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messing about in BOATS

Volume 15 - Number 9

September 15, 1997

Special Features This Issue
Blackburn Challenge - Ports of Call Revisited
Small Wooden Boating in Nova Scotia



messing about in BOATS



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In Our Next Issue...

Paul Schwartz brings us a participant's view of the annual "S. S. Crocker Memorial Race" at Manchester, Massachusetts and Elizabeth Galarza provides a non-boater's viewpoint in "Wooden Boat Show: A New Road Taken".

Jim Thayer wraps up his series "A Summer Abroad" with "Homeward Bound", Marc Anderson tells of "My Horrible, No Good, Stinkboat Adventure", Gerry Gladwin chronicles "The Gladwin/Irving Expedition", Rick Klepfer continues his series on "Musings From Mustique" and I will reveal what it's like "Paddling an Hawaiian Outrigger Canoe".

Ira Goldstein presents the story of "New Babushka", James Flint describes his "Independence Day Proa", Robb White introduces his "Big Deal 16 Footer", and Gerry Banks tells us how it was "Planking Up 225' Minesweepers".

Rob Hupfield offers six interesting small boats from his "Lost in the Woods Boatworks".

Sam Overman details "Cutting Rigid Plastic Foam", Derek Van Loan describes the "Griffiths Hatch for Dinghies" and Tom returns with the fruits of his experiences in "How to Live on a Damn Boat".

On the Cover...

The big deal at the Blackburn Challenge Race this July was the appearance of eleven six man (or woman) Hawaiian outrigger canoes. Our cover boat is the all woman crewed sixth place finisher. Tricia Heed, Jan Whitaker, Roberta Shapiro, Kathy Mautlza and Nancy Andrews were listed as crew in the results, but we count six on-board. Who was left out?

Commentary...

Again this year I covered the Blackburn Challenge race around Cape Ann on our nearby Massachusetts north shore by dropping in at the pre-race meeting at 7am, briefly visiting the launching ramp nearby to view some of the boats close up, and then travelling shoreside around to view the starts of all 20 classes in the Annisquam River and then the procession further up the west coast of the Cape at Lane's Cove, about a quarter of the way around the 20 mile course, and on what is usually the protected inshore Ipswich Bay side.

This year this side was the unprotected one as a stiff northwest wind blowing across a dozen miles of shallow Ipswich Bay kicked up a pretty good chop and gave those participants with too much windage a lot of handling problems. Ten years ago in late August of 1987 the first Blackburn had to be foreshortened with Lane's Cove the turnaround mark, for a three day nor'easter had built up really big seas around on the Atlantic Ocean side of the Cape and the Cape Ann Rowing Club, in its first venture into promoting a major rowing race, opted for safety over achievement.

A double racing shell took top honors in that inaugural event, and this year in the 11th running, it was a solo racing shell out front. In both cases the winds and seas were more than one might think agreeable for racing shells, but they proved the validity of their designs by not only taking part but also by winning.

Watching a rowing race is much like that saying about watching grass grow, but at least, unlike sailing races, most of those taking part follow an easily observed course and comparisons can be made on how various participants and boat types are doing. As I sat on the breakwater at Lane's Cove I harked back to other years when this event had provided high drama as a large entry of big multi-oared boats contended. This year they were absent.

The human drama is more in evidence when six, eight or even ten rowers work together to propel a sizeable boat through the waves. And when several similar big pulling boats go at it for a win in so long and challenging an event, the drama is further heightened. My favorite vision from those years is one in which the local Gloucester seine boat *Nina* and the Hull gig *Liberte* battled through wind and waves not unlike this year's, still but a few yards apart as they came on past my viewpoint. The big boats cresting each wave and then dropping into the hollow with great bow splashes, the efforts on those long sweeps, the shouts of the

coxwains, all combined into a really epic moment.

What happened to these big boats? There were a dozen multi-oared boats at the Snow Row in Hull the first of March. But in the Blackburn only two multi-appeared, both quite small, the four person, four oared Mainville designed *Occam's Razor* and the three man six oared Persson designed *Apogee*. Where was the Snow Row winner, Ron Genest's impressive *Saquish*? How about *Pilot*? *Kittery*? *Port of Boston*? *Egalite*? They're still around, Hull is busier than ever with its pilot gigs. New York's Floating the Apple is on the water with large multi-oared craft.

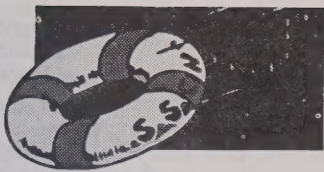
And what about the locals, those Gloucester seine boats so carefully kept up and normally used but once a year in a big mid-summer waterfront festival? Maybe the Blackburn is a race too far. Boston TV had a look at the Gloucester festival and the TV personalities even got to row in a seine boat prior to the race. Much gee whizzing and breathless gushing about how tough it was pulling on those big sweeps and how it seemed like they rowed forever and it was only five minutes. The big guys would have to race fifteen whole minutes. Wowee!

Yes, maybe it is a race too far. The Snow Row is only three miles and change. Other local ocean races run from three to ten miles. Perhaps twenty miles are just too far for traditional rowing? Do these rowers prefer the shorter sprints?

The Blackburn seems to be becoming a paddling race. While a few sliding seat racing shells still set the pace, an entry of 64 sea kayaks and surf skis, and eleven Hawaiian outrigger canoes dominated the event. And virtually all went the distance. The 48', six person outriggers have replaced the big multi-oared gigs as displays of team effort. But, while it is strenuous work, the short, quick stroking nature of paddling is not so obvious an effort as pulling on long sweeps.

Possibly the Blackburn has become a race too costly. A multi-oared boat cost \$100 to enter, at \$25 per person up to four and then any more in for free. And that's for pre-entry. After the deadline date a couple of weeks before the event, it goes to \$50 per person with no ceiling. Post entry the day of the race is a flat \$100 per person, no ceiling. Yes, maybe it's just too costly an adventure. But entries were at a record high with 120 this year. Are paddlers more affluent?

I have no answers, but I do know I missed the big pulling boats in this biggest, toughest open ocean human powered race on our New England Coast.



Small Boat SAFETY

Boating at Night

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

My boat's state registration ends with the letters "C C," which my irreverent son claims stand for "Chicken Captain." I tell him that if he will alter that to "Cautious Captain," I will accept the label with pride. In fact, I try always to be "cautious" and especially when I am out after sundown.

Boating at night presents some special problems.

To begin with, the background clutter of lights on shore can really confuse even a cautious skipper. They almost always have more candle power than the navigation lights on recreational vessels. The red neon light from an onshore tavern can render the port light on an oncoming vessel all but invisible. Additionally, the sheer brightness of onshore lights can "blind" a skipper. In Delaware last year, the bright lights of a bridge "blinded" the skipper of a small runabout. He maneuvered to avoid a slow-moving tug and ran into a sailboat whose running lights were obscured by the brilliance of lights from the bridge. Operators and passengers on both recreational vessels were severely injured.

Another problem is fatigue. Most of us are daytime creatures and our nighttime efficiency (especially our late nighttime efficiency) is not up to standard. Years ago I was sailing from Norwalk to Saybrook up Long Island Sound. Shortly after midnight I picked up a "flashing green" that I was looking for, right where I expected it to be, and steered for it. It was not until I had a totally unexpected gybe that I realized that the "flashing green" was, in fact, the starboard light of another vessel, and the "flashes" were the result of her rolling in a slow but persistent swell. There was plenty of sea room and no harm done, but the shock of that mistake remains to this day.

Granted that boating at night has more dangers than boating by day, what can we do in the name of safety? There are a few very simple rules.

First, when you boat at night make sure that EVERYONE is wearing a Personal Flo-tation Device, and that it is equipped with a light and a whistle. In the latest statistical analysis I have seen, PFDs were aboard the vast majority of boats involved in after-dark accidents, but only 13% were used.

Second, involve EVERYONE on deck as a lookout. In nighttime cruising there should be no passengers. Make sure that each lookout has an arc of responsibility. Three people, all looking in the same direction, are not very helpful.

Third, relieve the helmsman at regular

(and short) intervals. He/she is under the most strain and bears the greatest responsibility. Fatigue can, and does, undermine efficiency.

Fourth, check at least once each hour to make sure that navigation lights are burning and carry spare bulbs and tools to change a bulb. (Emergency battery powered nav lights with suction cup bases are a good safety investment.)

Fifth, and this one is for power boaters only, SLOW DOWN! Under the best of nighttime conditions, visibility is limited and there

is less time to react to a hazard. Studies show that well over half of all nighttime accidents involved small and fast motorboats.

Sixth, study the charts before dark settles in and know the lighted aids you will be encountering if you are on course. Write out what you should be seeing and when. If you don't see them, something is wrong.

Finally, if there is even a chance you will be out after dark, make your sunset drink coffee.

Safe cruising.

"The Old Ed Stories"

By Eric P. Russell



Captain Dean Outwits Some Chinese Pirates

Jakob Isbrandtsen was at a party with Bill Schustik not long ago. He commented that, because of where his line's ships operate, the anti-piracy insurance premiums are killing his profits. The China Sea and the other seas bordering Asia, the Near East, and Oceania have always been dangerous to ships.

Another friend of mine (who shall remain nameless) has taken out privateer's papers with the only country in the world that still issues letters of marque and reprisal, Vietnam. He intends to work the China Sea and profit from the condemnations of the pirates he catches. He plans to operate a "Q ship" so that they will come after him and be captured. Sounds like a good business, but risky. Eventually, the other side gets bigger guns. It's safer to set things up so that the authorities do the dirty work for you.

The Hudson River Sloop *Experiment*, Captain Stuart Dean of Albany, was a fine vessel of her sort, but was really meant for in-shore and river work, being relatively shallow and having a centerboard. As a result, she was kind of uncomfortable when the sea got up, with a tendency to pitch or roll depending on where the seas were from.

Experiment did something unprecedented. Not only did she sail all the way to China, she was the first American-owned and built vessel to go to China for any purpose, trade or war. She carried a uniquely American cargo, 400 gallons of Jamaica Spirits (rum), the best snuff, furs and North American ginseng, even then prized for its medicinal properties.

Tea was out. It was too readily available and *Experiment* was too small to carry enough to bring the massive profit the owners would expect from the voyage. He hit upon sandalwood. It was almost unknown, had a delicate aroma, and carved beautifully into durable woodwork. He bought a full cargo of logs and set out for the Philippines and a new departure for home.

He knew he had been observed by Chinese pirates. In China, as in some parts of the

then young United States, piracy was a respectable trade as long as the owner of the goods did not catch up with you. He hoped that he would be undisturbed, but had little hope of it. Knowing that the pirates' interest lay in loot rather than blood, he came up with a plan and visited a local blacksmith before departure.

As he had expected, he was soon chased by several ships of pirates.

When they were within a mile or so and closing, he went from log to log banging in nails. He then had his crew jettison them. As planned, the pirates ceased the chase and picked up the logs.

When they had had time to get clear, *Experiment* was turned around and returned to Shanghai. Captain Dean went to the local mandarin and inquired how the Emperor's edicts for the suppression of piracy were enforced, if at all. The mandarin reassured him that the edicts were taken quite seriously if the stolen goods could be identified. How, though, could logs be identified?

Dean reassured him and searched out the local warlord, requesting justice against the pirates. The local warlord also asked how logs could be identified, as one log is very much like another. It was clear from the nature of the questions and answers that the authorities were quite aware of what had been taken and by whom, but were hoping not to have to enforce the Emperor's edict.

Dean invited the warlord to bring a squad of his guards with him to the market, where he would identify the thieves. He went from vendor to vendor, asking that some be taken into custody, ignoring others. When he had identified all of the stolen merchandise, the warlord asked how he was able to be so positive who had stolen his goods, as he had never been close to them at sea.

Dean showed him the small spikes with his initials embossed in each that he had driven into the end of each log. Given this evidence, the warlord had no option but to behold the thieves and return the logs to Dean.

After he reloaded his cargo, he sailed home without being further molested.

You write to us about..

Your Needs...

Some Clever Things

Just a note regarding some clever things of interest. The first is a nifty item called a rope-reinch (registered TM) by the Rumstick Design Group, Fall River, MA. It will tighten lines with about 7 to 1 leverage and wedge itself into place. I got mine at K-Mart for \$2.00.

On another day, I was pondering the discussions about oarlocks when I noticed my wife's Norm Thomson catalog featuring fashion shots of Mykonos (a very neat place, I can attest). On the cover a grizzled Greek fisherman was rowing two fashion models around the harbor. But how were the oars fastened to the skiff?

It appeared that this skiff had old fashioned gunwale, about 1-1/2" wide and 1" thick with oar pads. A piece of 3/8" line came up through a hole in the gunwale oar pad, took two turns around a carved groove in the oar. Another piece of line came up a similar hole in the gunwale/oar pad and was tied to the top of the other line with what seemed to be a reef knot. Talk about appropriate technology!

Bob Patterson, Billerica, MA.

Your Experiences...

All Were Safe

I live in a port on Lake Michigan. Freighters regularly enter the river to load aggregates. Each August the city has a celebration centered on the Coast guard. The grand finale is a fireworks display along one bank of the river. During the fireworks the river is filled with small craft. The river is closed to navigation during the display.

This year a freighter arrived during the fireworks. It dutifully anchored in Lake Michigan to await the clearing of the river. Some of the small craft watching the fireworks left the river to head for other ports on Lake Michigan. They encountered a heavy fog. Many navigated by hugging the shoreline and watching the depthfinder.

One craft was not so traditionally equipped. It was a personal watercraft

equipped with a cell phone. The operator placed a call with the Coast Guard saying he was lost. The Coast Guard asked the anchored freighter to sound its horn, since it was anchored near the pierhead. Between these various technologies all were safe. As the song goes, "the times they are a changin'".

Jerry Gibbs, Grand Haven, MI.

Your Opinions...

Improving Frontrower

I would like to comment on Ron Rantilla's interesting historic and explanatory article, "Front Facing Rowing Most Efficient for Long Distance" in the August 1st issue. As an early owner of Ron's Frontrower I suggested to him a solution for a basic limitation of his device, although accomplishing this is somewhat elusive, something for his future development.

The stroke of the hands is distinctly limited by the boat center oar pivot that takes the place of the conventional oarlock. This is the thing that makes his forward facing rowing possible. But because the oarsman cannot reach out far enough for a desired length of the oar from handle to the effective oarlock pivot, his hand stroke is limited to about half what can be achieved with a sliding seat or sliding riggers, both having outriggers.

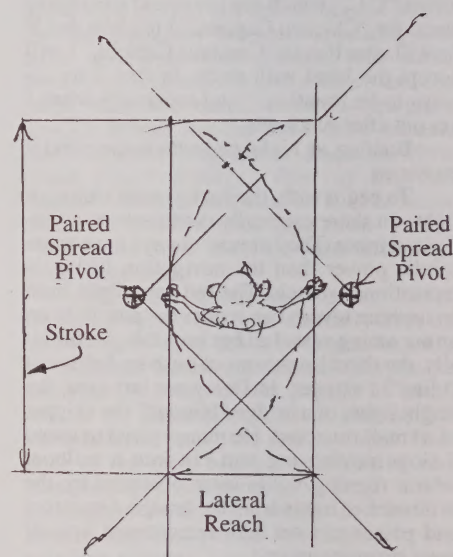
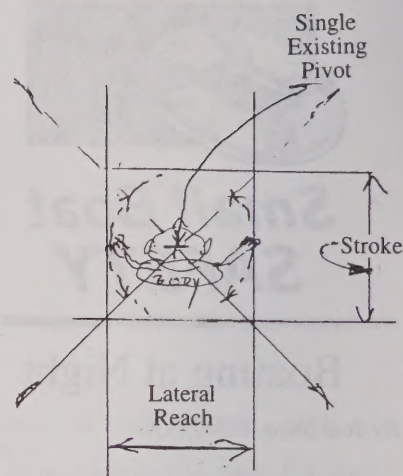
This limitation of hand stroke, it seems to me, is a major reason his rig can never equal sculling with outriggers. Since he doesn't use the sliding seat or sliding riggers, which serve to increase the stroke, I found my stroke to be limited from what it could be due to the limited outward reach of my arms, the resulting shortness of the oarloom from handle to pivot and the derived limitation of the hand stroke.

A solution for this would be to replace the center pivot post with a pivot for the right oar further to the left of center, and for the left oar further to the right of center. This would lengthen the oar loom from the oarlock pivot to the handle without requiring any further spreading of the arms. But now the problem becomes that the oars will cross and interfere with each other unless they are somehow curved to avoid this, a rather funny shape; or unless one pivot is placed above the other.

Now also, the oarsman's upper body and head do lean fore and aft to maximize his stroke, and the weight of his legs also shifts fore and aft on the footpedals. The legs weigh about as much as the body in most people. Although these weight shifts oppose one another I think he still has some of that weight shift he objects to.

In my studies of an Alden Ocean Shell, I found by towing a water speedometer that at 4 knots top speed the boat slowed down just under a half knot during the power pulling stroke because of the momentum of the forward accelerating body mass.

Steve DuPont, Old Saybrook, CT.



A Plea for Gardner Grants

This is a plea for support of a John Gardner Memorial Endowment (as reported in "Gardner Grants in the June 1st issue). I hope every reader will pledge as much as they can.

Thirty years ago, my wife, Colleen, and I made a life-changing decision and became involved with heritage small craft. Whatever public benefits The Old Boathouse and The Center for Wooden Boats have provided are directly related to the inspiration and mentoring that John Gardner gave us.

All of us owe Gardner credit for the survival of what was fast becoming a vanishing species, the traditional wooden small boat. John Gardner lifted traditional small craft from the trash heap to the pedestal of respectability. He showed us the astounding diversity of historic boat types, their functional virtues, how to build them and the significant values they played in our past.

Traditional small craft have come into the public eye due to the writings and urgings of Gardner. As a result of his teaching and preaching, museums have dusted off their back room collections of small craft and placed them in the center ring. Regattas, festivals, messabouts, workshops, ar-



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ticles and books have sprouted like dandelions since Gardner began thumping the drum.

Educators and mental health professionals have become traditional small craft cheerleaders through the vision of Gardner, who saw their value as far more significant than just as a means of transportation or recreation. The building and using of skiffs, gigs and longboats is now recognized as a valid means of education, integrating abstract and direct experience of math and science in an adventure package.

The John Gardner Memorial is the best way of keeping alive the values John gave us. Please give. For information on making pledges to the John Gardner Memorial Endowment, contact Ben Fuller, HCR 68, Box 196C, Cushing, ME 04563; Phone (207) 354-0441; fax (207) 354-2648; email: 71161.3057@compuserve.com

Dick Wagner, Founding Director, The Center for Wooden Boats, Seattle, WA.

This Magazine...

Comments on An Issue

I read Ted Bailey's letter "Never Leave Locks Standing" in the August 1st issue with great interest since I was taught the same thing. It seems obvious to me that if you want a great advertising photo of a boat you could leave the locks up, but in real seamanlike life you would unship them as soon as you stop rowing for two reasons: One, so you will not mar the top-sides of the yacht you are pulling up next to; and two, so you will not injure yourself or one of your passengers getting in or out of the boat on or off of another boat or a beach. I am constantly annoyed that the heathens at our boat club do not unship the locks in the club dinks.

Tim Barnum's article "Amateur Sailmaking: Almost Anyone Can Do It", was excellent and couldn't have come at a better time. I have done lots of repairs/modifications to sails and even built a Sailrite Kit with a friend (I thought it was easy enough and well done by Sailrite) but never actually designed and built a sail myself. I had just ordered two "how to build" books from Sailrite when this issue comes with this article. Just the kick in the pants I needed! Thanks, Tim!

I also liked the article on GPS by Peter Moore. Peter's article was quite good. I would like to add one thing: I have the same GPS he does and at the time I bought it I also bought the power and data cable/connector from Garmin. It is, as the name implies, a cable that plugs into the back of the unit and can carry power to the unit and/or data between the unit and a differential receiver, an autopilot, a computer, or another display such as a radar or fishfinder screen.

I was surprised by Peter's lack of familiarity with this common accessory. The other thing I will note is that I carry my GPS on the deck of the kayak in one of the waterproof bags made for VHF's, cell phones, or GPS's. Even though my unit is touted as being waterproof I don't necessarily trust any manufacturer on this subject. I have Velcro on the back of the bag

and more Velcro on the Davis "Holdz-It". They call it the universal mount for handheld electronics. Needless to say, there is also a tie-down from the bag to the kayak.

Anyhow, the Holdz-It is held by one of the deck bungees, and as I too like to run the GPS full time, it is fun to watch the speed, even though it is not accurate at all times, and the time to go function does give me encouragement sometimes. I find the little mapping screen more useful than I thought it would be but more so on bigger boats than with the kayak.

Lenny Lipton, CT

Liked the "Red Boat" Article

I want to congratulate Howard Ford for his "The Red Boat" article. Finally an article on repairing boats where everything didn't go smoothly. The real story is usually that everything that can go wrong will go wrong. Thanks for bring me the true picture.

L.W. Peterson, Glen Ellyn, IL.

Worthwhile Source

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

John Barry III, S. Londonderry, VT.

Something Missing in Tug Text

May I pass on a message to some perhaps-bewildered readers? Something happened to the text I submitted recently ("A Bit of Tug Research...and Word Research Too," page 25, August 1 issue). In it, "tiddlers" somehow became "fiddlers," "tiddle" became "fiddle."

In World War II, I would have blamed gremlins. Now I think an optical character reader couldn't accept what it saw. Please, dear reader, change the "f's" to "t's" and make sense out of the article!

By the way, since I wrote the article I purchased several tugboat books in England (at about the same time as the article was being processed, no doubt). One contains more history on the tugboat *Ernest Brown* that Jim Thayer featured in his recent series. Tugnuts: Add this to the article for the full story!

The *Ernest Brown* was TID 95, built in 1944, was acquired by Bristol (UK) owners in 1946 and given her present name. She sank at Avonmouth in 1980 but was raised and laid up. Bought by London owners in 1985, she found herself working on a civil engineering project in Paris. Her subsequent history is unknown but the ground-work for French ownership and British registration seems to have been laid then.

Hugh Ware, Manchester, MA.

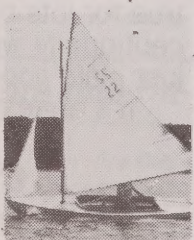
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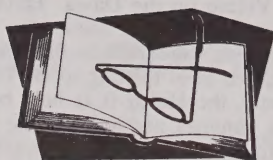
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Beginning with a handsome paperback guide to the Connecticut River in 1986, which included sketched charts, Embassy Guides have expanded to include spiral bound 8-1/2 x 11 volumes, with ample segments of the NOAA charts covering Long Island Sound, Rhode Island, Massachusetts, New Hampshire, Florida's east coast, Florida's west coast, and the Florida Keys. To my knowledge, these are the best guides available, and they have been duly praised by boating magazines and the press. A review of the 6th Edition of Embassy's Boating Guide and Chartbook to Long Island (1997) will suggest their format, scope, and usefulness.

A quick look at the Harbor Chart Index, itself a simplified, two-page spread of the entire area, indicating the various charts and their location in the text, reveals that the guide begins at New York Harbor, proceeds east along the Connecticut shore with excursions up the Connecticut and Thames Rivers, to Watch Hill, RI, and Block Island, and then returns westerly, with ample coverage of the fishtail of Long Island, along Long Island's North Shore until the circle is complete at Little Neck Bay. The individual charts themselves are focused on harbors and anchorages and include Loran/GPS waypoints.

In addition to the charts, there are about 60 harbor chapters providing historical and cultural information, color photographs, local attractions and events, marine facilities available, area restaurants, and places where supplies may be had, often a brief excerpt featuring a "harbor highlight" and especially valuable, reasonably detailed, and up-to-date sections on navigation and anchorages. A general introduction includes essays on the history, geology, and ecology of the sound, and on fishing, birding, and diving opportunities in the area.



Review

Embassy's Boating Guide & Chartbook to Long Island Sound

Review by Jim Lacey

A comparison with the 1st Edition of the Guide to Long Island Sound (1988) reveals a basic consistency with a number of changes, many of them for the better. The area covered has been expanded, more color photographs have been included, and the local information has been brought up to date. The general introduction is more logically organized, with much of the fluff eliminated, and the sections on fishing and the ecology have been improved.

The success of the Embassy Guides has resulted in a substantial increase in the amount and scope of advertisement, which readers may or may not appreciate. Advertisements have invaded the inside of the front cover and both sides of the back cover, so that the impression upon opening the book is visually less attractive than the uncluttered presentation of the 1st Edition, which featured useful and colorful international flags, pennants and aids to navigation on the inside covers. The chart of Long Island Sound, included in a plastic insert in the 1st Edition, has been eliminated and in its place NOAA charts and Embassy's own waterproof charts are recommended.

Information about tides and currents

charts has been much abbreviated. A handy flap extending from the back cover has been added to protect the outside edges of the text and to enable the user to tab a specific chart. The linear cover of the original edition, with its traditional blues highlighted by jaunty bright colors and images of various types of watercraft, has been replaced by a pink and blue chart-like image of the area with inserts in shades of orange and green, colors which suggest Florida or the Caribbean to this reviewer, rather than New England.

Finally, the Embassy Guides, which retail for a pricey \$39.95, appear to be addressed to the cruising sailor with a boat, power or sail, more or less in the 20-35-ft. range, interested in making coastal passages. Seat-of-the-pants navigators in even smaller craft, like many readers of this journal, will find the harbor chapters and charts useful, particularly in regard to anchorages, places to visit or get supplies, and for exploring areas the cruising sailor is advised to check out in the dinghy.

I personally have found consulting the Guide at home helpful before taking off for a weekend in my Nimble 20. A quick review of the areas I am most familiar with, from New London, say, to Napatree, RI, turned up, along with familiar historical yarns, a few anchorages and gunkholes I never thought to visit. Besides, the Embassy Boating Guide and Chartbook to Long Island Sound is an interesting reference book for casual perusal, which may suggest to the venturesome skipper a passage to some cozy but as yet unexplored anchorage.

Embassy Guides Boating Guide and Chartbook to Long Island Sound, 6th Edition, Embassy Marine Publishing, 1997, 442 pp., \$39.95. For information or ordering, phone (617) 860-0430.

It's Not Likely You'll Do Many Things With This Boat.

Probably won't sleep or cook on it, won't take the whole neighborhood and half their belongings out on it, or cruise to tropical paradise in it. In fact, the list of things you'll never do in a **Melonseed Skiff** is rather lengthy.

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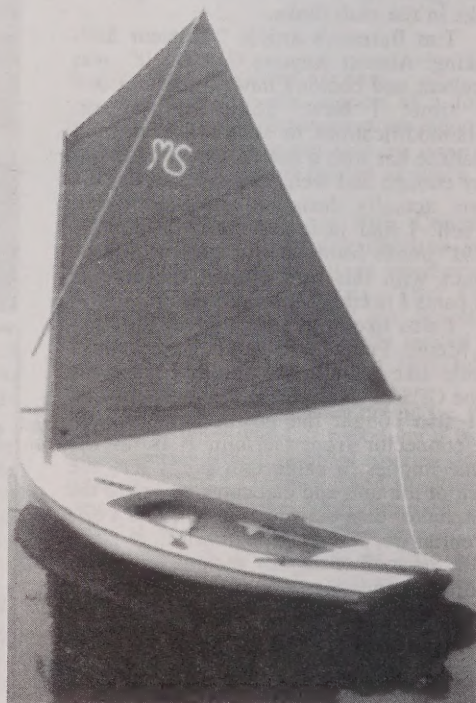
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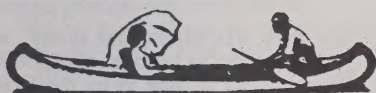
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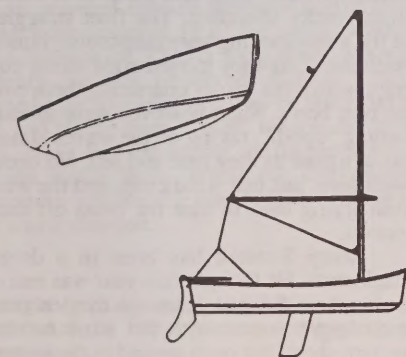
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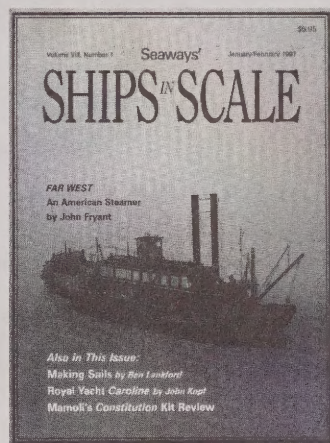
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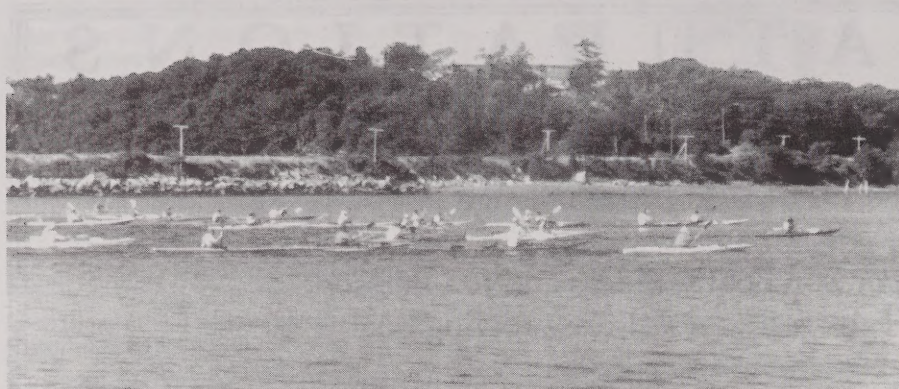
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The leading edge of 40 paddlers in 40 sea kayaks gets off the line.

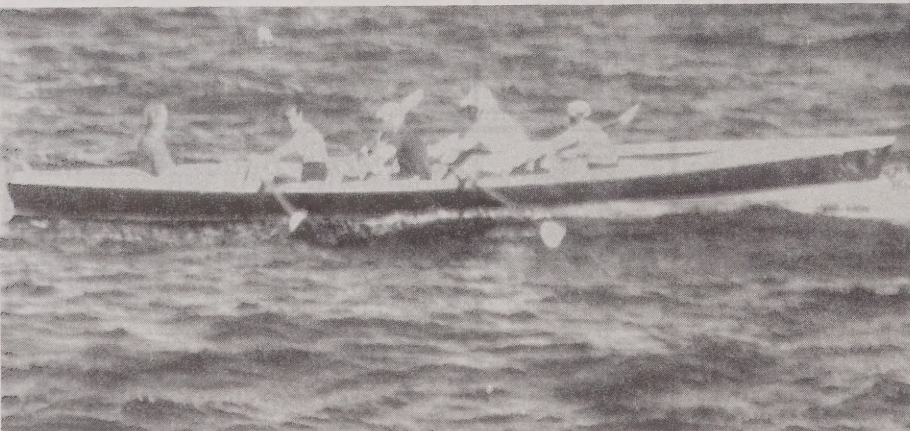


The leading edge of 78 paddlers in 13 outrigger canoes gets off the line.



Comfy seat on this sit on top surf ski might have been a mite high for the waves out of sight ahead on Ipswich Bay. Maybe he didn't know about them yet.

One of only two multi-oared entrants, the Mainville *Occam's Razor*, rowed by Gina Lampassi, Ken Parker, Ted Van Dusen and Deb Quinn, turned in a 3:58:08, about 13 minutes slower than the Persson Brothers' three oared 24' Freshet rowed by Ben Lathrop, Russ Smith and Shawn Bercaw.



It Was the Wind

By Bob Hicks

July 19th was bright and sunny...and breezy, even at 7am as I drove into Gloucester, Massachusetts to look in on the Blackburn Challenge. I stood on the marshy shore of the Annisquam River opposite the start line and noticed the ripples on the river heading the assembled fleet. As the 112 boats in 20 classes departed on their 20 mile open ocean grind some participants already looked somehow apprehensive (sorta reluctant in leaving the line) about being in this event. Wait'll they got to Annisquam and left the sheltered river where it emptied into Ipswich Bay, wide open to the northwest wind that was already building up whitecaps over a fetch of a dozen or more miles from over on Plum Island.

I moved on to view the action from the rocks and the stone jetty at Lanesville, about 5 miles along the course. The wind was 20 knots, the chop short and steep as it closed on the rocky shoreline. The fleet straggled on by, a few looking very purposeful, almost mechanical, as they moved right along cutting through the waves quartering them over the port bows. Most however were already battling "uphill", taking on the waves almost one at a time as they rose and fell. No ocean swell here, just that wind chop, and the wind itself trying hard to turn the boats off their courses.

Henry Szostek has been in a dozen Blackburns. He thought this year was one of the toughest. Several years ago they encountered larger waves with the wind on this western shore, but once around to the eastern open ocean side, the lee of the land moderated things. This year, according to Henry, the only letup was a short downwind run from Straitsmouth to Thachers past Rockport on the northeastern tip of Cape Ann. Turning past Thachers on down the long southwest slog to Eastern Point it was a strong beam wind on the starboard, and the turn northwest for the last two miles across Gloucester harbor was dead upwind.

It was tough enough that 15 of the starters did not finish. Some dropped out at the moment of truth at the mouth of the Annisquam (perhaps some of those I perceived as reluctant starters?). The only major class to finish all entrants was the surprisingly large fleet of eleven Hawaiian outrigger canoes. Only two of 39 touring solo men's kayaks dropped out so they seemed to handle it okay. At the other end of the scale, three of the five double Banks dories quit.

No surprise here, the boats can handle the waves easily enough but the windage must have been so bad with the high sided boats unladen as they were that control must have been about impossible.

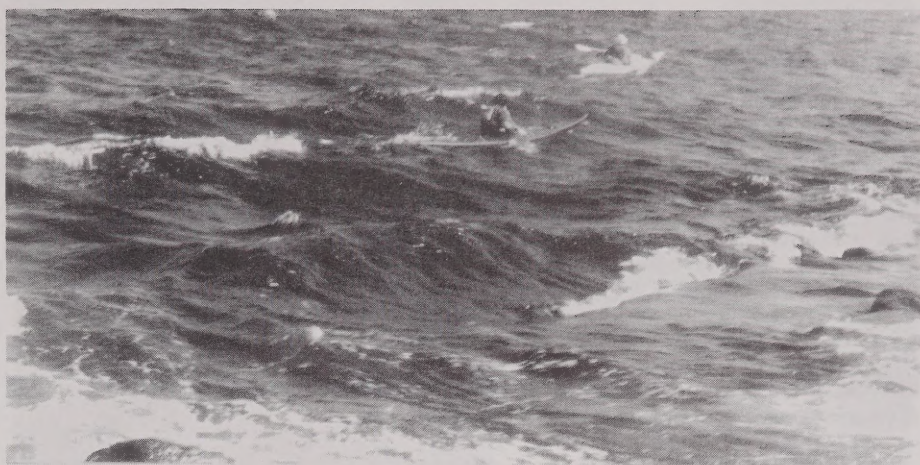
Overall winner was Joe Holland in his Kingfisher racing shell in 2:44:50, about 9 minutes off the 1995 course record. Second fastest was the first of the six-man outrigger canoes (Bob Zaveral, Dale Persons, Lee Young, Doug Howard, John Edwards) in 2:46:17. Third overall finisher was Dana Gaines in a Dolphin 24 racing shell in 2:53:41. Fourth overall was Larry Thomas in one of Doug Bushnell's Wave Excel racing kayaks in 2:58:19, and fifth, and last to finish in under 3 hours was a second six-man outrigger canoe (Nash Wagner, Todd Lannon, Pat Barton, James Barton, Tom Felch, Ross Flemer) in 2:59:32. Two racing shells, two outrigger canoes, one racing kayak.

Where'd all these outrigger canoes come from? They first appeared in last year's Blackburn and were back in force this year from up and down the east coast. Local kayak rental proprietor Ed Duggan, who also was one of the Blackburn organizers, has a couple of these 48' canoes right nearby in Beverly. We'll have a go shortly in one and let you know what it's like to play this paddling game.

In contrast to the big outrigger entry, where have all the multi-oared rowing boats gone? Just two turned out this year, one three-oared, one four-oared. Gone was the drama of the big gigs battling it out in the wind and the waves that we thrilled to a half-dozen years ago, the Gloucester seine boats versus the Hull gigs. Where'd they go?

Paddles seem to be taking over what was originally conceived of as a rowing race of epic scale for around here, a 20 mile human powered race on the open ocean. This year oars powered 35 of the boats, paddles the balance of 77. As long time oarsman Henry Szostek observed glumly, "these kayaks are like seagulls, they're just moving in and taking over." Well, maybe, but now its those big menacing outrigger canoes, gotta watch them. While the sliding seat oarsmen still had the winning edge this year, it was a slim one.

Freight train a comin'. An Alden double is overtaken by the runner-up outrigger juggernaut.



Two kayakers cutting in close at Lanesville.



Peter Corbett was the only Banks dory solo entrant and a determined one he was, battling it out for 6 hours, 41 minutes, 40 seconds to be the last finisher. In 1998 there will be a cutoff time according to the organizers. The safety sweep boat had a long wait for Peter.

What, no photo of the winning Kingfisher racing shell? Nope, he was long gone by the time I got to Lanesville.

(The logo heading this report was designed expressly for the 1997 Blackburn Challenge official race shirt by Alex Bridge of Watermark of Kennebunk, Maine. It is in blue and yellow on white, and is the first change in nearly a decade. The shirt is available to anyone interested from Watermark for \$17.50 plus \$4.50 s&h. Watermark can be reached at (800) 985-4421.)



A Summer Abroad

Brest '96

By Jim Thayer

I've been hanging out at the Swanage Sailing Club with a "For Sale" sign on the boat. Construction of a sewerage plant has closed the regular path to town so everyone cuts through the sailing club, right by my stand. Very few, none to be candid, are interested in buying the boat but a few stop for an agreeable chat.

I have spent several days since getting back from Poole touring by shanks mare around the quaint countryside of Dorset. There is a fine coast trail with some serious ascents and descents, some with steps, which passes by the quarries where the local Purbeck limestone was dug out. The stone was lowered down the cliff to lighters which took it off to sailing ships for shipment to London. For ballast on the return they brought various heavy items, including "street furniture" gone out of style in London. These posts, railings and whatnot still grace the streets of Swanage.

The stone is now dug inland with heavy machinery and is still in demand for the nicer buildings. Fortunately, to my mind, the zoning rules are quite strict and this section of Dorset, known as the Isle of Purbeck, has largely escaped the architectural obscenities marring the decor of Europe and rampant in the States.

On the evening of July 10th, encumbered by a small pack which was still too much for my advanced years and spavined condition, I caught the bus to Poole and the night boat for Cherbourg, enroute to Brest and the Fete Internationale des Bateaux et des Marins. I had to change trains twice. Getting from the end of one peninsula, Normandy, to the end of another, Brittany, is a problem. Got a nice hotel room three blocks from the station for 22 bucks. One night only though, because starting Friday there won't be a free room in town.

In the morning I went down to check in at the festival. Since they didn't know I hadn't sailed in, and I neglected to tell them, I got the whole outfit: nifty captain's bag, ceramic plaque, two cans tuna salad, can of artichokes, and some racing flags.

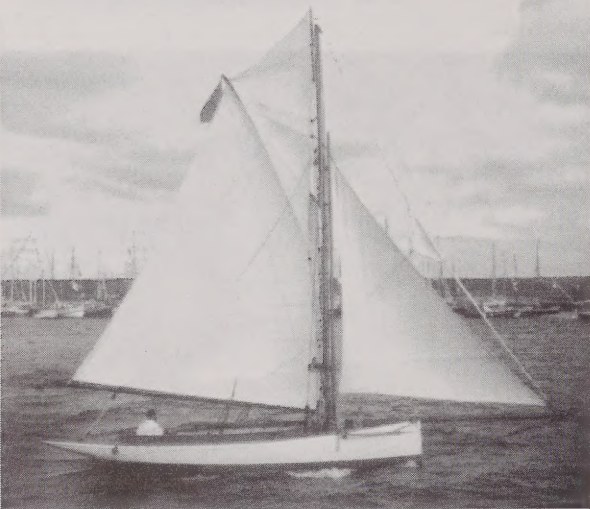
With my magic ticket around my neck I went off to see the housing people. I had signed up and paid for a dormitory (gymnasium with cots) but they assured me I had requested tent space. Forty years ago I'd have held out for the dorm (coed) but I had a tent and the deal suited me fine. My tent was the only one in sight when I pitched it under a tree on the school grounds, just a few blocks from the main square and even closer to the supermarket. I was happy as a clam.

All settled in, I set out with minimal pack to give the Fete a quick once over before the crowds arrived. I had coffee on the *Anna* and found she was full up. I ran down Keith thinking I might get a berth for DZ but he didn't know what the Boss was going to do. A trifle footsore I hiked back up the escarpment and flaked out.

Not for long, however, as I had to descend into the gorge of the Penfield for the crew dinner. Dinner was a plastic tray of pate' and cold cuts with bread, one cherry tomato, and a piece of that fine Breton cake.



A French Bantry Bay gig pulls by a naval vessel breakwater.



A gaff topsail cutter.



A fancy dory out of place at Plouguerne.

A typical small alongshore boat. Note sculling notch in transom.



A far cry from the old days at DZ when everybody sat down to grilled sardines. Still, it was a remarkable accomplishment considering the thousands of crew fed.

Sailors, being smarter than boat-builders, scarfed up all the wine before I figured out that you had to be two people to get a bottle. I settled for beer until I miraculously ran into some *Anna* gang and got a cup. Once more on top of the escarpment, I discovered tents all around and a body wrapped in a blanket under "my" tree.

Come morning the blanket was sitting up contemplating the light drizzle outside the tree. I gave it a hearty "Bonjour" and it came back with a distinctly American "Good Morning". Fancy that! The only American I met at Brest was right under my own tree. He thought he was signed up for a dorm too. Fortunately the rest of the week was fine. He was an early retirement NPS guy living on an old wooden boat on the River Shannon. Having spent some summers myself in a Smokey Bear hat, our morning croissants were enlivened by animated conversation.

The boat thing at Brest is pretty much beyond description, involving as it does some 2,500 boats from 30 countries. They range from big squareriggers down to prams. The French of course have the most and tend toward black-hulled beauties with long bowsprits and gaff rigs. The English are represented by midsize square rigs and plenty of yachts along with a number of Thames spritsail barges.

There are other exotics like blunt-ended Dutchmen loaded with gold leaf, Venetian gondolas, Italian lateen rigs, and Thames punts. There was a Portuguese Durro River barge laden with real casks from which generous samples were drawn. I had several. The emphasis is on traditional craft and wooden construction but plastic boats are welcome and given room to anchor out. The French navy even puts out a breakwater of ships to keep everybody cozy.

In the last ten years or so the French have gone hook, line, and sinker for the marine festival thing. Nearly every seaport has some kind of affair and around a hundred replicas are abuilding, some of them quite ambitious. For example, there is a plan to reconstruct the *France*, a five masted bark that was the largest sailing ship in the world.

On a more modest scale, I ran into M. Bruno de la Monnerage whose group is building a Beetle whaleboat after the one at the Mariners Museum. I sent him a photo and got a very nice letter in return, including a photo of the hull ready to turn over. They hope to launch at the time of the beech leaves. (April, '97) I believe one could spend a very enjoyable summer mooching around the coast of France checking out the various reconstructions underway, and probably be welcomed with open arms.

The Festival can be divided into three major parts: The boats, all manner of attractions ashore, and food, all enlivened by plenty of music. The number of musicians is inferior only to the number of sailors.

There are many demos of old-time crafts and skills like tanning sails, making cider, rope making, fish smoking, and, of course, boatbuilding. Remember the classic *Mystic* film where the guy builds a boat with a hatchet? Yep, there's the same kind of guy doing one here.



Jean et Jeanne.



Unloading seaweed.

A bunch of lateen rigs.





A big lateen rig.



Lots of action. Looks like *Ernest Brown* out there.

A little lugger with lots of bowsprit.



A number of organizations have booths to raise funds for their replica projects, and there are more drumming up tourist business but often with nice historical photos. Some bunch from New York state had a large Adirondack style log building from which they purveyed birch beer and the like. I think they may have had a canoe.

Among the more esoteric projects was a group of large boulders with vague carving outlines. You were welcome to grab a hammer and chisel and whang away. Shades of OSHA! One of my favorites was the film theater. Piece de resistance was "Man of Aran", absolutely superb. I saw it twice, maybe three times. There were a number of old-time curiosities, like shearing Breton girls for wig material. Lots of wonderful stuff.

The boats, naturally, are the big draw. They can be inspected from the quayside and many can be boarded. As we all know, the smaller the boat the friendlier the crew, and they are delighted to discuss the boat and chew the fat. These guys really do sail and there is a lot of coming and going all through the day. If you are dedicated enough to work yourself up to the frontrank by late afternoon you will be rewarded by all sorts of exotic rigs sailing right by the pierhead under your nose. There is none of this nonsense of striking the sails three miles out like they do on this side.

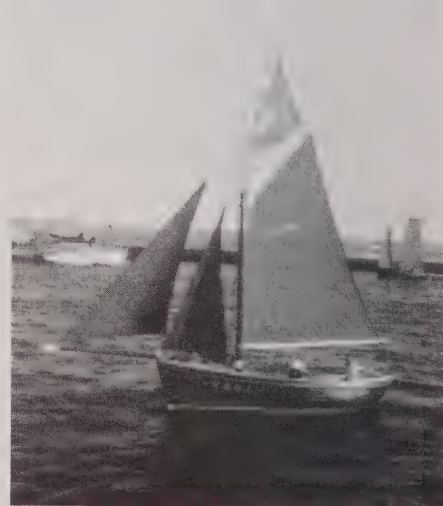
There was a large tent with over 400 model boats, and just outside was a large pool where some were sailed. Some doubtless had electric motors judging from their windward ability.

The Atlantic Challenge had taken place at Bantry while I was at sea on the *Anna* but I did see the French gig on the water at Brest. There were a number of multi-oar gigs ashore but I didn't see any racing.

Wednesday the 17th was the start of the race to Douarnenez. I stopped by the *Annabel J* Tuesday evening and found the boat full of people. Having done DZ twice I made a snap decision to poke around Brittany instead. The race would have been a great photo op.

Thursday, July 18th, a week after my arrival, I packed my tent and was the last one out of the place. I gave my can of arti-

A neat little cutter.



chokes to the lady in the office and left her beaming. I had planned on going to Le Conquest but the bus was a long wait so I took the next one out of the gate and was soon set down at Plouguerneau in the midst of a nice market. Some while later, my pack threatening to dismember my shoulders, I hit the road for Greve Blanch, the white beach.

The camp was a pleasant small modern (separate bathrooms) place on a cove where the sea was the same colour as in those south sea posters. In the distance was the Phare de l'le Vierge, tallest lighthouse in Europe at 82 meters.

I spent four days walking the coast, staring bemusedly at the waves, and investigating a medieval cemetery which had been buried by the sand. It was a very pleasant spot, enhanced by fresh croissants and bread every morning. I really missed not having my boat because this would be a perfect beach cruising area. There are pretty little sheltered areas in behind the rocks where the local boats take the ground. One could ground out near high tide and have plenty of time to fool around ashore. Guess I'll have to make another trip and do it right.

Back in the Brest railway station, I was engrossed in a timetable when brought sharply to attention by the words "Atlantic Challenge". Looking up I was confronted by three smiling Mexicans who had noticed my t-shirt. I had met one of them in Pentang two years before. How's that for small world? They informed me that they were building a Bantry gig in Yucatan and invited me to drop down for a look. I immediately put it on my to do list.

The regular train being late in the day, I went off the deep end and booked on the TGV for early next morning. I had a delightful stay in Coutances (cathedral recommended by Victor Hugo) and in due time wound up in Cherbourg, where I caught the morning boat for Poole. It was a beautiful warm day and as we came abreast of my nudie beach I could see that it was covered by what I knew to be deshabile denizens. The glasses confirmed it but still lacked detail.

I was soon on the bus for Swanage and my cozy little boat.

(To Be Concluded)



Lubbers with fenders and no sail.



Bruno and fourth son with model of a Beetle whaleboat.

The crew banquet.



Standard lunch.



Small Boat Journal: Ports of Call Revisited

By Steve Anderson



Sarah, Sean and Dad in the Seapearl 21 in front of Cayo Costa.

In November of 1988 I was poring over my newly arrived issue of *Small Boat Journal*. (Who wouldn't rejoice over the reappearance of that magazine?) I was living in the Chicago area at the time and already had the sailor's winter blues. One article especially caught my attention. It was an article written by Judy Sizemore entitled "Ports of Call, La Costa Island, Florida." I loved that article. I read it with envy, figuring that I would never have the opportunity to go there.

At that time, in 1988, I was sailing a canoe, a Hazen-designed 18-foot strip built Micmac, and alternately an old Lone Star 13 with retractable bilge boards. My sailing was limited to the inland lakes of the Midwest. The warm waters of southwestern Florida seemed only like a dream.

Life has changed. I've lived on the northeast coast of Florida for over two years now and, though I still have the sailing canoe, most of the time I sail a Sea Pearl 21 with leeboards and lugsails. This spring presented me the opportunity to visit LaCosta for myself. I pulled out that old issue of *Small Boat Journal* and read the article again, several times. I could hardly wait.

Cayo Costa is the northernmost island in the chain of barrier islands off the coast at Ft. Meyers. The southern island is Sanibel, then comes Captiva, North Captiva (which was separated from the rest of Captiva by a hurricane), and then La Costa. North Captiva and La Costa can only be reached by boat. Where North Captiva has houses on it, La Costa (or Cayo Costa) is a state park with a marina, rustic cabins which rent for \$20 a night, and lots of beaches with shells. Inside of these barrier islands are lots of smaller islands or keys. The water in Pine Island Sound ranges from 15 feet to 1/2-foot with shallower depths predominating.

We arrived in Ft. Meyers on Sunday evening. The bad news was that the weather forecast was dismal. Thunderstorms were predicted for every day of our four-day trip. Monday morning dawned with the promised rain,

though no thunder.

My wonderful family all agreed to getting up at 6:30 AM on our first day of vacation so that Dad would have his long-awaited chance at a visit to Cayo Costa before the weather turned worse. We followed the advice of Judy Sizemore, who had written the original article on La Costa, and set out for the Pineland Marina on Pine Island. We found the marina still there, but it is now called the Mattson Marina in the town of Pineland. They charge \$10 for use of the ramp to launch and retrieve your boat and for the use of the parking lot.

The rain was coming down with serious intention by the time we got to Pineland, however. Especially with the promise of afternoon thunderstorms, no one was anxious to set out for the crossing in our open Sea Pearl. The closest it now seemed that I'd get to LaCosta was to stand on the pier at Mattson Marine and look across the water, while being soaked to the skin by the rain. What a disappointment.

We retreated and headed back toward the bridge to Sanibel Island to spend the day sightseeing in the car with the Sea Pearl in tow. We ate lunch at a very nice little restaurant on Captiva called the Mucky Duck. By the time we were finished with lunch, the rain had stopped and there was actually some blue sky showing. It was too late to drive all the way back to Pineland, but the staff at the Mucky Duck recommended a boat ramp at Tween Waters, farther south on Captiva.

Tween Waters, on the Pine Island Sound side, has a small ramp. I asked what the fee was for launching the boat. It was \$5.

"Do you want to take the boat out again?" the man in the office asked.

I did.

"That will be \$5 more for retrieving the boat."

That was fine.

"Do you want to leave your car here?"

Five dollars more for the car.

So for \$15 you can launch your boat, leave your car, and retrieve your boat. We did

it!

Finally we were out in Pine Island Sound, the wind was howling and that shallow water was really kicking up. About a half-mile out from shore the waves were good four-footers and wild. The rail was to the water and the waves were breaking over the bow. My wife Kathy and 10-year-old daughter Sarah were up front and soon soaking wet. Sean and Dad, being protected by the women folk, were relatively dry. Kathy found the sailing to be exhilarating. Sarah was scared.

Soon there were tears and I thought it best to come around and head for the calmer waters near our launching site. The water was rough, but those who know the Sea Pearl 21 know that with her beautiful flared hull and 450 pounds of water ballast, she handles rough water well. Still, it was not a time to be careless or to miscue. Certainly to be ten years old and scared on the boat is no fun at all.

After sailing around for a while in the calmer water closer to shore, the wind shifted around more to the south, giving us a south-eastern wind which would make for a nice broad reach along the inside shore of the islands. We headed north toward Cayo Costa. We made good time and, with the boat on a broad reach, the sailing was pretty easy. Sarah was now having great fun.

We got to the southern tip of Cayo Costa at Captiva Pass. It was getting late, the water was still rough, though easy to handle while reaching. I knew that we still had to beat our way home again and that it would involve some long tacks and taking the wind and water on the nose. We would have a good three hours of hard sailing back. Cayo Costa would

Sarah and Sean Anderson in the bow as we motor to Cayo Costa.



have to wait for another day, but it looked as though the weather channel might be wrong about the entire week. We got back to our hotel late that night, exhausted, thirsty, hungry, and wet. A couple of hot showers, a call to Pizza Hut, and some cold beer revived the spirits.

Tuesday morning I was sore. Very sore. You know that it was hard sailing when the muscles hurt the next day. So Tuesday was a day off for us, for shopping, eating out, and sightseeing. The weather forecast was for flash floods and up to eight inches of rain, but the sun shone all day long. It was a glorious day.

Wednesday morning it was back to Mattson Marine at Pineland. There was no wind, but the sky was blue, the water looked like glass, and we had our 2hp Honda all ready to go. We followed the markers out from Pineland to the tip of Ussepa Island.

Judy Sizemore was right when she said navigation can be tricky in these waters because there are lots of islands and they do all look alike. If you make the trip, bring a chart with you, NOAA #11427 shows the area. You'll want to keep Black Key, Part Island, and Useppa on your south. You will recognize Useppa because it looks like a hill. It is a shell mound from the Calusa Indians. Useppa has also been privately developed and is covered with houses. To your right will be Patricio Island and Mondago Islands.

Because it was past lunchtime, we decided to head south as we passed Useppa Island and motor over to Cabbage Key, which is home to the somewhat famous Cabbage Key Restaurant. Just as we reached the entrance to the marked channel which brings you to the restaurant dock, our Honda ran out of gas. I mention this just to give an idea of distances, it took us an entire tank of gas to get to Cabbage Key. After refilling, we continued up to the marina where we were personally greeted and assisted by the Harbor Master, who helped us moor the boat.

Cabbage Key has the restaurant and inn and one house. The house has a "For Sale"

sign in front of it, should you be interested in real estate. The restaurant is an interesting place. The porch where you eat is wallpapered in one dollar bills which patrons have signed and dated with indelible magic marker and taped to the wall, posts, and ceiling with masking tape.

Originally the fishermen would tape a dollar bill to the wall with their name on it. The next time they returned, if the fishing had been poor, they would take the dollar off the wall to pay for their drinks. I guess that is some compensation for poor fishing. The restaurant claims the world's best hamburgers. Ours weren't. In fact, the food was rather poor, but the experience of the place itself was worth it. Maybe it was a bad day in the kitchen. If you go, I would recommend a stop there at least once.

After lunch we still had no wind, so we continued our motoring north to the state park marina in Pelican Bay at Cayo Costa. There are very nice docking facilities there. You put \$2 in an envelope and deposit it into a box. The tear-off receipt goes "on your windshield" or, in our case, between the halyard and the mast. After nine years I had finally made it to Cayo Costa. Lest there be any doubt, Kathy took a picture of me with the Cayo Costa State Park sign in the background. I was delighted!

It was 3:00 in the afternoon and the "cross-key bus," a ramshackle old small school bus, quits shuttling people across the island at 2:00, so we walked. The walk is about a mile long. Judy Sizemore's article mentions a day use marina on the Gulf side of the island. I don't know what became of that marina, but there is none there now. The Pelican Bay Marina is the place to go.

The swimming and shelling is wonderful on the Gulf. The state park still maintains the little cabins that Judy mentioned in her article. They are still primitive, but there is a central facility with water and the price has only gone up \$5 per night since her article. The price is now \$20 per night. Each cabin has three bunk beds and an inside picnic table.

It's not plush, but it is beautiful.

Just as we were about to trek back across the island, the bus showed up delivering a couple of overnight guests. I guess the bus runs for campers but not for commuters. It costs 50 cents each to ride across, but it's the best ride southwest of Disney! The bus lurches and lunges its way along the pothole infested road and barely clears the brush and trees along the edges. What fun! It's also a much cooler way to go in the afternoon, especially with our buckets of shells.

On our return to our Sea Pearl there was a nice sea breeze which would take us all the way home. So we raised our lug sails and headed for Pine Island. As the Sea Pearl will sail in such shallow water, I was much less concerned about the depths this time and planned on cutting away from the marked channel and close to Patricio Island.

I was surprised to see a very large power boat completely ignoring the channel markers and also heading at full throttle straight for the western edge of Patricio Island where the charts said the water was only about one foot deep. I figured that they probably knew something I didn't and looked away for a moment. When I looked back, the powerboat was at a dead standstill. Slowly, carefully she crawled around and finally crept her way back toward the channel markers. When she reached the markers, she stayed humbly within them the rest of the way.

We got to that same spot, the water was about 18" deep. So power boaters beware! With our leeboard hiked up about halfway, we glided across the shallows with its clear water, waving seagrass, and sandy bottom. My son, Sean, who was sitting up on the bow, let out a yell and pointed into the water. There, about 12 inches below the water, gently gliding alongside the boat was a beautiful ray. That was the highlight of the trip for Sean.

A half hour later we arrived back at Mattson Marine. What a day! Nine years ago I had read the article in the *Small Boat Journal*. Now I had been there and it was still just as Judy had described it. That trip was everyone's highlight. Sean and Sarah will remember it always. So what could possible come next?

What comes next for us is a trip north to Bayfield, Wisconsin, and the Apostle Islands! How completely different that will be! Isn't it nice to have a boat you can take on the road with you? Let's hope for fair winds and no rain!

Sarah at the tiller under Dad's watchful eye.



PRECISION

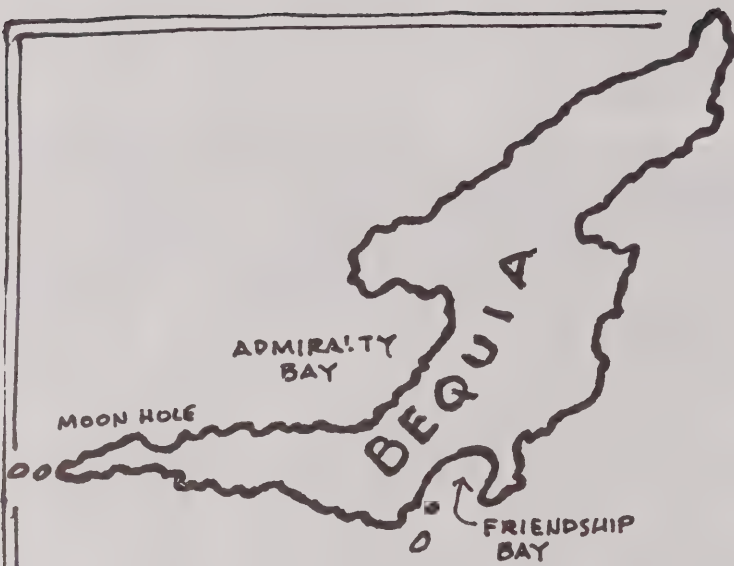
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SCALE IN MILES

PETIT CAY

PETIT MUSTIQUE

Musings

From Mustique

By Rick Klepper

I had lived in the Philadelphia area for the past 19 years, although my move there from Florida long ago was not exactly intentional. I was really wanting to relocate to Maine but, as the saying goes; "life is what happens while you are making other plans". Although I have made great strides towards Maine as an address, I now find myself going in quite the opposite direction. My wife, Kay, and I have sold our house, our cars and a substantial portion of our possessions, tearfully put our two lovely boats into storage, and are taking up residency on the Caribbean island of Mustique.

A more complete antithesis to down-east Maine could not be imagined. Mustique though, does offer one thing that Maine does not; immediate and gainful employment. Theoretically, the proceeds from a year or two in the islands will fund our move to Maine in 1998. Come to think of it, this is just about dead opposite from what most people would like to do, which would be to retire to a tropical island, after working in the cold, industrial north.

Mustique is to us a sort of adventure, well worth trying out, but not something that we would want as a permanent arrangement. We are cold weather people and are happiest when our feet are freezing.

Being an adventure, we thought that it would be interesting to vicariously share in our experiences; hence these "Musings from Mustique", in which we will delve into whatever catches our fancy and, hopefully, catch yours as well.

To provide a thumbnail sketch: Mustique is a tiny, three-or-so square mile jot of rock lying 12 degrees 53 minutes above the equator (read hot). Curiously, it lies at the exact same latitude and has the same physical features as Viet Nam, which I had visited some 30 years prior, under markedly different circumstances. Although a privately owned island, Mustique is a member of "St. Vincent and the Grenadines", previously a British colony, but now an independent country.

Visually, Mustique would qualify as an island paradise and, indeed, many find it so. The terrain is dramatic, with thickly vegetated mini-mountains plunging their feet into the warm, clear and mesmerizing sea. Interspersing the rough and rocky portions of the coast are immaculate and un-peopled beaches of white sand from which one can swim in what seem to us to be absolutely perfect conditions. The surf booms along the off-lying rocks, the trade winds faithfully blow their warm, wet breath over the veldt, and curious flora and fauna peek out of the brush at every turn. While theoretically in the hurricane box, a major storm has not been known to come ashore here in recent history.

Once a sugar plantation, and later a cattle ranch, Mustique is now inhabited by three widely separated strata of human tenancy: The indigenous fishing-based native and imported service personnel, the middle-management and professional/technical folks and, the fuel to the whole mix, the ul-

tra-rich landowners. In case you were wondering, Kay and I fall happily and contentedly into the middle class of this stew.

And boats! You'll want to know about boats! There are fishing boats, vestigial whaling boats, inter-island steamers and a never ending parade of yachts. We shall hope to examine these further, as time permits. In fact, being optimistic, we are taking along some few hand woodworking/boat building tools in the off chance that a floating restoration project will reach out to us there.

We took up semi-permanent residency on the island at the beginning of January. After a day-long trip that started in Florida at 4:00am, and during which our luggage decided that San Juan was good enough for it, we arrived on the last plane to touch down on the unlighted airstrip on Mustique. Being so close to the equator, the days and nights are nearly the same length, with little variation throughout the year.

Our house here is a small one, but with magnificent views of the turquoise sea and the neighboring islands of St. Vincent and Bequia (pronounced Beck-way) to the north, and the yacht anchorage and sunset to the west, from its perch 250 feet above the sea. The house has no glass in the windows and we leave the louvered doors open 24 hours a day to let the warm winds blow through. Of course the mosquitoes, lizards and all sorts of huge insects blow through as well. The house sits in a lush garden of tropical trees and shrubs which are, in turn, the home of hummingbirds, butterflies and tortoises.

At night, the clear, unpolluted air permits every star to shine through to its brightest. The lights of Kingstown, St. Vincent, 20 miles away, gleam like diamonds on black velvet. The temperature is in the 90's each day, but it is tempered by the endless tradewinds. At night a sheet, or even a blanket, is wanted under the tent of mosquito netting.

We have a small swimming pool, with a waterfall, in which we have been inclined to go skinny-dipping each night. Swimming in the ocean though is the best treat; the water is warm, clear and salty.

Transportation around the island's rough, steep roads is by Kawasaki "Mule"; a sort of golf-cart-on-steroids. It's the only vehicle that seems to stand up to the hard use and salt air. Driving is "Brit-style", on the left, although in actual practice, it's on whatever side of the road has the fewest ruts.

The sailing conditions are near perfect here; steady winds, clear warm water and the next island is always in sight. From my field office, which is a rock under a shady gum tree, 460 feet above the sea, I have an excellent view of the anchorage below and all the comings and goings of the yachts and ships that call here.

Mustique, being a small island and one that has little in the way of natural resources, is very dependent upon shipping to stay alive. Most of the supplies and labor come here by ship. Two regulars are the 100' *Robert Jr.*, a somewhat tawdry old lady which call twice a week with containers, building supplies, livestock and groceries, and the *Grenadine Star*, a large landing craft type vessel with bright orange paint and a bow ramp to discharge vehicles directly on the beach.

In addition to these regulars are a number of ships that come to the island only when a specific need arises. Of these are mid-sized container ships, natural gas carriers, gravel barges, etc., which lay alongside the jetty and discharge their cargoes by the most rudimentary means. Being used to the Delaware River where the consistency of the water seems adequate to support a ship, it is curious to stand on the jetty, next to a big ship, and see right under her in the clear water.

The anchorage is always full of sailboats of every description. Many of these are of the mundane "Clorox-Bottle" variety, but always there are grander things in the mix: Wonderful gaff schooners at one end of the spectrum and mega-motor-yachts, bristling with electronics at the other. One day, I watched as a fine looking twin to *Gazela* made her way in to anchor under sail. I nearly ran down to see if any friends were aboard, until I saw the Swedish ensign flying from her mizzen truck. On another occasion, J.Paul Getty's incredible Victorian motor vessel lay in the harbor, reportedly with Tom Hanks and Stephen Spielberg aboard. Who else could afford the rumored \$28,000 per day rental?

Although the weather conditions are ideal, the yachtsman must be very cautious; there are virtually no aids to navigation here. While walking along the beach, we came upon a 35' Beneteau, up on her side on the reef. She was holed below the waterline and the broken remnants of her mast and rigging were lying on the beach. Her owners had been ashore, and when they returned, they found their boat a total loss and most of her gear stolen. They were only waiting for the remains to be towed to deeper water and sunk. Her name? *IDIDIT*; and I guess they really did!

From our verandah, we can see the scant remains of the luxury liner *Antilles* which, due to a major miscalculation by her master, went aground and burnt to the waterline in the 1970's. After looking at this corpse for 20 years, the landowners decided to clean up their view and had the wreckage cleared to just below the low tide mark. Naturally, putting a buoy on this new "iron reef" was not considered. One afternoon, I observed a cruising sloop beating towards the wreck site. Fascinated, I watched as she lurched to a dead stop, hung there for a brief moment, spun about on her keel like a ballerina's pirouette and sailed off to sea as if this sort of thing happened every day. Perhaps we will find the bones of this boat washed ashore one day!

(To Be Continued)

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Saint Michael's, I like to roll the words over and let memory take it from there.

The Pier. There's a pier at Saint Michael's that's in front of the campground, the big tent and the meeting hall. It's where the boats are. Skiffs line the right side, bow line to pier, stern line anchored off. On the pier's left side the shoreline's the real attraction, a patch of sand and marsh with boats in the reeds, on the beach, or just anchored off. At the end of the pier there's a float, good sized and with more boats, this time tied off. There are bow lines and spring lines and stern lines, bags of gear, sails and spars, rigging.

And from here, looking across to the right is another pier. The two form an inner small boat basin open on the harbor, itself a popular anchorage for local cruisers. Looking back to the shore, a seawall runs between the piers with a sturdy canvas covered launching ramp. For the Mid-Atlantic Small Craft Festival, this pier is centerstage. And the wind, it's worth noting, has come from dead ahead the last few years.

Water. Open water, not too cold just yet, and plenty of it. Thin water, tidewater. There's no fetch here. It's not the kind of place so common to the New England coast where boats in a cove can move from what's outside, slap down and pull back on a mooring. No, it's different. This is a place where rivers are wide and creeks meander, where the far shore is a blue line well away. It's a graceful and, most often, peaceful place.

Small Boats. You name it, it's here. From turn of the century leisure craft to the newest in touring kayaks, racing dinghies and plywood types on traditional lines, a few catboats, and small craft let over from the age of working sail. There are Bolger boats, the beautiful and the strange. There are traditional crabbing skiffs, some two masted, a

Soon We Return To Saint Michael's

By Tim Weaver

sailing canoe, a sharpie or two, and flat bottomed, sprit-sailed skiffs. There are vee-bottoms and round bottoms. There's John England's Delaware Tuckup, *Blackberry Seeds*, as beautiful a little boat as I've ever seen. Fair, fine lined, plenty of sail, a small boat with the look and feel of a Sandbagger. And there are one-of-a-kind pocket cruisers with ingenuity to spare. There's a significant rowing contingent, the big light multi-oared wherry with the Checkered Cab sheer plank from Floating the Apple in New York stands out, but most of the rowing boats are smaller.

The Camp. Behind the large meeting tent, is the campground. As night falls lanterns and lights appear, people gather in groups. Pickups pulling in, boats on racks and on trailers, stacks of gear tentside, twilight launchings, and later, near the big tent, tended cooking fires. Things slowing down, a place to cook dinner. First year we went, my daughter Elizabeth and I, we stumbled through, discovering the routine, second year we got there early, had *Patina* in the water, tents up and time to catch our breath.

The Night. Once all is quiet, folk, not that many, but a few, wander the festival's waterfront. It's time to listen. Out on the pier the boats are snug. The air's brisk, and the skiffs are talking. They like the way the water moves. The chop is short, but not that short and just long enough to have a little roll, a staccato rhythm, a tidewater, Chesapeake thing, a certain gentle nervousness. The wind that's dead ahead has moved unhindered for quite a while, from outside

Saint Michael's harbor, from across the Miles River and then from way up Leeds Creek on the other side. The boats move and play, they jerk their heads, a flat-bottomed slap is in the air, the vee-bottoms bob a bit. And their sophisticated round-bottomed cousins move more easily, impatient with this noisy crowd. Masts arc, somewhere rigging slaps.

This is the Annual Midnight Boat Meeting of the Mid-Atlantic Small Craft Festival. *Blackberry Seeds*, often an attendee, is anchored off, outside the basin, she seems to nod her head and keep the watery folk in some semblance of order. A 15' two-masted Bay River Skiff rides lightly on her lines, she's a Graham Byrnes design, she's an interesting proposition. Thad Danielson's boat, a Chapelle peapod, but underneath it all an old, experienced Elizabethan lady, apple bowed and fine lined running aft, sits patiently. And there's *Patina*, our boat.

Wind. Maybe none, maybe plenty, and if plenty, it's enough to get one thinking. The wind, come dawn, can build and build and build some more this time of year. *Patina* goes through my mind, we've got two rigs, two masted and single masted. We'll probably be okay, not fast but okay. Still, it's the stronger wind scenario that makes me wary.

The wind seems always dead off the pier. So sailing out the basin, it's into the wind, past things close on the leeward side, things like another pier, another boat. For Elizabeth and me, the thing to do is row out. She'll handle the tiller and I'll row, or vice versa. This will gain us ground, get us off the lee and find us time to look for a way to tack through the anchorage out front. With a boat like ours, that's a big deal. She's a flat-bottomed skiff on a sharpie notion, she likes the wind off the beam and she likes to run.

Truth is my real concern is to avoid a good scare. Elizabeth's had fun in boats. I don't want to put an end to things. We're gonna go slow, underestimate the boat, yet try to stay in the midst of things. We've got to talk things over and keep the oars handy.

Saturday Morning. The dawn brings wind. *Patina's* come through the night well. Taken a bit of water, a couple of buckets, but shy of what would have me worried. She's not rigged yet. I go for coffee and the sails, the masts and sprits are on the dock. Come back, the winds coming up, I can't decide which rig, but I've got time and the rudder's not yet set up. Job done, I notice the wind's notched up. An 18' daysailer goes out. Not too long she's back, lots of wind.

Elizabeth appears, says she's going crabbing, we make a few rules, she goes off amongst the piers and pilings, I'm back to *Patina*, looks like I'm sailing alone, maybe swimming, too as I've just decided on the two masted rig. I bail again. She's leaking but I can stay ahead of it. It's just a wet foot day. I take the main mast and put it up in the eyes of the bow. Sun's warm, wind's blowing. I'm nervous, but I like this. I set the second mast, with the two masts up she's got that sharpie notion in her, she's taking shape. The wind seems to still be rising.

Next thing is literally right out of the bright sun and blue sky, right in front of me, a guy appears. "A sharpie," says he, "Jeez, I like 'em."

"You want to sail," I ask. There's no answer, he slides out of his deck shoes and comes aboard. He's judged the whole shebang, knows a wet foot day when he sees it, gently moves aside my five gallon pail and we lace the sails and set *Patina* up. We're going out. We're gonna see what happens here. This guy is quick, if I remember right we tack out, it's close but we're able to move up wind enough to find a line and work out past the points that mark the harbor. We talk and watch the shore. We trade stories. The facts of life are imponderable, as usual, at least so we decide. *Patina* pays no mind, she finds her rhythm. We let her sail the way she likes it. Now and then she shakes her head. The breeze turns out to be a bit stiff, that's all. We bail and run back in.

Tieing her off we run into Thad Danielson, he's ready to try his boat. I introduce my new found friend, Mike, to Thad and, after they wait while I see if Elizabeth will come, she won't, she's got crab fever, we're off to try this natural made, that's a Danielson specialty, no adhesives, no epoxy, old time Maine coast boat. She rides nice, he's playing with the rig. I get up in the bow and once we clear the harbor there's that old rhythm again. But this time it's a quiet motion, that nice round bow just rolls off things, it rises on the chop, it drops down and catches itself so easily, it does not plunge. Long keeled, it doesn't like to change course like some, it tracks and resolutely makes it's way. She likes a line. She has her pace. This is more boat by far than *Patina* ever will be. By now it's noon and its back to the pier. I round up Elizabeth.

Sunday morning. Today, Elizabeth says, she's going to sail. She keeps her word. The wind's not bad, but we row out first. We're part of the boat parade and sail around the harbor, have some fun.



But there was another Sunday sail, our first one at Saint Michael's, that will be with me until I can't remember anymore. That year Saturday was close to windless. We tried the race, but the going was so slow I faced open rebellion, we turned back. It was a slow, slow sail. The next day was another story. It blew and blew and blew. We re-rigged *Patina*, one-masted with the larger sprit sail and with the oars handy, we were able to get through the Sunday morning boat parade, no small success as the wind was up there and the lee shore a seawall, had to be held off to reach the parade area, but we survived. In fact it gave us a little energy.

And *Patina's* pretty manageable in strong wind if you can reach, and wouldn't you know it, that formed a line down the other side of the harbor and on out to a fine blue line of shore. We grabbed the chance. The mast groaned, sheet pulled hard, now and then we'd pound, lay her over some and feel the spray. I had the sheet, Elizabeth the tiller. We sailed a nice straight line, kinda straight.

And then coming towards us on the port side, our weather side and moving fast, I mean flying by, not through the waves but over them, that boat, a two-masted Bay River Skiff boiled by. We trundled on, some times we splashed and thrashed.

Then out of nowhere, charging from behind, to starboard and close by comes something I'd only heard about, and at that years ago on the lower Potomac, and always with the a similar refrain: "They're gone," or "That was the last he built," or "There's one left," or simply, "No more." In this case it was a two-masted, vee-bottomed crab skiff. Just rumbling along, a water powered tug she was, standing straight and plowing through the chop, she knocked it down.

Well, what a sight. It triggered something in me. I just said to myself, "Wish Mom could see this." She was a tidewater girl, Mom. Knew the creeks of the broad lower Potomac, and its points, where the

rockfish were, the crabs, the crokers for a good pan-fried dinner, knew the weather and the tides. That was her way. But she is old and long turned her back on the Chesapeake. She's way downeast now, claimed moving there was like down here in old times.

Maybe so, I don't know. But I do remember her on the Potomac, she liked to sail. And as I watched Elizabeth at the tiller, Mom went through my mind. Burdened with Alzheimer's and wracked with Parkinson's, she'll sail no more. But Elizabeth in some way is her. I just felt like I'd connected lines that run so deep. Some things end, others begin.

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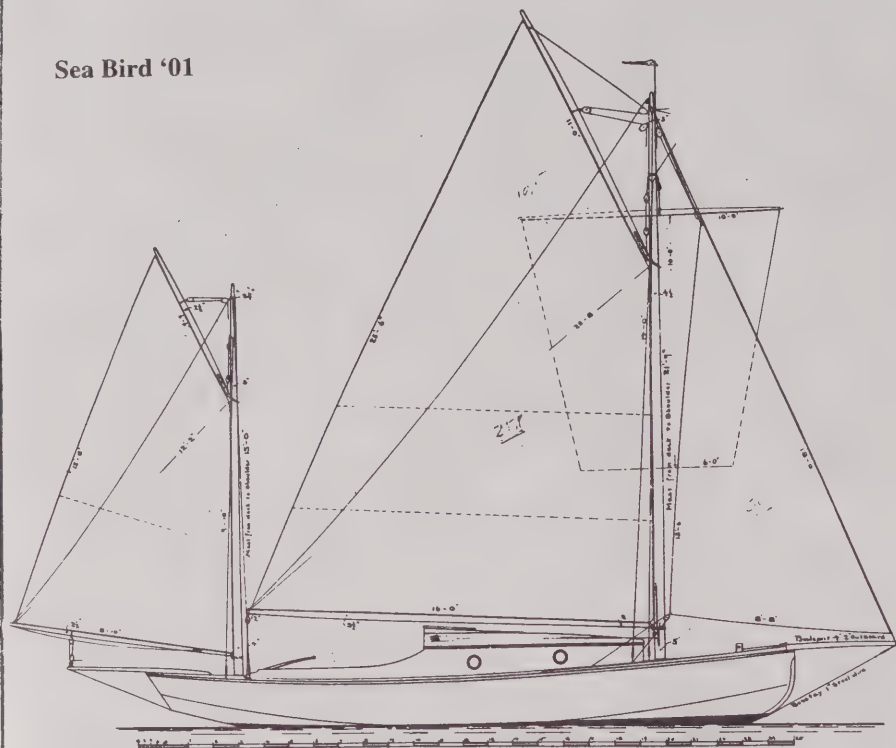


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Bolger on Design

Sea Bird '01



Sea Bird '86

(From *Boats with an Open Mind*, Bolger 1994; originally written for the *Small Boat Journal* in 1986)

Dear Phil:

You have already updated L. Francis Herreshoff's *Rozinante* for us (our auxiliary canoe yawl, *Sensible Cruising Designs*, International Marine, 1991). Perhaps you'd like to update the old Sea Bird? In a trailerable, plywood version, the Sea Bird's shippy looks would really catch the eye and yet not tax the retirement budget too much.

I'd like the whole thing to trailer behind a 6-cylinder vehicle. We would plan to use a pickup with a cap for stores and onshore berths, cutting in and out of the Intracoastal Waterway and exploring the lakes and shores of the Northeast.

William Salter, Delhi, New York

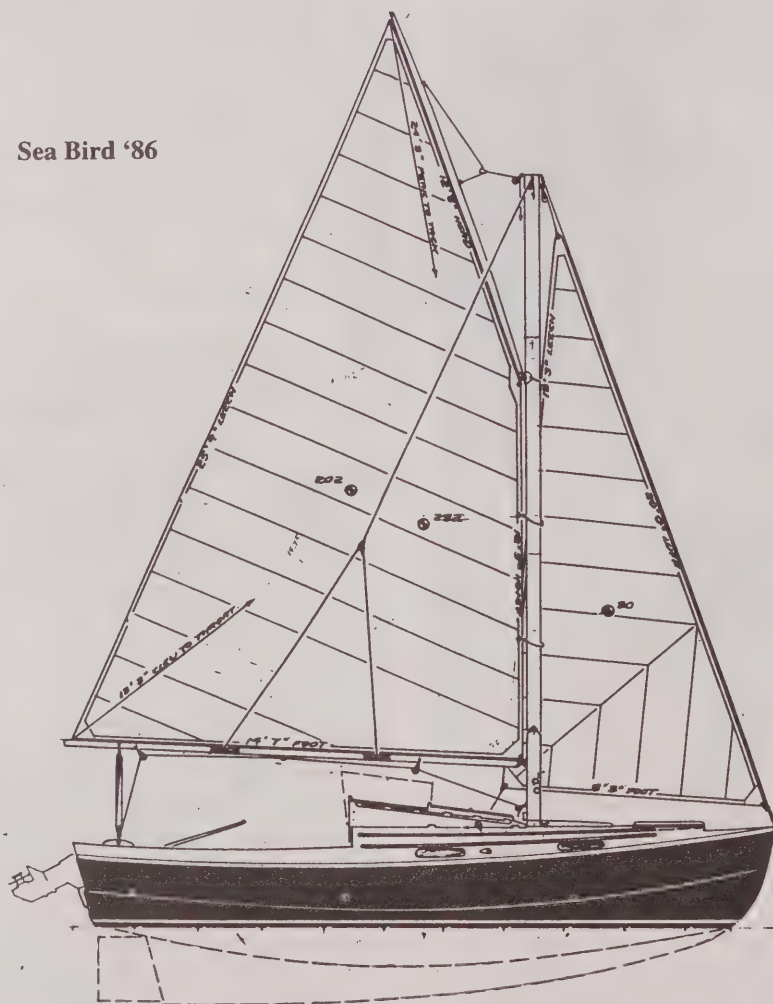
Dear Mr. Salter:

What Thomas Fleming Day had in mind when he set Charles Mower to work on the plans of Sea Bird, and Lawrence Huntington to build her, was to show that a very modest boat could keep the sea routinely. Day was an offshore seaman and an advocate of "the strenuous life" in the Theodore Roosevelt mold. He was contemptuous of fairweather yachtsmen and smooth-water boats. The racing rules of the time were producing some of the most unseaworthy boats that ever sailed, and Day was concerned for the health of the sport. Sea Bird was his illustration of what a sensible recreational boat should be. The year was 1901.

Day was a great spirit. He was always on the lookout for overlooked possibilities, and was interested in anything that opened up boating to people who weren't rich and socially prominent. Sea Bird was designed to be cheap for small boat shops to build and attractive to home builders. The hard-chine shape with straight frames was, at that time and for long after, supposed to be easy to build. That was a fallacy in pre-plywood times, but so widely held that it would have been a crusade in itself to combat it. It was a good construction for knock-down kits. The supplier did the lofting and beveling, making it fairly easy for a novice to get the shape accurately set up to plank. Quite a few Sea Birds were built that way, and a lot more were started but never finished, as was the way of kit boats, then as now.

What Day did with Sea Bird was to take her out more boldly than was then usual. He sailed out around the Nantucket Lightship and he offered a prize for an "outside race" from New York to Marblehead around Cape Cod, which was the beginning of modern ocean racing. A few years later, he navigated one of the first three yachts to race to Bermuda. It's ironic that Sea Bird is the ancestor of the IOR fleet. Day would have liked the way the IOR crowd go to sea, but he would have disliked the cost of the boats and the per-

Sea Bird '86



vative sea-lawyers. The OSTAR would have been more to his taste.

He demonstrated that Sea Bird could stay offshore for days and nights, heaving to for a rest or if the weather turned dirty. Eventually, he sailed her across the Atlantic. He wanted it known that a cheap little boat could do more than slip timidly from one Long Island Sound harbor to another.

Having made his point and seen it absorbed, he turned to powerboats and later to outboard motor boats, still with the object of showing that they could go to sea. He navigated two motorboats in races to Bermuda and took the powerboat *Detroit* across to Ireland and on to Russia. Later he took a tiny boat with one of the first Evinrude outboard motors from New York to Boston. All these exploits were desperately uncomfortable, but they weren't very dangerous (except for the carefree way they treated gasoline at the time), and they weren't expensive.

My proposed Sea Bird '86 is strictly in the Day spirit. She is a fairly cheap boat, suitable for an experienced home builder, fit to go to sea, and designed to use her motor with no inhibitions.

She's built of tack-and-tape plywood, prefabricated from diagrams of key panels to obviate lofting and jigging. She's biased toward the part-time builder who wants a boat, not a carpentry challenge, and who has to work in short stints. The shape would be good for an aluminum boat. Day would have approved of the no-maintenance quality of unpainted aluminum as soon as he could be convinced that it wouldn't evanesce as the aluminum sides of the America's Cup boat *Defender* did about the time Sea Bird was built. (*Defender's* aluminum sides were riveted to a bronze bottom near the waterline.)

The plywood boat is sheathed with fiberglass to speed up finishing and reduce the consequences of neglect. Day liked sailing better than polishing. His boats were plainly finished and not always squeaky clean.

The original Sea Bird was built as a centerboarder, with all her 1,000 pounds of ballast inside. I calculated her displacement from the published plans. Mower's designed waterline implies a displacement of 4,100 pounds. Her actual flotation shown in photos of her trials must be well upwards of 5,000 pounds. Since Mower was a good estimator of weights who did not make mistakes of that order, I surmise that he was thinking of much less ballast and gear than Day put into her.

Sea Bird was changed to a keelboat after a couple of years because the centerboard trunk spoiled the cabin. Day and Huntington had a difference of opinion about the shape of the keel, with the result that she eventually got a full keel much bigger than was necessary. The keel shown for Sea Bird '86 is like the one Day wanted, with the minimum depth that would ensure reliable handling in bad conditions. A short, deep fin would make her faster close-hauled with a skilled and alert helmsman; the shallow keel is stronger, calls for less concentration on the helm, is probably faster reaching and running, and hangs on better hove-to.

Sea Bird '86 is shorter, narrower, and shallower than the original. The difference in length is mostly due to cropping the stern overhang to take the outboard motor. The Evinrude demonstration mentioned is proof that Day would have approved of this cheap and simple power installation, which saves drag under sail and keeps all the fuel outside the boat.

I squeezed the breadth to bring her well inside highway trailer limits. The trailer boat, even those like this one that are not very practical to launch down a ramp, is a development that would have delighted Day.

The deck layout is as simple as I can make it. The raised deck saves labor in a one-off boat, adds interior space, and increases buoyancy and reserve stability; that is, seaworthiness. It's not as good to work on in rough water as a deck with a cabin trunk, but deck work in this boat is meant to be done, for the most part, standing in the hatchways because I wanted to eliminate a lot of expensive pulpits and stanchions.

The cabin is an updated imitation of L. Francis Herreshoff's H-28. Read his writings for its virtues, of which the first is that it's cheap to build, and the second that it can be kept really clean. Sea Bird '86 does have a portable toilet in place of Herreshoff's trademark cedar bucket, because in most places this side of Labrador there are too many people too close together to tolerate the implications of

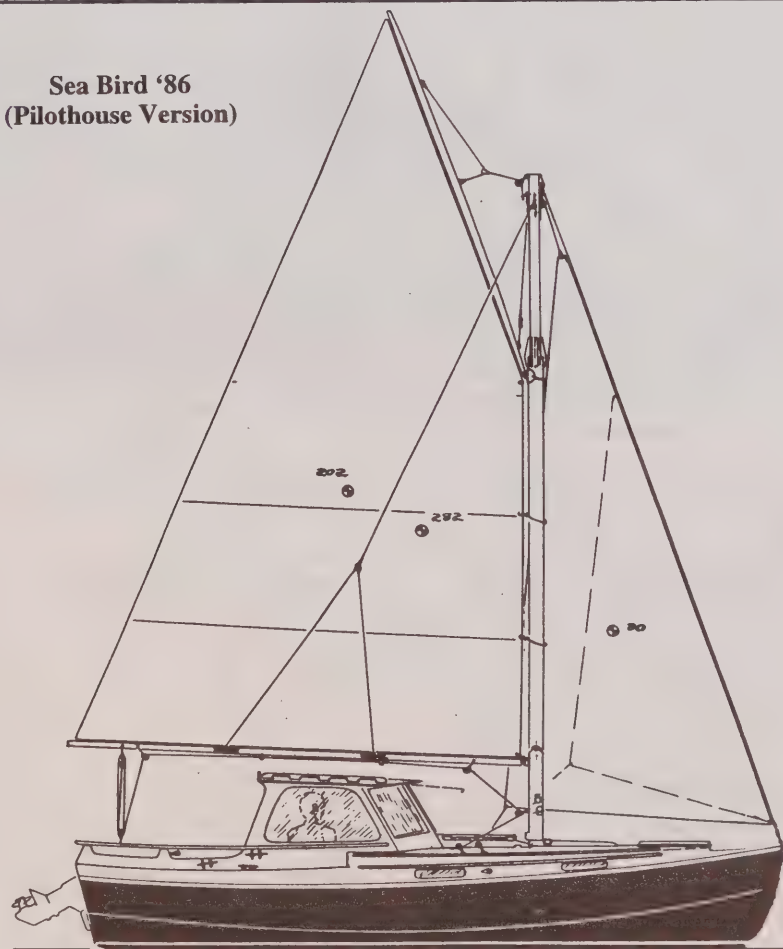
buckets. The current generation of portable toilets is wonderfully good, I use them in much more pretentious boats than this one. I've walled off the head for those who feel they need the privacy.

This cabin is designed to camp in for short cruises. It's possible to live comfortably for a long time in a cabin this size, but the stowage arrangements need long study and many hours of joinerwork, all of which is best done after the owner has grown familiar with the boat.

The dipping lug is my own campaign for an overlooked possibility. This sail is usually dismissed out of hand because it is so much trouble to tack it. Dipping lugs are powerful and close-winded sails that need no standing rigging, little running rigging, and only a short mast. The drawbacks for close maneuvering don't strike me as critical in an era in which all cruising boats do all their maneuvering with their engines. It doesn't make sense to give a full-powered boat a sail plan based on the assumption that the motor won't be used. Marina contracts commonly prohibit trying to make a berth under sail, and most cruisers don't set sail until they can lay their course.

The specified motor for Sea Bird '86 has power enough to drive her at hull speed against a chop. When she has to tack, she will steam dead to windward while the lug-sail is being changed over for the new tack, likewise for beating through narrow passages. In a long-and-short-tack situa-

Sea Bird '86
(Pilothouse Version)



tion, she would take the short tack under power, lowering the sail but not shifting it. She's a true motorsailer, with a higher performance under sail and power than that of comparable boats, especially boats of her cost. T.F. Day was not the man to lock into a line of thinking based on the fact that racers have to maneuver without their engines (which they start as soon as they cross a finish line).

The mast is stepped in a tabernacle with its heel above deck. It's so short that neither counterweight nor strut is needed to raise and lower it, handy if you lose the end of the halyard.

The trysail shown in broken lines is primarily for heaving to. Sheeted over to the weather quarter, it will keep her steady and quiet, making a square drift with a big radar reflector displayed while the crew

rests. It can also be sheeted flat to steady her under power in a seaway. In either case, wind resistance is tiny compared with the tower of wire and struts vibrating aloft in most cruisers. In a hurricane, there's a chance that her mooring will hold her unless something with a tall standing rig drags into her.

Author's Notes

Not many people bought the argument about the dipping lug. We thought the rest of the concept was too attractive as a straight-forward smaller cruiser to let it lie idle because the rig was unpopular. The gaff sloop rig, with loose-footed jib, can use the mast and tabernacle designed for the dipping lug. (While we were at it, we showed the option for a mast of regular schedule 40 aluminum pipe). The mast should stand reasonably well without staying since the jib is only 80 square feet but, in any case, shrouds and/or backstays can be added if the luff of the jib sags too much with the bending of the mast.

The same arguments about wind resistance made for the dipping lug apply to this rig; it has one more halyard and a stay or three, but is still very low and clean compared with most contemporary rigs. The mast is less than 19 feet long above the tabernacle pivot, and can be struck down flat as fast as you can pull one shackle pin. All sail handling is still done from cockpit or hatchways.

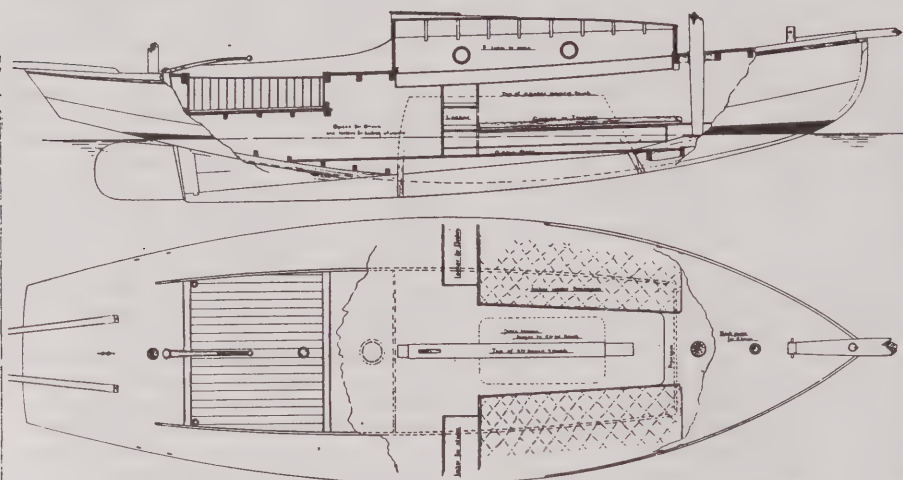
We next looked at some shelter for the cockpit. As already discussed in the recent article on the 20-foot *Col. H.G. Hasler*, we've grown increasingly intolerant of the "stay out and take it" dogma. Even Tom Day, in the 1900's, was beginning to suggest that some shelter for the helm was desirable, at least in powerboats. In this case, we had some interest in the design from a Puget Sound sailor and from an Englishman.

"A normal English yachting summer would be considered an unparalleled disaster on the American East Coast" (Carleton Mitchell). "Every year we say 'This is the worst summer we have ever had'" (Uffa Fox). So we added the doghouse over the companionway and forward end of the cockpit. These big glass areas used to be dangerous, but with Lexan and such they no longer are. While we were at it, we raised the cockpit coaming with an added railing. As designed, this cockpit gave a feeling of being on top of the boat rather than in her, which is only pleasant in very good weather. We both agree that the pilothouse version is the best looking of the three.

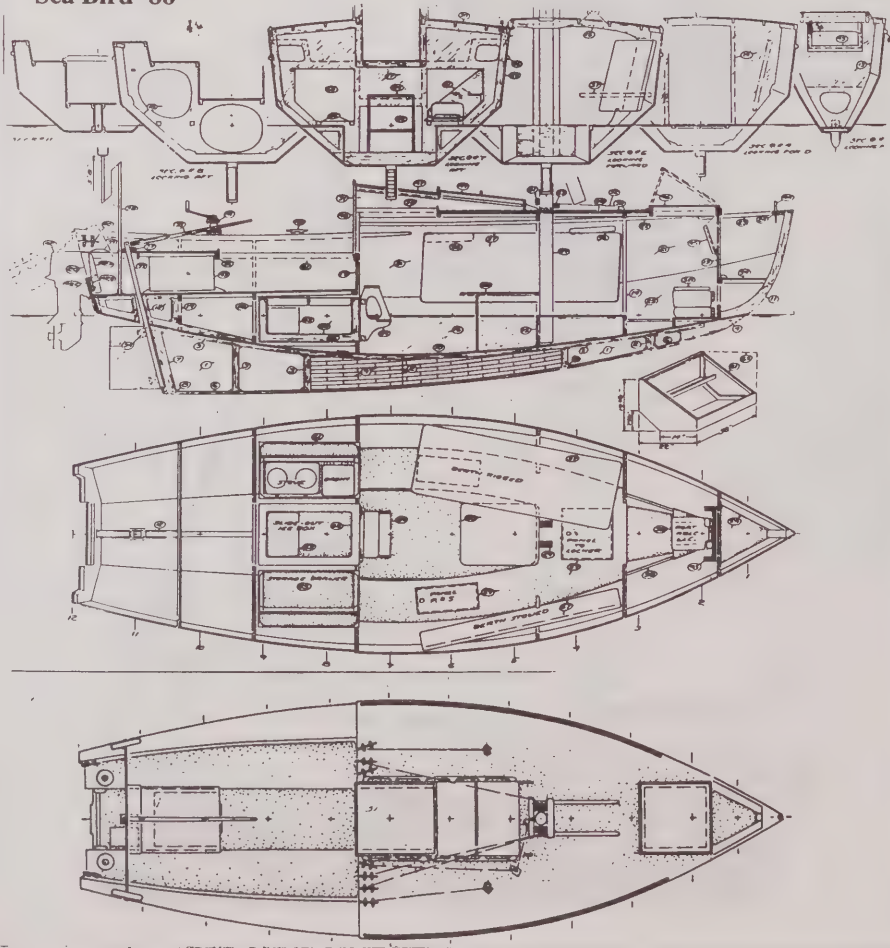
I eventually had a good sail in a boat built to this design. She was tiddly at anchor on account of the narrow waterline, but carried her sail well in a good breeze. Nothing seemed to need alteration, though I would certainly rig her with a peak halyard now. With that, there's much less hesitation to tack.

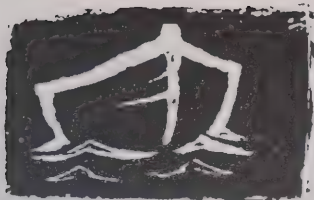
Plans consisting of nine sheets featuring all versions are available for \$200 from Phil Bolger & Friends, 29 Ferry St., Gloucester, MA 01930-4834, fax (508) 282-1349.

Sea Bird '01

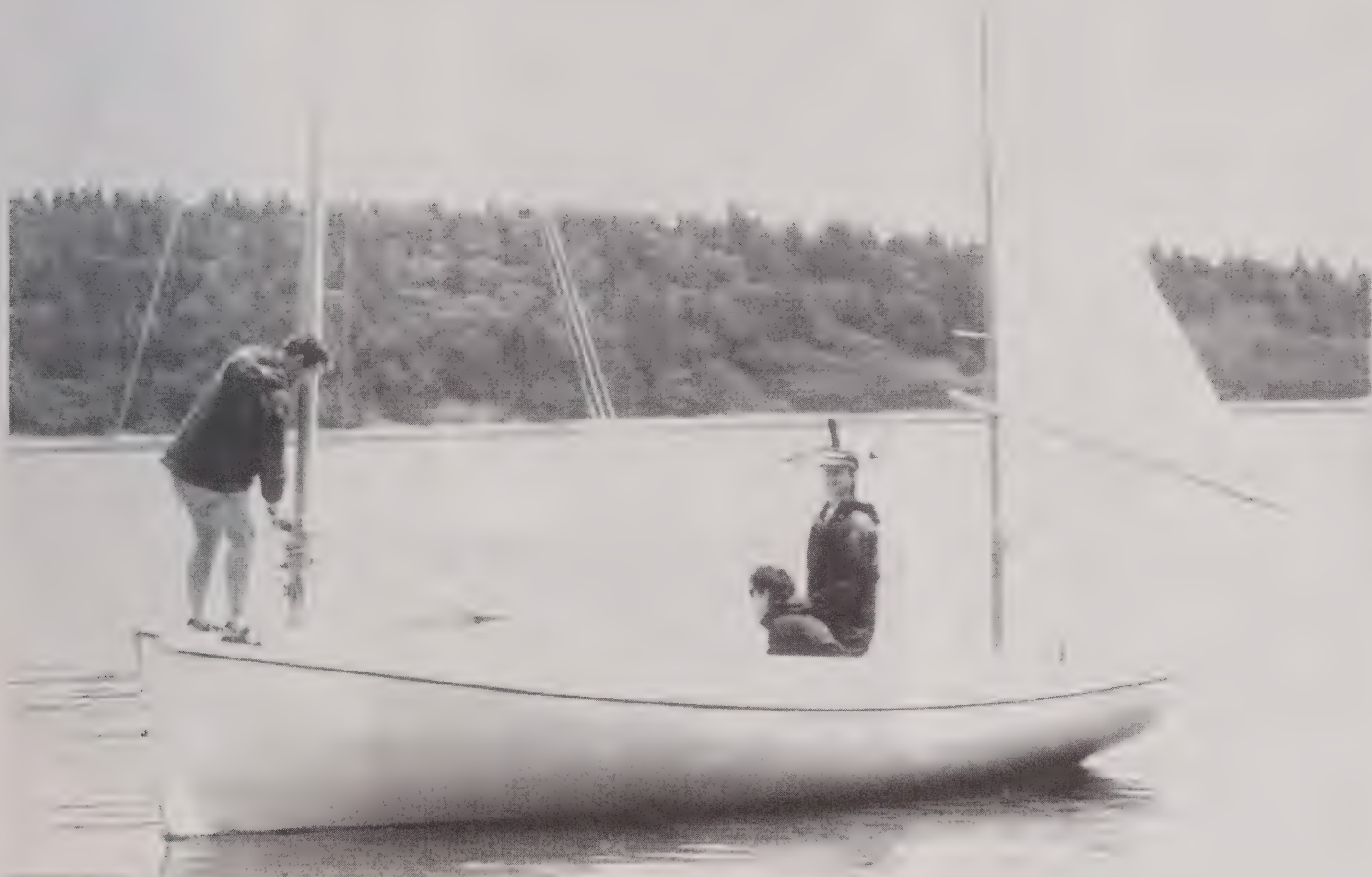


Sea Bird '86





What's Happening with The Small Wooden Boat Association of Nova Scotia?



Fraser Howell and his Bolger Chebacco *Itchy & Scratchy* at Wreck Cove.

Launching *Itchy & Scratchy*

By Fraser Howell

Itchy and Scratchy is a Phil Bolger design Chebacco that was launched in July. It is a cat yawl of 20-foot LOD and 8-foot beam. It displaces approximately 1200 pounds, draws one foot with the board up, and carries 206 square feet between the mizzen, main, and jib.

My experience with boat building was a Cartopper (also designed by Phil Bolger, and now in use as a tender for the Chebacco), a Castspaw dinghy, and four varied cedar strip canoes. I was looking for a capacious, trailerable daysailer, the Castspaw was considered too basic and small by my happily indulged family. I wanted something stiff, comfortable, and safe that I could run up on the beach.

For a year I considered many designs.

There are a lot of appealing boats that would satisfy. I was influenced by the *WoodenBoat* article in Issue # 107. What tipped the balance was an Internet search that led me to a newsletter published by a gentleman in Scotland that described his boat-in-progress, a Chebacco. A co-worker and sailing buddy, Chris Bennet, was also interested. The previous year he had built a Sam Devlin designed day sailer *Egret*. Together we committed to build her, so I ordered the plans.

The plans show two means of construction, sheet-ply with two chines and plywood lapstrake. The cost of good marine plywood being what it is, I wanted to strip plank and veneer the hull as described in *WoodenBoat* #112. Building with a partner has a lot of advantages. The costs are shared and all deci-

sions must be in consensus. Chris is a practical man, to convince him I knew that there would have to be a workable alternative to the planned construction.

We worked out a construction plan and scantlings, deviating from the plans in several details. We were confident that our modifications were sound, mostly because we overbuilt. We in no way changed the dimensions of the hull.

We strip planked and veneered her of 3/4" pine under ash veneers set in epoxy. The ash was too hard to staple through, so temporary screws were used to hold the veneer until the epoxy hardened. The hull was then sealed in three coats of penetrating epoxy inside and out. Plywood was sealed the same way. All lumber was local. The pine for the

strips came from a fellow with a bandsaw mill. The ash for the keel, stem, and veneers came from Chris's parents farm near Windsor. The ash was milled by the fellow who provided the pine. The spars are suitably-sized, straight, red spruce trunks planed and sanded.

The adhesives were the most expensive item in the project. We used Titebond II between the strips and epoxy or Sikaflex everywhere else. Decks are 3/4-inch exterior spruce plywood, bulkheads and centerboard case are 1/2-inch marine ply. The rudder and post are welded aluminum and the centerboard is an aluminum plate with plywood cheeks.

I did not log the time, but it took approximately 1,000 hours. Materials, excluding sails, trailer, and motor were approximately \$4,000. The sails were made by Hebbs at Three Fathom Harbour, they set just right. The motor was donated by Chris's parents and only needed a tune-up and new starter. The trailer was made at Arnie's on Cow Bay Road. We had quite a problem with the custom trailer. Arnie ran way over his estimate for money and time. The trailer broke the first time we used it and Arnie could not be made to back up his work. We had to get the trailer re-welded as the original construction was weak.

We launched at the end of Jubilee Street to no fanfare at all. It was the tail end of the first hurricane of the year. We motored her over to a guest berth at Armdale Yacht club rather than leave her on our as yet untried mooring in the arm. The next day we rigged her and tried sailing. Almost everything worked, but there were rough edges. There was too much weather helm and the jib sheet lead was way off. The speed was encouraging though.

Over the next two weeks one or both of us were out adjusting and tuning the rig. We discovered that she is quite responsive to minor adjustments, of the outhaul, the gaff uphaul, and the sheeting of the mizzen. When she is in the "groove" she is fast, especially off the wind. She can be made to self-steer by balancing the jib and mizzen to give neutral helm. Her beam makes her stiff and she is quite dry.

Our target had always been to sail to the WoodenBoat Show at Mahone Bay. We left all stored and ready around 10:00 am Friday. The wind was southwest and it was raining. It got worse, as we passed Chebucto Head the fog came in. Passing through the Sambro Ledges was fairly rough, us pounding into short, steep seas of six feet or so. *Itchy and Scratchy* showed no flex at all and we rapidly gained an appreciation of her sea keeping qualities.

The only problem was a leak that sprung at the centerboard pin. We had not realized that the pin was at the waterline and we had not bedded it accordingly. We got clear of Sambro and headed for a lee behind Betty Island. At Ahearn Island, there is a lovely little sand beach and we ran her up on it. We set up camp ashore and waited as the tide fell to leave the boat high and dry. We did a quick and dirty repair on the leak.

Saturday was perfect, bright sun and light south winds. We made a good four knots to pass through some of the most picturesque sailing areas around. We turned into Mahone Bay early afternoon. As we approached the town the schooners were coming out. It was fantastic to watch as one by one they passed by on either side. Everyone was waving to everyone else.

We replenished the beer and stayed at anchor for a few hours.

Late afternoon we sailed out to camp on the beach on Covey's Island. The next morning we went back into the town, then started the return trip. Winds were very light and it was a beautiful sunny day. We went sight-seeing and sailed over between Refuse and Little Refuse Islands. We went close by Big Tancook, and Ironbound. We experimented with different aspects of trim until she would hold her way with no one at the tiller. We relaxed, read, sipped beer, and napped as the boat took us along at two to three knots, wavering 10 degrees either side of her course as the jib, then the mizzen, corrected the course.

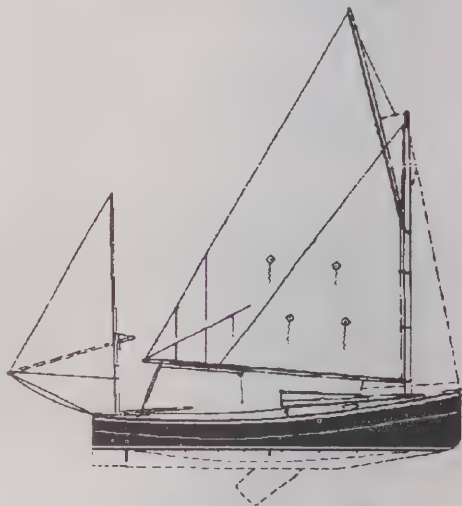
We were in no hurry and stopped for the night at Cub Basin. Somehow or another we had mismanaged the provisions and were down to Kraft dinner, mackerel, apple juice and beer. The next day was good weather again and we carried on as before to enter the arm around 3:00 pm and were home for supper.

The name had been a tough call but at the trip's end, as co-owners, Chris (Itchy) and I confirmed it.

The more we use the boat, the more we like it. She is really a big dinghy with a cabin that will just fit two overnights. There is a lot of storage and built-in buoyancy. The sail plan is very versatile. For poking around, lower the main and sail under jib and mizzen. If the wind pipes up, strike the jib and mizzen and

maybe reef the main. You can set it to tend itself or you can tweak it all day long, adjusting any one or all of a number of components to try to get that little bit of extra speed.

The outboard is very accessible. There is a slot set in the cabin top that makes it easy for one person to raise and lower the mast. It is great to be able to easily take her aground and skip ashore to explore and pillage. The cockpit has lots of room for four or five adults. It is easy to trailer and can cruise at 60 mph. She rests at a mooring near Horseshoe Island. We did not even put anti-fouling on because the trailer makes it easy to clean the bottom as needed and there are no marina fees.



Sea Fever Kayaks

By Greg Redden

I am owner of a local sea kayak design and build business, Sea Fever Kayaks. I would like to be accepted into the paddling community as both a person who has experienced, and continues to enjoy, the tranquillity of gliding silently through Nova Scotia's waterways, and as a person who is offering people a personalized watercraft that enhances the experience of being in harmony with nature.

I have designed, built, and now sell a unique, hand-crafted tension-skinned sea kayak. Perhaps the biggest challenge that I have is trying to convince people that tension-skin sea kayaks are quality designed boats that draw on many years of proven performance. While keeping-up-with-the-Joneses creates fads, the proven track record of a culturally derived and historically rooted watercraft might allow us to experience nature more clearly, through ancient eyes. As an extension of our soul, skin kayaks allow us to relive the spirit that inspired their conception, finding a balance with nature that seems to be lost to the forward momentum of technological advances. The history of skin kayaks as both

transportation and a hunting tool to the Inuit should not speak of a primitive technology, but the lasting traits and characteristics that have perpetuated the legendary performance of skin kayaks.

The origin of the skin kayak can be traced back over 6,000 years. Originally constructed of driftwood, whalebone, and sealskin, these kayaks were an integral element of hunting and survival. Since that time, there have been many changes and innovations to this unique craft. The primary focus for today's kayak is leisure, sport, travel, and adventure. The skin kayak's gentle flex responds dynamically to changing sea conditions. Its superior performance in these forces of nature is legendary.

As a designer, I have developed an appreciation for materials, the individual parts that create the whole, and how they perform together to define shape and texture. The anatomy of a tension-skinned sea kayak, although very simple, is best understood when we compare it to the parts of our own bodies, a flexible protective skin covering structural bones.

I recommend and use polyvinyl chloride (PVC) for the deck and hull fabric, a modern adaptation to sealskin. Alternatively, canvas treated with oil-based paint as a waterproofing agent can allow you to personalize your kayak with a custom paint job. This makes for a very light boat and keeps with the theme of environmentally conscious material selections.

The bones consist of hand-selected clear spruce stringers and marine grade plywood frames. They are strong, durable, and attractive. It is the flexible characteristic of the wood members that allow for the superior rough water handling of skin kayaks. The flexible frame, which bends slightly in the trough of a wave to reduce bow wash, and the tension skin that form the kayak work as two integrated systems that provide for superior performance.

Many people seem to think that a skin kayak requires a lot of maintenance and care, but careful selection of high quality materials and attention to design details and craft will provide the paddler with a durable skin sea kayak that is easy to maintain and made to perform.

VolkskinderKayak

By Gerry Gladwin



This past weekend was the real test for the Volkskinderkayak (14'3" x 21"). Tired of seeing young people frustrating themselves trying to learn to paddle in omnidirectional "river runners," or in sea kayaks that are too long and wide for them, the concept was to design a touring kayak that would be suitable for lighter weight paddlers (80 to 120 pounds). I squeezed my 155 pounds into the cockpit and found it to be a pleasant kayak to paddle, although a little tender for my higher center of gravity. This past Saturday and Sunday the first lightweight paddlers finally got a crack at it.

They were Jeffrey Emery, 11 years old and 72 pounds, and Nick, 9 years old and 68 pounds. Jeffrey has been paddling a full-size Volkskayak for a couple of years now and has had no trouble as long as he had help getting it into the water and the wind wasn't too intense. He was able to lift and carry the Volkskinderkayak by himself, paddled for a couple of hours with his dad, Eric, and pronounced the kayak "perfect." It was with much difficulty that I was able to convince him to let me have it for a few more days to sand and fair it before he takes full possession.

Nick is 9 and weighs 68 pounds. He has been paddling a river runner and is very comfortable in a boat. When he got into the

Volkskinderkayak at the White Rock Canal, he looked as if he had been paddling it for years and was mightily impressed that he could go where he wanted instead of where the boat wanted. Nick and his grandfather plan on building one shortly.

Tomorrow, Deb Meade (104 pounds) will take it out for a paddle to give her opinion. Deb built a 17' Volkskayak this spring and often has to carry some 50 pounds of ballast to tame it down, especially in wind. If the Volkskinderkayak suits her better, they may sell her boat (there's already a lineup) and build the smaller version.

The next challenge for Jim Creighton and myself is to upscale the Volkskayak to make it suitable for big people (200-300 pounds). It will likely be in the range of 19' long x 30" wide and will likely weigh around 50 pounds. We're looking for big, stable, and fast.



The Boat Shed

Sketch by Gerry Gladwin



Greg Silver in Orangedale.

Richard Saleman reports that his Ian Oughtred designed Whilly Boat (15' LOA) is slowly coming along. The keelson and stem have been faired, the outside stem has been laminated, and the plywood for planking has been purchased. He hopes to get the garboards in this month, and hopefully the hull will be turned over by fall. Richard's progress is slow because his boat shop is 250 kilometres away. In between trips to Country Harbour, Richard has been working on the rudder, tiller, and spars at home. His next project is an Ian Oughtred designed Wee Rob decked sailing canoe, and he looks forward to finding a shop closer to home.

We have two new members since our list went out last newsletter, the first is Ross Pottie of Lawrencetown, Nova Scotia, and he is building a 9-1/2-foot Martha's Tender. The second is Gordon Budden of Wolfville, Nova Scotia, owner of a Nutshell Pram that is for sale.

David Keith has moved from New Brunswick to Nova Scotia. Work on David's Brewer designed Grand Banks 22 was interrupted for a few months while his wife recovered from a heart attack. The boat is now back on track (as well as his wife). Les Mosher has completed a second VolksKayak and is very pleased.

Greg Silver and Jerry Jones are busy in Orangedale, Cape Breton, building a Stickleback Dory. This lovely little boat is just in the beginning stages, but will move along quickly and will be sailing at our "Cut Loose in D'Escousse" event on the Labour Day weekend.

The very large 26-footer, based on Bolger's Jessie Cooper, that Anko Hofland has spent the winter building should be launched by the time you are reading this. If on time, Anko hopes to have it at Mahone Bay for the festival.

On the other end of the scale, Ryerson and Anne have almost finished the Bolger Tortoise for their granddaughter. This little boat is only six feet long but very stable.



1997 BOAT BUILDING SCHOOL SCHEDULE

RESTORATION

October 10-12

February 6-8, 1998

Bill Smithers & Mike Mahoney
Instructors

(Mike Mahoney & Dan Sutherland
Instructors for Oct. class)

Fee \$150

Fundamentals of boat restoration; Surveying your wooden boat, plank replacement, joinery, laminated & steam bent rib/frame replacement plus condensed basic refinishing.

BUILDING the RUSHTON 109

September 13-20

Dan Sutherland Instructor

Fee \$375

The Rushton 109 is a double ended, lap-strake 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.

THE ANTIQUE BOAT MUSEUM

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Tel. (315) 686-4104 Fax (315) 686-2775

e-mail: abm@glscn.net

I'd like to include somehow my own recent observations about materials. I've always built in the style of Harold Payson who, in my opinion, is the best educator in this business. That is with lumberyard materials to the greatest extent, polyester resins, and water mix powdered glue in lieu of epoxy. A boat built this way will cost about one-third as much as one built with premium materials.

Clearly, if you are putting a lot of time into a project, it will be worthwhile to use premium materials. But there are lots and lots of designs out there for very simple and very useful boats that do not require a big time investment. You can build them quickly, from cheap materials and use them for a long, long time.

Building this way, I've had very few, if any, serious problems. Most of my boats are stored under cover, and perhaps that allows me to get by with cheaper materials.

My oldest boat, the prototype Bolger Jinni, built around 1982, has been stored outside under a tree almost its entire life. It regularly filled with rainwater and tree junk and I didn't bail it out very regularly. About five years ago, I wised up and drilled drain holes in the bottom to rid it of rainwater during storage.

In my opinion, that is the best way to avoid rot in a wooden trailer boat. But my efforts were a little late for some of the hull. In particular, the pine chine logs were spongy where the rainwater usually lay. They spouted green leafy things every spring and became sort of an ant farm. I decided to see if I could repair the boat, if only to get some first-hand experience at such a job.

As I dug into the chines with a chisel, I noticed that the fir exterior plywood was essentially solid, except where the chines were at their very worst. None of the plywood had delaminated and very little needed replacing. It's good stuff.

Next I noticed that there was no sign of any of the plastic resin glue in the water-soaked rotten areas. I couldn't help but think that Weldwood glue is not totally waterproof and, indeed, the maker claims it is not totally waterproof. Over a ten-year soaking it had melted away. It's certainly highly water resistant, and none of my covered boats has shown any sign or weakness in their glued joints.

To repair the chines, I just chopped away at the rot until I got pretty good wood. In a few places I had one or two-inch holes. I taped the holes shut on the outside with duct tape and filled and faired on the inside with a mix of thickened epoxy and fiberglass tape.

When that cured, I removed the duct tape, faired the outside with thickened epoxy, and taped the outside surface with two or three layers of glass tape set in epoxy. That was about five years ago and the repairs have shown no sign of giving out. (I used ordinary wheat flour as a thickener for the epoxy and have had no troubles. Dave Carnell has since warned me to use something inorganic.)

My thoughts on the whole experience are these: Lumberyard fir exterior plywood gets an A, Weldwood gets a C+, drain holes in bottom to prevent pooling of rainwater gets an A.

Now about lauan underlayment plywood. I have several small boats made of it. They are stored under cover and show no signs of delamination. I bought the lauan underlayment plywood at the lumberyard where they said it had exterior glue. Since then that lumberyard no longer carries it.

Recent Observations About Materials

By Jim Michalak

But... Near here Dick Scobbie built a Woobo to my design. The boat is a taped seam multichine with decked buoyancy/storage chambers fore and aft.

His boat was built with exterior fir ply bulkheads and bottom and lauan underlayment bilge and side panels. He used polyester resin to tape the seams and sheathed the whole exterior with glass set in polyester.

His boat is stored outside upright on its trailer and he had a drain hole properly located to prevent pooling of rainwater in the open cockpit.

Last winter the foredeck leaked without his knowing it, filling the bow compartment with water for the winter months. I took a look at it this spring and thought it instructive.

The exterior glass treatment showed no signs of any trouble of any sort. But even I think that the polyester resin would give out if the interior stays soaked.

The fir exterior ply bulkhead and bottom in the soaked area were unaffected.

The lauan underlayment bilge panels in the soaked area were reduced to a bunch of veneers lying loose in the boat!

The same lauan underlayment bilge panels, where they passed the bulkhead into the open and drained cockpit, were solid and unaffected by the weather.

I couldn't help but think that lauan underlayment is not suitable for a boat that will be stored out in the weather or afloat. Clearly, it is water resistant but not waterproof like fir exterior.

So I gave the fir exterior another A, the lauan maybe a D, and drain holes another A. Don't forget to plug the drain holes before you go boating.

Epoxy in a Nutshell

By Dave Carnell

Jim told me he would like to print my epoxy know-how if I would boil my articles in *Boatbuilder* and *MAIB* down to a page or two, so here goes.

I started using epoxy for boatbuilding in the 1960s. This was before Gougeon came out with their West® system.

I was using generic epoxy from Defender and an amine hardener that was mixed 1:10 with the resin. I am a chemical engineer and was then an R&D manager at DuPont. Later I switched to Epon® resin and Versamid® hardener from a surplus outfit in California. This was a 2:1 mix and far easier to use.

Then, as now, all resins and hardeners were made by a few major chemical companies. The companies selling products at retail develop their formulations from commercial products.

Resin and hardener are ingredients that have to be mixed in the correct proportion to cure to a solid with the desired strength and

hardness. If you want the mix to cure faster or slower, you pick a different hardener. You don't change the mix ratio.

Epoxy is far superior to polyester resin because it sticks to just about all materials while polyester is not even a reliable adhesive for laminating glass cloth to wood.

If you mix your epoxy in the correct ratio it will eventually cure. If the catalyst you add to polyester does not kick it off, it will never cure.

Epoxy resin and hardeners have shelf lives of many years. I am still using a two-part surplus military epoxy putty that was manufactured over 20 years ago. The only exception to unlimited shelf life I have found with epoxy resins is that the hardener for 1:1 mix systems thickens and cannot be used after about a year.

Gluing and Laminating

The most important use of epoxy resin is as glue, including gluing fiberglass to wood. Its advantage over most other glues is that it will fill gaps; in fact, there always has to be some gap. If you clamp too tightly, the epoxy will be squeezed out so that the joint will be weak. Adding filler to epoxy used as glue makes stronger joints, perhaps because the filler keeps too much resin from squeezing out of the joint. One-inch boards edge glued will break apart in the joint when it is flexed, add about 20% pulverized limestone and the glued joint breaks in the wood. I add the limestone to resin when laminating fiberglass onto wood, also.

Fillers

Fillers are added to epoxy resin to make putties for two kinds of uses that have greatly different requirements. Those used for structural joints alone or in combination with fiberglass should be as strong as possible. Putties used for filling and fairing must sand easily.

The best filler for structural uses is pulverized limestone (flour fine, not gritty as ground limestone is). It mixes to a putty that doubles the resin volume and is dense and strong. It is universally available as a fertilizer material at under a nickel a pound. It is difficult to sand. Portland cement is pretty much equivalent. Talc, another mineral, is almost as strong and sands easily. It also is thixotropic (the putty does not flow, but will spread). It is available from fiberglass supply houses at around a dollar a pound.

For filling and fairing applications hollow bead type fillers sand most easily because they are hollow and break. There are three kinds of beads: thermoplastic (Microlight®), which can soften with heat; phenolic, which are usually dark-colored; and glass (Scotchlite®), which are white. The glass beads make the lowest density filler and are the lowest cost. White wheat flour from the kitchen is a pretty good filler for finishing putties.

Structural Joints

A fiberglass-epoxy butt joint of plywood can be as strong as the plywood itself. For 1/4-inch plywood, the joint is made with a 2-inch wide strip of 6 oz. fiberglass on each face of the joint. This can be made all in one operation by laying the fiberglass wet with epoxy resin on polyethylene film, putting the plywood atop that with ends butted together, making sure any void between the plywood

ends is filled with epoxy resin, adding another 2-inch wide fiberglass strip on top, covering that with poly film, and putting a smooth board on top plus just enough weight to hold the joint flat while it cures. I have even laid up a sandwich of two of these joints at once.

For thicker plywood, more glass will be needed as follows: for 3/8-inch, two strips on the outside and one inside; for 1/2-inch, three strips on the outside and two on the inside; for 3/4-inch, four strips on the outside and two on the inside. Make the first strip on the outside 2 inches wide and each succeeding one an inch wider. On the inside make the first strip 2 inches wide and the second as wide as the widest strip on the outside. These joints require little sanding to be "invisible."

Right-angle joints in 1/4-inch plywood for rowing seat boxes, etc. can be made with just a 1/4-inch radius bead of epoxy putty on the inside of the joint. I tack such a box to-

gether with brass brads and then make the epoxy fillet joints.

For angle joints such as chines in 1/4-inch plywood, a 1-1/2-inch fiberglass strip laid over a 1/4-inch radius epoxy fillet on the inside and a 1-1/2-inch strip on the rounded outside edge gives a joint that breaks by pulling the plywood apart. Bulkheads secured by a 1-1/2-inch glass strip over a 1/4-inch radius epoxy fillet on each side fail in the plywood.

All joints must have the weave of the glass cloth filled smooth for maximum strength.

Many designs specify far more resin and glass than needed. Make up short specimens of your joints, cure them, and test them in a vise by standing or jumping on them, or by running your truck over them. If the joint holds and the material breaks, your joint is strong enough.

Safety

The principal hazard of working with epoxy resins is from skin contact. The hardeners are the offenders. As a general rule, the lower the mix ratio, the less the hazard (2:1 is less apt to irritate than 4:1), but you should avoid all skin contact and wash thoroughly after any contact. Wash thoroughly before eating, drinking, or going to the bathroom. Gloves and clothing help protect you, if they are clean.

Encapsulation

You will note that I have not mentioned epoxy encapsulation; i.e., coating both sides of everything with several coats of epoxy resin. It has no advantages and is a waste of money and time that adds useless weight. It won't turn lauan underlayment into marine plywood, though it will make it cost nearly as much.



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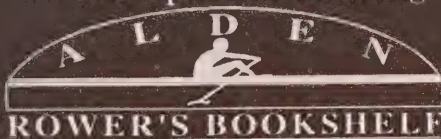
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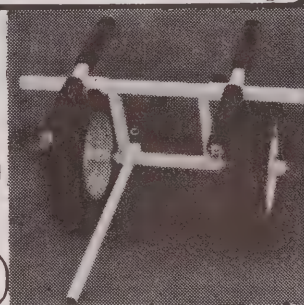
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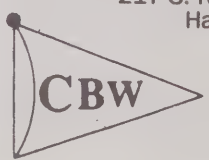
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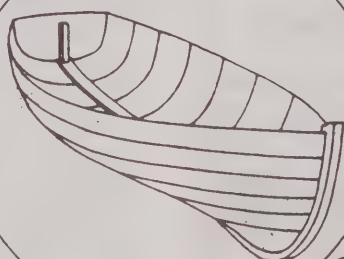
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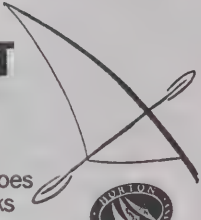
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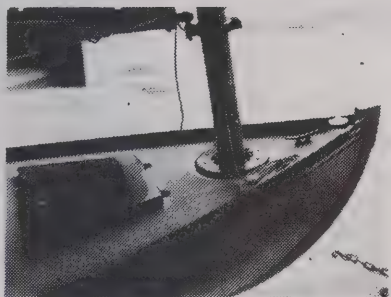
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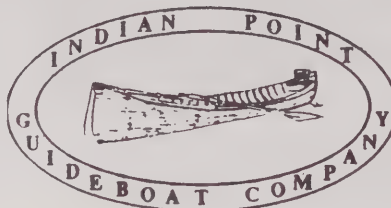
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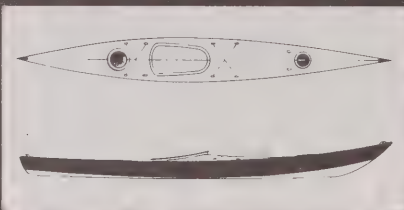
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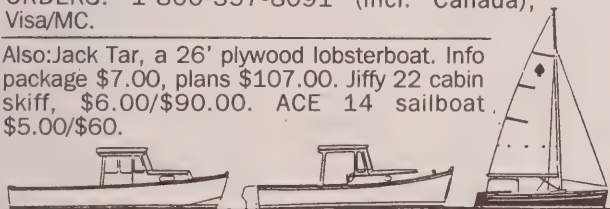
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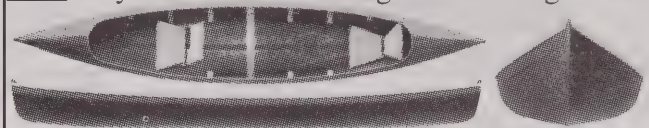
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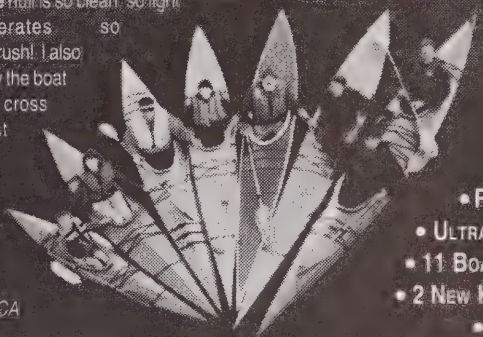
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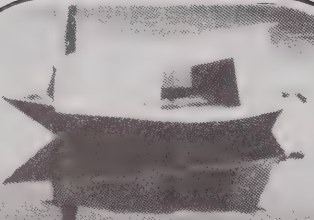
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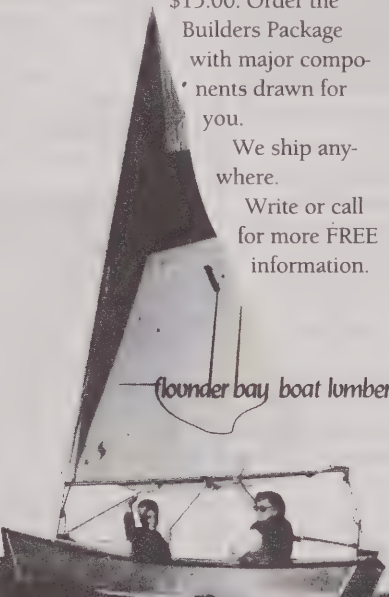
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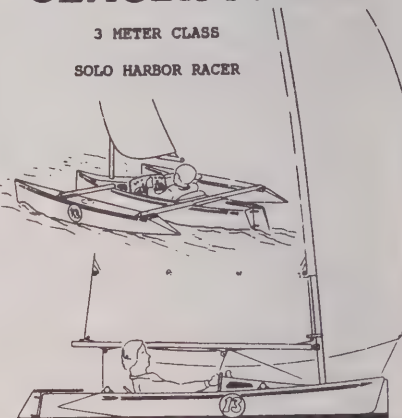
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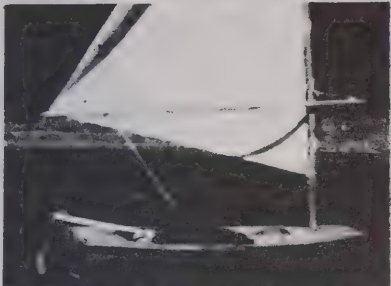
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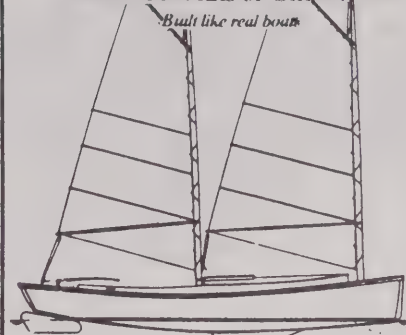
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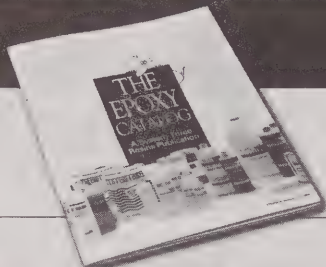
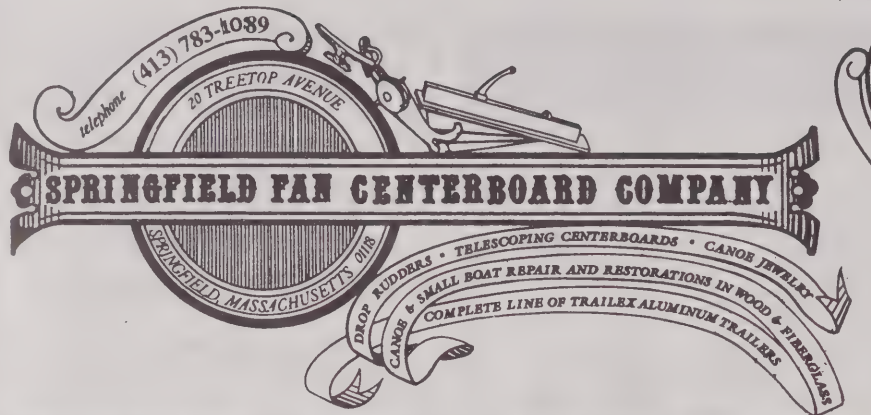
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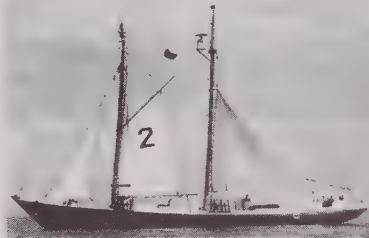
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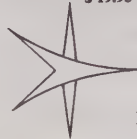
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STUART DAWSON, York Harbor, ME, (207) 363-7436 or (617) 926-3065. (10)

Full Sea, Inc., a restoration group in Greenport, NY offers the following boats for sale: **23' Burgess Daysailer**, shoal draft KCB, '37, vy gd cond. \$500. **25' Cheoy Lee Frisco Flyer**, teak sloop, '61, nds some decking, otherwise gd. \$750. **32' Walsted Sloop**, KCB, '61, exc. \$35,000. **35' David Stevens Schooner**, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$750. **39' S&S Luke Yawl**, '57. \$12,000. **25' C&C Redline Sloop**, '71. \$750. **Pearson 26**, '78, exc cond, race equipped, 10hp OB. \$2,000.
FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)

27' LOD Gulfweed Ketch, designed by John Hanna '23. Blt '48, LOA incl 4' bow sprit 31' x 9' beam x 4' draft, full keel, Atomic 4, slps 3-4. Entire boat in vy gd cond, so much stuff incl I cannot begin to mention it all. Sadly, lack of time to use forces sale. \$6,500. Presently in the water in Old Lyme, CT. **NED COSTELLO**, Middle Haddam, CT, (860) 267-6847 eves, (203) 946-7106 days. (10)

Dovekie #9, w/E&D trlr & 4 spare wheels/tirers. Fully found. Orig & lg FG leeboards. Bow CB, crew seats, updated reefing. \$3,000. W/little used 4hp Johnson. \$3,500.
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HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (10)



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

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'30's Ventnor 3-Point Hydroplane, w/125 cu in 4-60 Elto engine, orig trlr plus modern trlr. Vy rare, \$32,000 or trade for early '50's Corvette. Pictures \$5 on request.
ROY ROYAL, Columbusa, MI, (810) 727-7320 home, (313) 390-6444 work. (10)

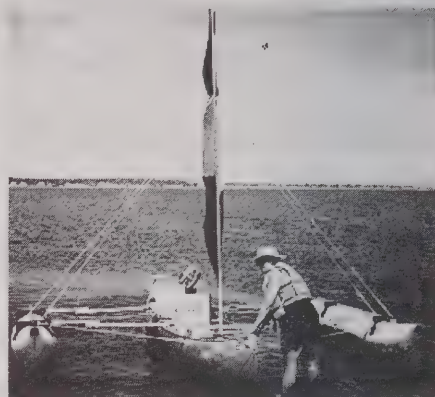


Custom Blt Power Dory, 18'3"x 6'6", ltwt, vy strong constr. W/ older 35hp Johnson in exc cond & restored trlr in grt shape. \$5,500. Boat only. \$4,000.
PETER KRUPENYE, 9 Quebec Rd., Patterson, NY 12563, (914) 279-6297. (10)

23' Casco Bay Hampton, charming camp cruiser. Lug-rigged cat ketch, lines from Chapelle's *American Small Sailing Craft*. Launched '84. Pine strip planks on white oak frames, 1,200 lbs interior lead ballast. Incl 6' cedar lapstrake pram, 2hp Johnson, Bohndell sails, oars, 3 anchors, etc. Ready to sail away condition. Asking \$6,000.
STEPHEN FLORIMBI, 23 Jones Hill Rd, Appleton, ME 04862, (207) 785-2712, email: watershd@midcoast.com (10)

15'6" Gloucester Gull Dory, Pprofessionally blt '95. Rows, tracks and carries beautifully. Yacht-green hull, light buff interior, Cetol on seats, breasthook and gunwale. Like-new cond, bronze fittings, dynel bottom. Must sell. Asking \$1,275 OBO.
BERNARD POWER Mystic, CT, (860) 445-9037 days, (860) 536-8637 eves. (10).

18' Century Viking, vy rare '53, sidewinder steering, Grey 620 4cyl rblt, 10hrs, runs grt. 90% finished. \$3,400 OBO or trade for Chris Craft Sportsman.
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SCOTT LAMSON, 174 Old Boston Post Rd. #19, Old Saybrook, CT 06475, (860) 388-4471. (9)



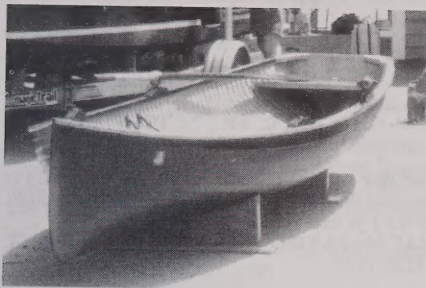
15' Western Style Dory, 3'8" beam, 97sf spritsail w/mast hoops & belaying pins. Oak & mahogany framed, FG & epoxy over plywood. Compl w/8' oars & anchor w/chain & rode. Will take up to 5hp OB. \$2,200.
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ALAN WALLACE, Racine, WI, (414) 637-8799. (9)



23' Kenner KittiWake, '71 classic Alberg full keel sloop lovingly restored. '92 6hp Johnson, VHF, mfg, new lines, new paint, lazy jacks, lifelines, bow pulpit, new wiring. CG package, solar chg, hard dinghy. Lying Annapolis, slip avail. \$5,000 OBO.
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17' Rangeleys (2), one pictured is one of originals to be bilt, totally restored w/maple gunwales & seats. Second is totally ribbed in '97, special Collins '40's guideboat. \$2,750.
CHARLES SMITH, Cambridsge, MA, (617) 354-3471. (9)

14' Solo Cruiser, Matt Layden's orig *Swamp Thing* as seen in the July '96 issue (Vol. 14 No. 5) and in Ida Little's book *Beachcruising & Coastal Camping*. This boat has cruised the Keys, Bahamas & Nova Scotia. She draws 7", does not leak a drop, has roller reefing. New sail & leeboards have been added. Trlr incl, delivery can be arranged. \$565.
JEFF LEVY, Washington Twshp, NJ, (201) 666-6064 or (201) 836-6665 days. (10)

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

Pearson 26 Sloop, classic FG cruiser. M/G/WJ, 8hp Johnson. Rigged for easy single handing (halyards led to cockpit, lg Barlow 2-speed self tailing winches). Slps 4. Ready to sail, slip paid thru 3/98 in Havre de Grace, MD. Must sell. \$3,500/offers.
GREG DE COWSKY, PO Box 71, Georgetown, MD 21930, (410) 275-8091, email: gd0002@epflbalto.org (9)

21' Sea Pearl, '82 but like new. Leeboards, teak trim, cony top, Bruce anchor, Harken hrdwre, 2hp Suzuki. \$3,995. **16' "Bolger Perfect Skiff"**, hull compl but not decked. Most materials to finish, tanbark sails, spruce spars, no trlr. For little more than price of sales. \$600.
JIM BROWN, New Bern, NC, (919) 636-8736. (10)

22' MacGregor. \$750. 2 mainsails like new. \$250 ea. 1 jib, fair. \$100. 7.5hp Johnson OB long shaft, runs perfect. \$350. Anchor & 100' new line. \$50. Total \$1,750. Take all for \$1,500 & get spare anchor & line, 2nd 6 gal gas tank, bow light, flare gun, compass, pfd's. Ready to sail or liveaboard (interior nds work). On mooring, 15 minute row in protected waters to Key West. Skiff w/oars available, also small OB's.
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10' Sears Aluminum Skiff, gd cond, no leaks. pinned oars. \$250.
R.H. DALTON, 524 Grinnell St., Key West, FL 33040, (305) 296-5490. (10)

18 Fox, like Laser but w/3' draft. W/ trlr. \$1,500.
DENNIS LEAHEY, 103 Windswept Dr., Fairhaven, MA 02719, (508) 997-9970. (10)

16' Classic Chas. Hankins Seabright Skiff, Palmer Model 27 IB eng/tran. Trlr incl. \$3,200. Spare engine avail.
RON LEWIS, St. Michaels, MD, (717) 523-8053. (12P)

20' Wooden Surf Dory, looks like surf dory John Gardner designed shown on page 204 in his *Dory Book*. Has motor well & long shaft Seagull for propulsion. 2 rowing stations, 1 pr oars. Blt in Nova Scotia '87. Vy gd cond. \$1,300 w/OB, \$1,000 w/OB
DAVID NILES, N. Haven, CT, (203) 248-1704. (10)

16' Alden Appledore Pod (FG), Oarmaster & oars. Vy gd to exc cond. \$1,250. **16' Antique Livery Rowboat**, from Bradford, NH, est 70 yrs old. Restored, vy sound, lovely lines. Vy useable & practical. \$475.
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9' Puffin Sailing Dinghy, on EZ loader trailer, both new, in NE VT. Wrong boat for us, right boat for you? \$800.
HILARY SMITH, Peacham, VT, (802) 592-3500, 7pm-9pm. (10)

29' Skipjack Sloop, shallow draft CB, 6hp auxiliary OB. \$4,950.
RON LEWIS, St. Michaels, MD, (717) 523-8053. (12P)

19' Lowell Banks Dory, all mahogany, sprit rig, tanbark sails, Cox trlr. All in exc shape. \$1,600 OBO
JOHN STEWART, Rockland, MA, (617) 878-4819. (10)

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)

15' Windward 15, traditional daysailer designed by Karl Stambaugh NA. African mahogany plywood hull, solid spruce mast, brand new sail & trlr. \$5,700. Completed 6/25/97 for launching in Mystic, CT for Wooden Boat Show. For photos & info of the process and finished product at the Show visit <http://128.173.202.30/0091>.
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21' Century Coronado, 350 Graymarine, fresh water use only, easy restoration. \$1,200 OBO.
RON BERNARD, Strafford, NH, (603) 664-5681. (9)



21' Cal, retractable keel '73. Slps 4, 5 sails, 4hp OB, trlr, many extras incl teak cockpit/cabin flrbs & cockpit cushions. \$5,300.
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'29 Zip Class Sloop, 16' x 5' x 2'. Shallow ballasted keel, exc daysailer or pocket cruiser. Pine over oak frames, later glassed. Orig cotton sails. Nds new deck & rudder, otherwise many grt yrs of sailing in her. \$700 OBO.
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Whitehall Pulling Boat, beautiful classic, rough water capable, sliding seat rower. Must sell, no water or time. \$900.
TIM WHALEN, 632 Welsh Pl., Fayetteville, NC 28303, (910) 864-8290. (9)

16' Swampscott Sailing Dory, (sails, rows, motors) by Roger Crawford/Crawford Boatbuilding. FG hull, bright mahogany wood. Used, in wonderful cond & ready to sail. Incl oars & misc gear. Super trlr recently compl rblt. Big savings vs new boat. These fine boats rarely show up used.
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19' Thompson Lapstrake Runabout, mahogany deck, seats, etc. 95% orig. Orig seat cushions & canvas to compl enclose. W/trlr & older 65hp Merc OB. Ready for water. \$4,500.
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20' Classic Chesapeake Fantail Launch, '85, pine on oak. 6hp antique gas engine, hand start w/trans & magneto. Cust trlr. \$2,000 firm. **15' Bolger/Payson Windsprint**, standing lugsail, kickup rudder, etc. All in gd shape. \$500 OBO.
JAY HOAGLAND, Rockport, ME, (207) 596-0786. (9)

16' Bolger Jinni, camper/beach crusier w/6' flat floored cockpit, tent on FG hoops, lg watertight storage compartment. Sails exc, as is whole boat, oars. On trlr. Heart problems cause sale.
GREG MC MILLAN, 2929 Sheridan Ave., Port Townsend, WA 98368, (360) 385-5436. (9)

16' Middle Path Sockeye Pulling Boat, fixed seat, 6" bronze outriggers, 7-1/2' Shaw & Tenney oars, WEST System constr. 65lbs. New \$3,000, used once now \$1,950.
HERB KRUGMAN, Stamford, CT, (203) 327-5226 wknts, (203) 792-2590 wknds. (9)

Hawk Sea Kayak, by Superior Kayaks. 19'2"x 21"x 44lbs. Ocoume mahogany ply constr, exc workmanship. Only 8 mos old. Deck rigging, 3 bulkheads, flush mounted hatches (day hatch behind cockpit), blt in compass. \$2,600.
ERNIE JOCHEN, 26 Poospatuck Ln., Mastic, NY 11950, (516) 281-7873. (9)

16' Whisp, high performance Redmond designed rowing/sailing skiff. Okoume, bronze fastened, System 3, bright finished. Shaw & Tenney caned seats & oars. Plans and some bronze hrdwre for sail set. \$1,200.
TIM FULTON, Kenosha, WI, (414) 553-5510. (9)

13-1/2' Wenaumet Kitten Catboat, compl, nds some work. Would make nice fall/winter project. Asking \$900.
JOHN WHEBLE, Kingston, MA, (617) 585-6962. (9)

Jullien Scull, 21'8" race trainer, white, exc cond. Consider trade for rec shell in similar cond.
DOUG GRAY, Lancaster, PA, (717) 299-1176. (9)

16' Luger Microcruiser, 3 sails, 4-1/2hp Evinrude long shaft, trlr, swing keel, accessories. Free to gd home.

MICHAEL SCHODOWSKY, 27216 Look Rd. Lot #12, Olmstead Twp, OH 44138, (216) 427-0340. (9)

Azor Daysailer, Elvis never sailed this 20' daysailer, with motor & trlr, but you can for \$1,600. Exc cond, grt buy.

NANCY VOIKOS, Barnstable, MA, (508) 362-2490. (9)

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Drascombe Lugger or Drascombe Driver.

DAVE SOLTESZ, 2754 Green St. Apt. 5N3, Edgewater Park, NJ 08010, (609) 877-6771, email: invictus@recom.com (9)

Harbour Pilot, distinctive boat made by Squadron Yachts & successors. Looking for one in gd shape. WILLARD ENTEMAN, 30 Abbotsford Ct., Providence, RI 02906, (401) 831-1242, email: <wenteman@ric.edu>. (9)

Penn Yan Swift, ribbed-canvas covered, 10' or 12'. JIM MANNING, Beverly, MA, (508) 922-6655. (9)

SAILS & RIGGING FOR SALE

Beetle Cat Sails, 2 sets \$250 ea, both for \$400. Compl mast & gaff, all rigging. \$250. MARK PINKSTEN, Nashua, NH, (603) 883-9259. (9)

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AMF Flying Fish Mast, 22'4" or longer, 4" base diam, w/bolt rope extrusion. Unstayed.

PETER BROWN, Alexandria, NH, (603) 744-5163. (10)

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as simply messing about in boats.

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

'93 Evinrude 40hp OB, tiller steering, electr start, oil injection. Vy low hrs, exc cond. \$2,200 OBO. GENE HICKEY, Glastonbury, CT, (860) 633-8157. (10)

85hp Force OB, '89, gd running cond. \$1,800. **25' Trailrite Boat Trlr**, surge brakes, dual axles, 7,000lbs GVW. \$1,500.00. DENNIS LEAHY, Fairhaven, MA, (508) 997-9970. (10)

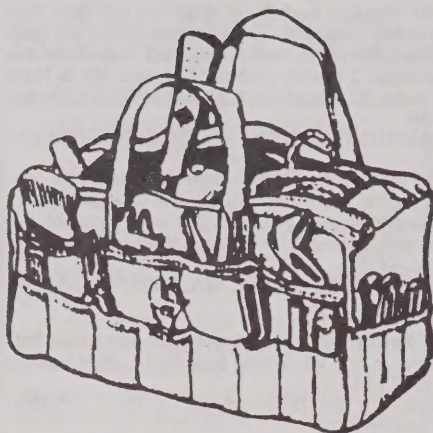
Acadia Two Cycle Engine, in orig shipping crate, shaft, prop & box of accessories. \$1,800.

RON LEWIS, St. Michaels, MD, (717) 523-8053. (12P)

Outboards, parts, antiques.

BOB O'NEIL, Bricktown, NJ, (732) 477-1107. (9P)

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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).

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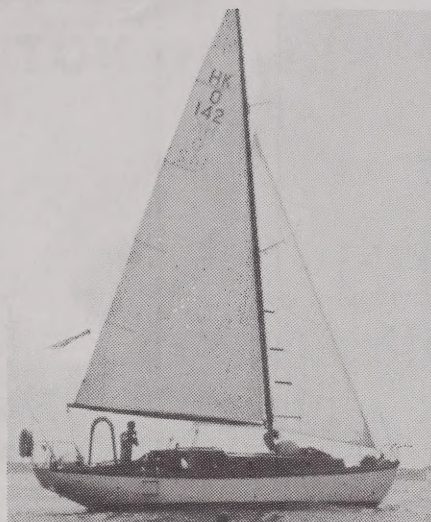
Mini-Max & Mini-Most Plans & Patterns, '60's designs possibly by William D. Jackson. May have appeared in Boatbuilder magazine.

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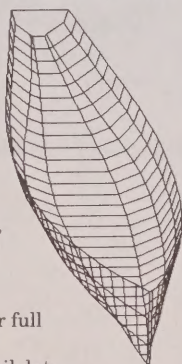
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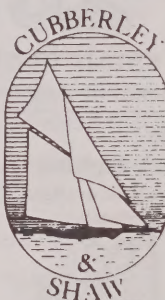
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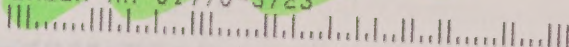


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