Fresh water swimming in nearby quarry, grocery store on isl. Two sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat.-Sat. IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)



Charter Pleiades, 35' classic sailing yacht. Cruising for 4 on this beautiful vessel. \$1,100 weekly bareboat. Penobscot Bay, ME. GEORGE EVANS, P.O. 19, Islesboro, ME 04848, (207) 734-6641 eves. (9P)

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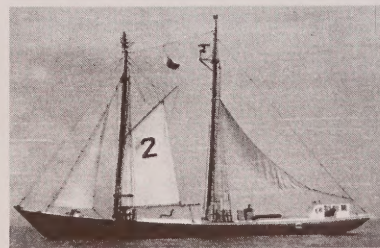
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Wake Up to Coffee

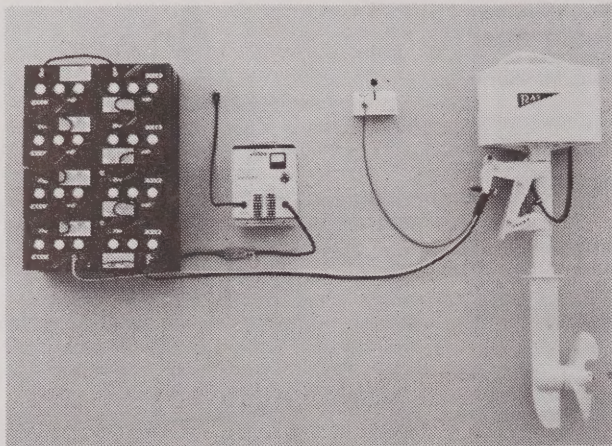
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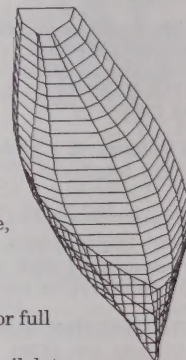
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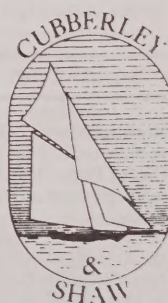
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