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messing about in BOATS

Volume 15 - Number 14

December 1, 1997

Special Features This Issue
The Gladwyn/Irving Expedition Photos
Oarmaster Trials 1997 - Wave Energy Propulsion



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Volume 15 - Number 14
December 1, 1997

In Our Next Issue...

We'll bring you four features that got dropped from this one in a last minute shuffle. Tom Busenlener reports on the "Madisonville Wooden Boat Festival", Jim Wesolowski tells "A Boater's Tale", Peter Marsh visits "The Kit Boat Builders of the Pacific Northwest" and Dennis Davis presents his "DD-18 Cruising Canoe".

Adding to these we will hear from Greg Silver about "Cutting Loose in D'Escousse"; Peter Marsh takes us "Paddling the Willamette River"; Warren Mangan gives us a deck hand's impressions of "Racing in the Unlimited Regatta"; Del Kahn reveals the ways of "Lake Union Sailors"; and Rick Klepfer continues his "Musings From Musique".

Steve Kryzsko has a different sort of boat in mind in "On a Cushion of Air"; and Robb White tells us how he "Threw Together Another One".

Joe Pallazola introduces his new kayak design, "Jack B. Nimble"; and we'll take a nostalgic look back to the '50's with "A.R. True's True Rocket".

On the Cover...

The Gloucester schooner *Thomas B. Lannon* has been hard at work all summer taking tourists on local cruises and owner Tom Ellis looks pretty pleased with his dream boat on the cover, checking the fore-sails. We went for a sail on the *Lannon* and have more to say about it in our Commentary.

Commentary...

The *Thomas B. Lannon* was reaching along effortlessly back towards Gloucester Harbor. It was nearing 8pm and it was dark, except for the brilliant half moon that now hung directly astern and lit a sparkling way across the waves out to sea from where we were returning. It was Friday October 10th and the coolness of the season had re-asserted itself out here several miles offshore.

Two hours earlier when we raised sail in the inner harbor and prepared for the "moonlight cruise" with owner/skipper Tom Ellis, his wife Kay, son Brian and several other friends and crew, it had seemed a summer night. A balmy light breeze did the trick, it could have been August at 8 instead of October at 6. The *Thomas B. Lannon* had been daysailing tourists out of Gloucester since early July. All that work and struggle we chronicled in our May 1st and August 1st issues about the building and launching of this traditionally built 65' Gloucester schooner was behind, and the summer had been spent earning back some of the investment.

On this Friday evening Tom had invited a small group of friends along for the moonlight cruise. We couldn't believe how balmy it was. Reaching out of the harbor, it became apparent to us as we approached the Eastern Point breakwater that we might not be going to clear the granite tip of that 1,000' long structure. Several persons fishing off the end began looking our way with increasing concern. At last a laugh and an acknowledgment from back at the helm that we indeed would not be clearing the breakwater, and Tom fired up the diesel and pinched up just enough to slip by, killing the engine as soon as we were clear.

Heading out to sea on a comfortable reach, we enjoyed a brilliant sunset off to the southwest, the sky is so large away from the land. The reds flamed into a spectacular climax and as they faded slowly and the evening stars glittered, the loom of light from Boston some 20 miles away began to appear. Off that way the shoreline lights soon formed an almost continuous necklace, but closer to Gloucester dark areas became interspersed, not all the coast had yet been built up.

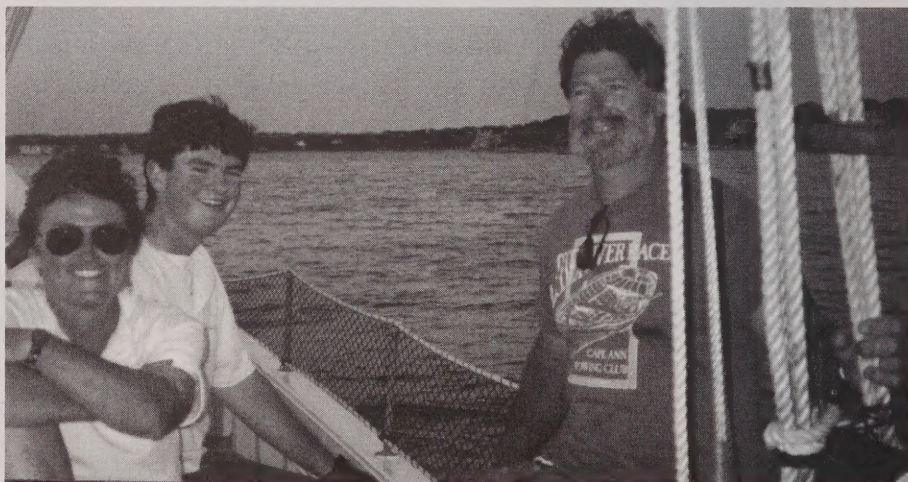
It was much cooler out there, an hour's

sail offshore. Reluctantly Tom called for the tack around to head back on in. The sailing breeze was now ideal, the *Lannon* felt so good easing along with just a slight angle of heel. Only the rush of water past her broke the silence of the night air. Back around the wheel several of the group stood silhouetted in the moonlight quietly talking. The moonlight streamed down lighting the deck clearly. It was a wonderful way for Jane and I to wind up the season, sailing on this vessel we had watched being created.

It seemed to me that designer/builder Harold Burnham had done the job right, and Tom concurred with his enthusiasm for how nicely the *Lannon* sailed. Even after the long summer of working to keep his dream boat busy earning its keep with up to four trips daily, Tom Ellis still seemed to be infatuated with what he had created. Kay had worked on building up a customer base and organizing special charters and Brian had crewed daily until high school summoned him back in September. Along with other son Heath, who had been more interested in the building part, this was a family venture that now was well on its way in these closing days of its first season.

The *Lannon* was again the only schooner in town, a town famed worldwide for its fishing schooner fleet of bygone times. During the summer the *Roseway* had stopped over for a while to pick up what day trade it could, but now the *Lannon* was again all alone as the living symbol of the town's past history.

As we disembarked back at the dock alongside the Gloucester House restaurant on the downtown Gloucester working waterfront, we were feeling the rush of a really entrancing experience afloat. The Ellis family, however, was looking at three busy days coming up starting next morning, Columbus Day weekend, the last rush of the tourist season. Perhaps they were feeling ready to call it a year, but I sense that they still find it a bit hard to believe that they are really living this dream that Tom Ellis had realized of going to sea again in a real schooner like the one his grandfather, Thomas B. Lannon, had once sailed in that Gloucester fishing fleet some 80 years ago.



The Ellis family, Kay, Brian and Tom, aboard the *Thomas B. Lannon*. Missing is son Heath, who did his sharing in this adventure back in the building days last winter and spring.

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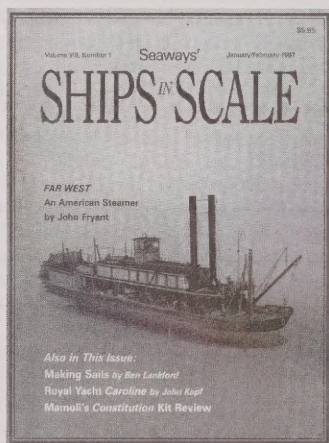
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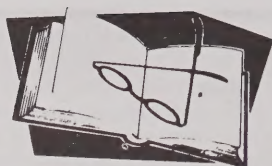
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Review

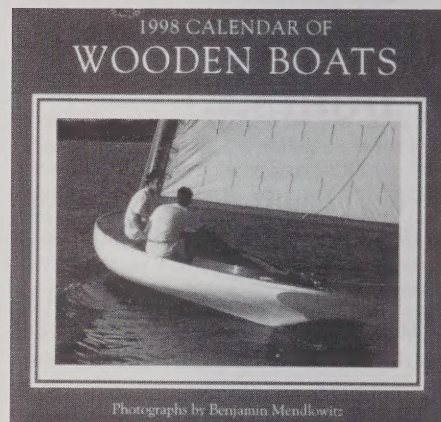
Wooden Boats Screen Saver & Wallpaper



I have some new wallpaper in my office now. It's on the screen of the old Mac I use to produce all the type you get to read in each issue. Yes, I found that "wallpaper" is the term computer literates use for the background on an idle computer screen. Mine had a sort of embossed metal look to it in a pale plum color, and when it switched over to screen saver mode after being idle too long it became a tropical fishbowl complete with bubbling noises.

That's all gone now that I have installed Benjamin Mendlowitz's *Wooden Boats Screen Saver*, which was sent for me to review. Now when the screen is idle and I happen to glance its way there is one of Mendlowitz's classic wooden boat scenes, 22 in all are included. Kinda nice change, I can tell you, each morning a new scene appears when I hit the startup button, it should take a while for 22 of them to become routine. And those damn bubbles are gone too. No audio intrudes.

You can get yours for \$17.95 plus \$3 s&h from Noah Publications, P.O. Box 14, Brooklin, ME 04616. You have to specify your computer and need to have Windows 3.1, Windows 95 or Macintosh System 7.1 or later. The screen saver requires 4MB or more memory and 256 color VGA is recommended. These tech specs are from Noah's publicity, I don't have any idea what they mean either.



Calendar of Wooden Boats

If you don't have a computer in need of wallpaper or if you just want a larger non-electronic color display of nice wooden boats for your wall somewhere, Benjamin Mendlowitz also has his annual *Calendar of Wooden Boats*. Here you get only 12 photos but they are bigger and don't need electricity. Mendlowitz's photography is not just technically superb, but he seems to find settings for each boat's "sitting" that are evocative of dreams of adventure afloat in such a craft. He starts right off in January with a great little harbor tug with the Golden Gate Bridge as backdrop. *Alert* is owned by a semi-retired tug skipper who uses her for odd jobs befitting her 255hp Jimmy diesel. Hugh Ware, eat your heart out. The *Calendar of Wooden Boats* sells for \$14.50 plus \$3 s&h. See address in preceding article.

A warning, the back page of the calendar is a catalog presentation of other fine photo stuff, including several books illustrated with Mendlowitz photos, T-shirts, note cards, custom photo prints. Save your spare cash, this is all hi end stuff if you are tempted.

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Small Boat SAFETY

No Sooner Said Than...

By Bob Hicks

In our October 1st issue we reprinted on this page Chuck Sutherland's *Off-Season Boating, Cold Shock, and Hypothermia* pamphlet as it was timely advice for anyone contemplating carrying on in small boating into early winter. In the October 1st issue we followed this up with Chuck's more detailed discussion of the topic with examples of what can happen to those who do not respect cold water's deadly effect.

Some good news is that we just heard from Chuck that the U.S. Coast Guard has accepted his pamphlet as its official training manual on the subject.

Some bad news is that we saw in a local newspaper the tale of the death of three canoeists from hypothermia on Moosehead Lake in Maine in early October. This bears examination as a tragic example of how ignorance about small boat safety ended three lives out for a holiday. Pertinent parts of the AP report follow:

"Maine Warden Service authorities have identified three Massachusetts canoeists whose bodies were recovered from Moosehead Lake as Edward Hogan 46, Ye-

lena Lisovich 41 and her son Konstantin 9. The victims were paddling a 15' canoe across the northern Maine lake toward Mt. Kineo, a popular tourist destination, when it capsized.

Authorities now believe the group left the docks Friday afternoon and drowned sometime that evening. All three were wearing life jackets but authorities said they died from hypothermia in waters averaging between 50 and 55 degrees. The child's body washed up Saturday on East Moody Island, the bodies of the two adults were found to the north in Harris Cove. The canoe was discovered on a sandbar.

Authorities blamed the tragedy on the trio's inexperience and an overloaded canoe. They were loaded up with too much gear and ended up, no question, tipping because of it. They had crates and cases of beer and a cooler full of food.

The canoeists stocked up on groceries in Greenville at the southern tip of the lake and parked their car at a public landing in Rockwood on the western shore across from Mount Kineo. The lake is 45 miles long and 7 miles wide at its broadest point."

This news report does not make clear that the lake is scarcely a half mile wide at the point where they embarked and where the bodies were later found. So they weren't way out there in the open where wind and waves might have impacted more severely.

That must have been a grim scene as the sun set and night descended over the empty lake where the three of them were in the water, unable apparently to re-enter their canoe, just floating there in their life jackets as death crept into them.

This canoeing tragedy reinforces my conviction that the canoe is one of the most dangerous of small boats, not due to any inherent flaw but to the attitude of totally un-

skilled inexperienced people that paddling a canoe is like riding a bicycle, anyone can do it. In Massachusetts over half the boating fatalities in recent years have been canoeing fatalities. Especially in early spring on lakes, ponds and rivers only just free of winter's ice. Cold water means certain death without immediate rescue.

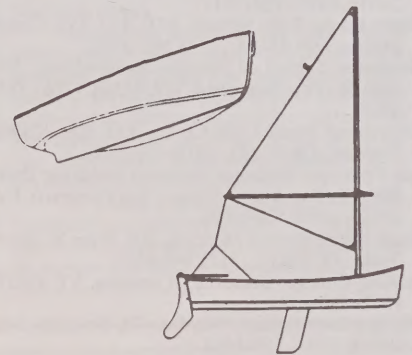
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"The Old Ed Stories"

By Eric Russell

Readers wishing to contribute stories to the Old Ed Stories can send them to me at 371 6th Ave., Brooklyn, NY 11215. Those accepted will be cited in print and will receive a copy of the book when it is published.



In Distress

A friend told me that he had just installed a marine radio on his boat, and that last week-end he monitored the emergency channel while he was out on the water. He had never realized how many ways people can get themselves in trouble until he started listening to what went on about him.

Several years ago, I was working on a small rescue boat in a local bay. We overheard a distress call to the Coast Guard. The caller stated that his boat was aground in the surf about 100 yards from the channel, and that he and his crew were in need of rescue. The Coast Guard radio man told them to put on their life jackets and stand by. As we were hard by the announced position of the caller, we cut in and offered to help out.

Our boat was tied up to the pier by our office, so the first thing we did was go up to

the observation post atop the office to see if we could spot the caller. When we looked out toward the channel to try to find it, there was nothing there. One of my crew kept looking, and I went below to get more information. The caller came on as soon as we called him. When asked how much water there was around his boat, he reported "about a foot." When I called that in to the observer on the roof, he spotted them on the beach with the tide receding rapidly.

Rather than take our boat aground for this rescue, I put my boots on and walked out to him with a couple of anchors. We took his crew for a walk, replaced the rather badly chewed propeller and, when the tide came in, floated the boat out to deeper water. Had he kept his wits about him, he could have avoided being a public fool.

ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

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

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Activities & Events Organizers '97...

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

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

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

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

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

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

ONE DESIGN SAILING

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

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202. (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101. (603) 668-2130.
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930. (508) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343. (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049. (603) 465-7920.
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624. (970) 487-3088.
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.
Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818. (401) 884-1710.
Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748. (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2007. (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820. (617) 272-9658.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.
Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (508) 356-3065.
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475. (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368. (360) 385-3628.
Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada. (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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

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You write to us about..

Your Experiences...

Let's Do Launch Party

Approximately 14 adults and at least 100 kids (it seemed) met at Inks Lake State Park, Texas on the weekend of September 27 and 28, for a "Let's Do Launch" party and general boat messabout. Just launched was *Jaguarundi* (a rare Texas cat...boat), the Bolger/Payson, Bobcat, a plywood version of the famous Beetle Cat. Also just launched was *Klickitat*, a beautiful 18' mahogany plywood sea kayak.

I built *Jaguarundi* using plans from Harold Payson, and his excellent book, *Build the Instant Catboat*. *Klickitat* was built by Trey Berndt with my mentoring. It is a British kitboat from Granta Boats, Ltd., a fine design by K.H. Littlelyke. It includes miscellaneous adaptations and parts supplied by Eddyline Kayaks, Chesapeake Light Craft and Austin Marine and Industrial Supply.

Both boats were constructed using the tack and tape, or stitch and glue method and went together with minimum use of Mr. Chapelle's famous "moaning chair". A 14' wooden canoe, *Mirth*, a Fishdance design, and *Old Indestructible*, an ABS canoe, also graced the lake shore next to our camp sites. An inflatable kayak and various other floating objects also enhanced the gathering.

The Baywood Navy's Non-Exclusive Clubs

The Baywood Navy, home based in the Baywood Park section of Los Osos, California on a beautiful tidal estuary is made up of devotees of small craft. One of the endearing features of small craft is that at any time Mother Ocean and Father Tide/Wind can keep us on our toes by getting our attention in a hurry. Sudden wind shifts or erratic waves are part of the contents of their ditty bag of surprises!!

In line with the Baywood Navy credo of enjoying life, we honor those occasions when we get caught going for an unplanned salt water swim fully clothed. As a result I designed two plaques to commemorate such dips in our bay. The plaques denote membership in two different clubs, one for sail craft and the other for kayaks. These groups

A few of us arrived at this excellent Texas State Park on Friday evening and enjoyed some quiet paddling in the soft evening of the Texas fall (a quiet sail would have been enjoyed if the builder of *Jaguarundi* had not left the rudder behind in Austin). At one time there were four boats and three people which, we observed, was "just about right".

Saturday brought the rest of the group (with *Jaguarundi*'s rudder) and the real party began. We swam, we sailed, we paddled. We played "shipwreck" with *Old Indestructible*, a game where the canoe full of kids (in shallow water) is rocked, rolled and ultimately swamped, with, "Oh no, we're taking on water, the engine room is flooded, we're going down!", and other very nautical patter. The kids (and adults) loved it.

Klickitat turned out to be a very fast, maneuverable and stable kayak easily handled by everyone who slipped into the small cockpit. And *Jaguarundi*, what a great boat for that kind of gathering! It easily carried 3 adults and 3 or 4 kids in one load, and in the light, variable winds handled like a very much larger boat. The skipper often stood on the seat in the stern, mainsheet in hand, steering with his feet. Try that on most any other 12' sailboat and see what happens.

Saturday evening was another warm, pleasant time with toasted marshmallows and very bright stars. The shipwrecked sailors played football with a glow-in-the-dark ball while the grownups rested their weary bones and wondered where those kids got all their energy. Next morning we sailed and paddled our dew covered boats in the quiet Sunday dawn, had a flapjack breakfast and packed up for the ride home.

There was talk of, "doing this again before the lake water gets cold" (below 80 degrees in Texas). Next time, *Jaguarundi*'s rudder will be along from the beginning.

Honorary Grandpa: While I was giving sailboat rides to my friends and their kids at this outing, two adults and three or four kids piled into *Jaguarundi*. Even though the boat is very stable it was rocking around a good bit due to all of the commotion of people getting aboard and settled. One very small female person, who probably had never been in a boat before, was understandably a little scared. In spite of reassurances by Dad that the boat was not going to sink, she was not a happy little person.

Then she looked up at me, noted my gray hair, and solemnly asked if I was a Grandpa. "Uh...yes," I (being childless) answered. Our small friend sat back, relaxed, and enjoyed the sail confident that Grandpa was in control and all was right with the world.

Monte Rhodes, Austin, TX

I Was Sure I Lacked the Skills

After 15 years of looking at small boat designs I found what I wanted, a method of building that needed no stocks, only simple tools and was uncomplicated. It was the first craft that Sam Rable showed in his *Boatbuilding in Your Own Backyard*, and he takes no credit for it. Phil Bolger calls it the Chesapeake Bay method.

I could "see" it clearly, but alas, had no carpentry skills. I had never used my hands in such manual endeavor. No problem, my neighbor was a fifty year old professional carpenter. He could probably knock this thing together in a matter of hours.

Surprise, surprise! After looking at the plans he handed them back to me and said, "No deal." Seeing the surprised look on my face he said that he could build anything as long as it was plumb and square. If there was any curvature he just couldn't "see" it.

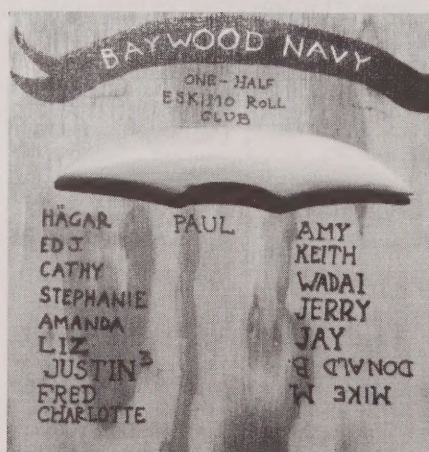
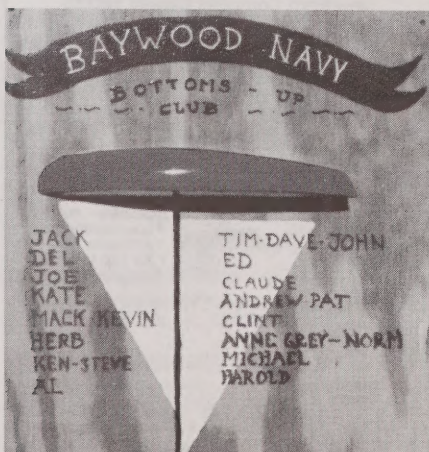
Suddenly I realized I had a talent he was lacking. As the book had said that these craft were built by teenagers with handsaws and hammers, I figured I too could master such skills. My first boat was undoubtedly rough, but she rowed like a dream and sailed very well. I even got some compliments on her and one or two orders to build. She was inexpensive too.

After all those years of looking at plans and reading up on methods, I knew how boats were built, but during all that time I was sure that I lacked the manual skills.

Richard Carsen, Flagstaff, AZ

1997 Exceeded All Our Expectations

Our Lake Champlain Maritime Museum has once again exceeded all expectations for our 1997 operating season. There were the remarkable achievements of the 1997 Archeological Survey Team, including the discovery of Benedict Arnold's missing



gunboat; the addition of a third session of the Champlain Discovery Program in which teens build kayaks, tour on the lake in them, and gain self esteem; the overwhelming growth in the Kid's Summer programs; and the addition of a new Conservation Lab to the site all made 1997 a season we at the Museum are very proud of.

Looking ahead we are working on development of a management plan for the newly discovered gunboat, a feasibility study of Lake Champlain's underwater artifacts preservation, and considering ways to share our nautical archeology findings through new exhibits and outreach programs.

We invite all who share our interest in Lake Champlain's maritime history, its ongoing discovery, study, and preservation, to join with us.

Arthur B. Cohn, Director, Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491.

Your Needs...

Marine Architect Evaluations

I would like to commend one of your advertisers, Plyboats 2.01, Ray Clark Enterprises. I bought the original version two years ago after seeing it advertised. It is easy to use and a delightful way to spend time to not only design boats but also to design dreams.

I have designed several boats using this system and would like to have a marine architect evaluate them or even just comment on them. I wonder if this is feasible, are there any who would trouble to do this for a nominal fee?

Richard McGuckin, 156 Springville Rd., Hampton Bays, NY 11946

Power Canoe Tri

I'm interested in joining a 16' Coleman Scano to a frame and pontoons from an old Hobie Cat I've salvaged. My purpose at present is to create a power craft, although I don't rule out a future sail. I would be happy to hear from anyone with experience relevant to this project.

Larry Romine, 29720 Jeans Rd. #55, Veneta, OR 97487-9663

Your Opinions...

The Desire Cannot Be Resisted

I came across this quote from Arthur Ransome's 1923 book, *Racundra's First Cruise*, which I wish to pass along:

"Houses are but badly built boats so firmly aground that you cannot think of moving them. They are definitely inferior things, belonging to the vegetable, not animal, world, rooted and stationary, incapable of gay transition. I admit, doubtfully, as exceptions, snail shells and caravans. The desire to build a house is the tired wish of a man content thenceforward with a single anchorage. The desire to build a boat is the desire of youth, unwilling yet to accept the idea of a final anchorage."

It is for that reason, perhaps, that, when it comes, the desire to build a boat is one of those that cannot be resisted. It begins as a little cloud on the serene horizon. It ends by

covering the whole sky, so that you can think of nothing else. You must build to regain your freedom. And always you comfort yourself with the thought that yours will be the perfect boat, the boat that you may search the harbors of the world for and not find."

Berk Eastman, Fallbrook, CA

Bolger Not a Fan of Gunter Rigs

Your publication of Philip Bolger's essay on the gunter rig came just after I had re-read Iain Oughtred's longer article on the same topic in the January/February 1987 *WoodenBoat*. There was also a side-bar in the September/October 1997 *WoodenBoat* on the gunter rig given to N. G. Herreshoff's *Alerion*. This reading had me thinking about the attractiveness of a Bolger-style cat-yawl with gunter main.

Mr. Bolger is clearly not a fan of gunter rigs. A close reading of his article suggests that those remarks were directed at dinghies like the one shown in the cartoon, but even in larger boats, he seems to favor the Solent lug rig, which is similar except that the heel of the yard is not attached to the mast. He has designed three boats with Solent lug rigs that I know of: Wolftrap 30, Birdwatcher (sloop version), and Chebacco 25. He did remark (in *Different Boats*) that the rig was not popular in Wolftrap.

His objection to the gunter seems to be that the yard may jam on the mast and refuse to go up or down. The article about *Alerion* did not mention any such trouble. Unfortunately it did not describe the jaws attaching the yard to the mast. With the Solent lug, the yard is attached only to the halyard and the sail and may flail wildly while being raised or lowered.

Mr. Oughtred, on the other hand, seems to be an enthusiast for the gunter rig. His article points out the great popularity of the rig, especially in boats of British origin. He

specifically mentions boats by Uffa Fox, the Mirror dinghy, and International Sailing canoes. He uses the gunter rig himself. One of the rig options for his 22' Grey Seal design is a gunter sloop. He drew the main for this boat 20sf larger than the marconi version, possibly because the shorter mast is less of a burden when reefed. This rig is a version of the gunter that uses two halyards.

I am a long-term fan of Mr. Bolger. I own six of his books, and have owned two boats of his design. But I don't think that his essay on gunter rig presents a balanced view. The preface of *100 Boat Rigs*, where this essay originally appeared, stresses that everything in it is opinion, and that there maybe other viewpoints. I think this is especially true here.

Peter H. Vanderwaart, Stamford, CT

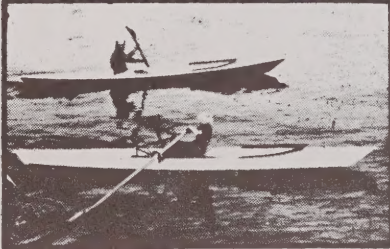
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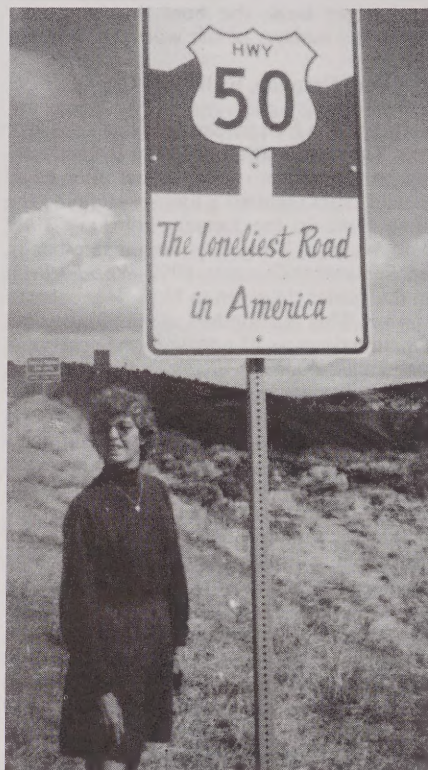
Let's see, Sail America is the industry group dedicated to promoting sailing. It used to be ASAP, American Sail Advancement Program, and I keep getting them mixed up with U.S. Sailing, which used to be the International Yacht Racing Union, a nice distinctive name that never got confused with anything. They thought Yacht Racing Union was too elitist. Everybody else tries to evoke elitist connotations to sell their product, but it evidently doesn't work for sailboats. Hard to figure. Just look at all the upscale product ad with yachts (sailboats preferred) in the background, including, for all I know, Preparation H.

I guess we should mention the sailing arm of NMMA, now doing shows under the Strictly Sail name, which was perceived as such a weak sister that something else was needed, ergo Sail America. Since the advent of SA, SS has caught fire and is doing several all sail shows following the Sail Expo format. The two are now holding talks about cooperating, but nothing substantial yet.

So where is all this leading? Ah yes, the first really big all sail West Coast show, Pacific Sail Expo. The venue, Jack London Square on the Oakland waterfront, would be hard to beat. There was plenty of parking, nifty

Pacific Sail Expo

By Jim Thayer



Right: Never a lonely road with the mate along.

Below top: Leroy and Janet Meitzner get their new Mt. Girl hull in Sparks.

Below bottom: Centerpiece of Jack London Square.



eating joints, an upscale farmers market, big Barnes and Noble, and a Better 'n Mills booze bodega. Wrap that all up with some nearby cheap motels and a ferry terminal for San Francisco access, and how could one complain? Well, I'll find something.

A flurry of phone contacts with Janet Meitzner, who was working the Net to find a rendezvous point for delivery of their new Mt. Girl fantail hull (19 feet), finally found a spot in Sparks, Nevada. That last detail finalized, we hit the road west towing a virgin homebuilt trailer holding the Mt. Girl hull with an A Duckah! nestled inside.

Just on our doorstep we caught Route 50 and lit a shuck for Nevada, where it becomes "The Loneliest Road in the West." Loneliest it may be, but it's still quite scenic with those big snow-capped fault block mountains like rogue waves in a sea of sage. However, it's getting less lonely by the day as the Californians and their ilk drag in the store-bought boxes that pass for houses these days. They now come with slanty roofs and dormers as tokens of prosperity and progress. I suppose turrets are next. They are spreading like a virulent acne over the fair face of the West. But, hey, this is a boating mag. Let's move along.

There were some last minute space changes, but no problem as we wound up right on the aisle next to the door leading to the seminar room. Our tent was all small craft including Hobies, the incredible MacGregor planing motorsailer, and, right next door, the pleasant Potter people.

Down at the far end was the *WoodenBoat* gang and Sam Devlin with a gorgeous open Winter Wren. Carl Cramer of *WoodenBoat* sent out an ardent invite to the wood boat fellas, but Sam was the only wood guy around. There's a problem here.

We might as well admit right off that we didn't sell a boat. There were a number of people who thought she was neat, and even a couple that knew the funny looking sail was a lug rig but, by and large, the multitude streamed by with nary a glance. I suspect that the average show goer has been so brainwashed by the big boat media bias, that he doesn't even realize that it is possible to sail a boat without a cabin and wheel.

The seminars were much in the same vein, featuring name authors telling how to chuck it all and head for the islands. It's the impossible dream that sells all those boats sitting in marinas, and doubtless motivates the hordes of boatshow gawkers. Robert Perry gave an interesting talk. He's in business to give the customer what he wants but is quite outspoken about what he considers a proper boat, and it doesn't include any multihulls. Needless to say, there wasn't anything about daysailing or cruising in pint pots.

On the other hand, our neighbor, the West Wright Potter, had a steady stream of interested folk. I'm guessing that it got more attention than any other boat in the tent. The rep, Daryl Bishop, was blessed with some owner club members as well as many years of name recognition. It's got a perky shape, bright red hull, and it's small enough so that a beginner can picture himself handling it. But the important thing is the cabin and the bunks. What's a boat for if not to sleep on?

There's the mark for all you guys who want to make it building boats. Cute, four bunks, self-righting, unsinkable, trailerable, and cheap. Guess we'll have to put a house on

the A Duckah! It probably helped that Daryl had a nifty terrycloth captain's hat with a palm tree on the front.

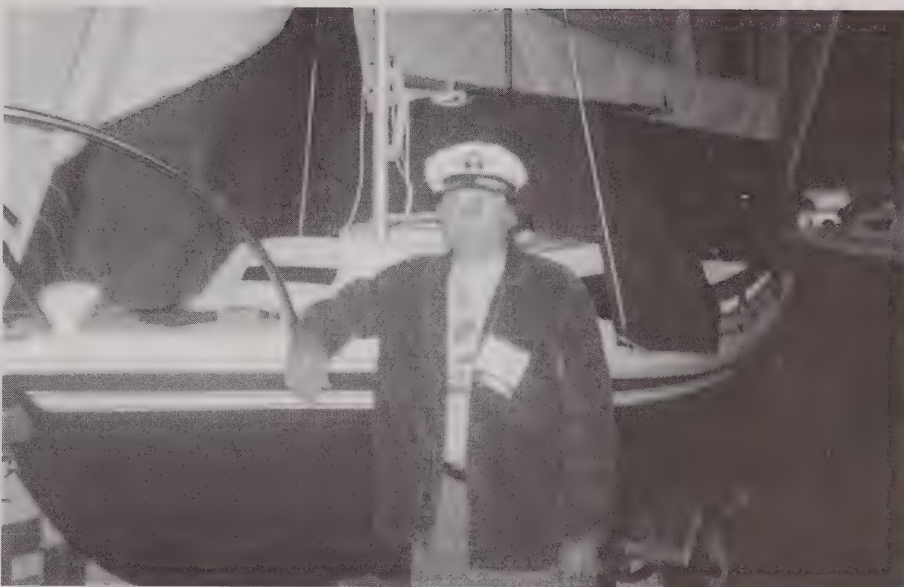
The *WoodenBoat* gang, with Captain Carl "Chips" Cramer cheering them on, had four two-person teams building Bolger boats with self-designed rigs which would be raced in the channel right in front of the show. I couldn't really follow the race, but at least they seemed to get around pretty well.

Speaking of racing, there was some pretty impressive boathandling in, I think, Melges 30s just a few yards off the floats where you could really follow the action. It was enough to get the blood moving in an old stick-in-the-mud like me.

While we are here at dockside, let's watch the people getting free/charity donation sailboat rides. The boat, about 20 feet with a small cuddy, sits in the dock head to wind. It's a short broad reach out to the channel. Wouldn't you know it. The motor won't start. The passengers huddle glumly in their PFDs. They looked pretty apprehensive from the first boarding. No banter, no wise cracks, this is serious business. Still pulling the string, to no avail. Guess they'll have to give it up. But wait! There is some consultation with the dock man. They are going to try it. The boat is carefully eased out and bought alongside the end of the finger. All is made ready. They did it! Sailed it right oughta there! It's enough to renew one's faith in humanity.

The gold platers and a few sport boats are alongside floating pontoons. Pretty small potatoes compared to Annapolis, but considered good for a first try here. The other big tent is full of gear, clothing, charters, with a few novelties thrown in. Jim Grant, the Sailrite guy (good seminar) was cheerfully helpful as always. He, along with Brian Toss (how'd he do that) were the highlights of the place. I bought a bunch of stuff from the Speedtech Instruments man, on which I'll comment as time goes on. In between the tents were a few trailer boats, either latecomers or masts too tall for the tents.

The only little guy, besides myself, was a fellow with a complicated little trimaran, full of enthusiasm, but I doubt if he made

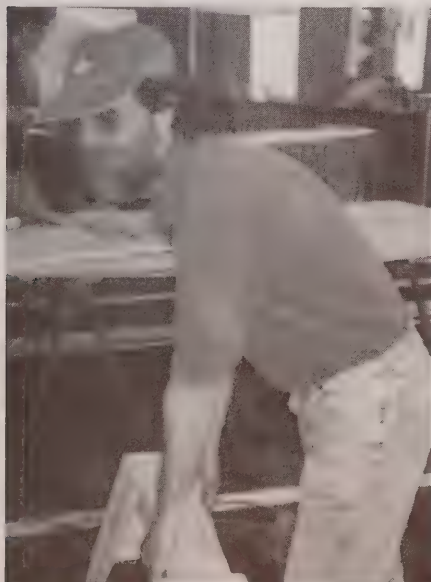


Daryl Bishop, the Potter Peddler.

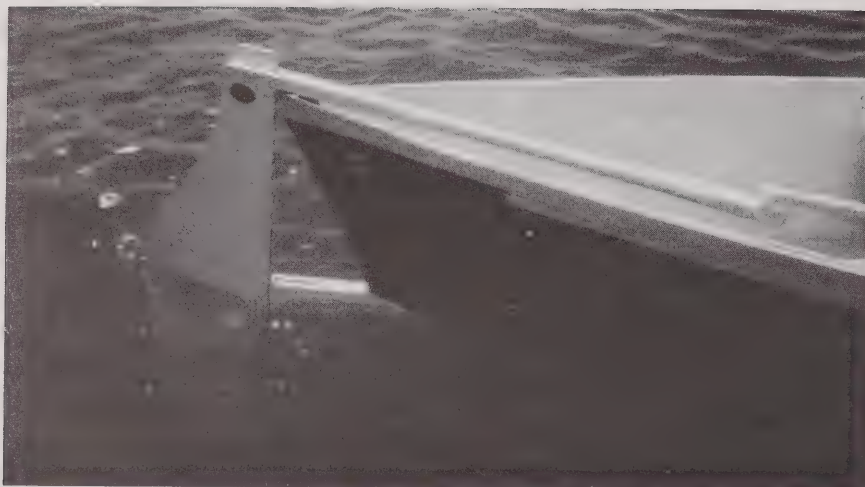


Team Wood Butchers, Marc DeRocheffort and Matt Murphy.

Carl "Chips" Cramer.



Team Woodchucks, Rebecca Haussmann and Marceline Therrine.



any more money than I did. Sail America has special rates for class associations, but there were none here that I noticed. Even at Atlantic City there are only a handful! SA conducted a member poll on allowing canoes and pulling boats in the shows, and the results were favorable so maybe that's our next move.

Space rates are reasonable but membership shoots to \$250 for show participation and there is an outrageous insurance charge. The new president, Randy Repass, of West Marine, is a go-getter and wants to hear from the members. I was next to him in the pee line and made some small talk, but it didn't seem like the place to bring up policy. If the brotherhood would show some interest, we might get some concessions for small shop guys.

The show is on again for next spring, and I'd say it's worth a look if you are in the neighborhood.



Top left: "Sophisticated" rudder on *Mom's Worry*.

Bottom left: Homebound A Duckah! at Badwater, lowest point in the U.S. No launch.



Cramer coaches Companeros Murphy and DeRocheffort in *Mom's Worry*.



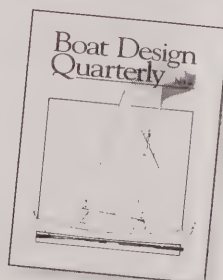
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Fast Start for first heat of the first group finds, front to back, Paul Neil in *Mocking Gull*, Jon Aborn in the *Green Machine*, Doug Scott in the Monument River Wherry, Sean Bercaw in the Muskoka Lake Skiff, and Bob Spor in the Kaulback Adirondack Guideboat. Bercaw won by 7 seconds ahead of Scott.

The 1997 Oarmaster Trails were all over by midday on Sunday October 5th at Mustic Seaport. When Bernie Smith stepped up to present the perpetual plaque to the new winner he first asked, rhetorically, "Where did this guy come from?" Indeed, that was what the gathering of New England regulars in the region's traditional rowing races were asking themselves. Paul Neil had turned up with his Adirondack Guideboat and dominated the ten man, ten boat contest throughout. He was unequivocally the fastest rower.

But, because of the round robin nature of the Oarmaster format, Paul's guideboat was not the top boat to finish, that honor went to builder Kevin Quarrier's St. Lawrence Skiff. And because of the format, in which ten boats and ten rowers were divided into two "heats" of five each for five sets of round robin races each leading to a match up of the two top rowers/boats in each group of heats, it was the third fastest boat that took top honors for the day.

Confusing? Maybe it can be more clearly explained, but this is the best I can do. Several years ago when the Oarmaster was conceived, the original idea was to select a group of potentially fastest oar-on-gunwale rowing boats and men to row them and run off a series of round robin races in which each man got to race in each boat. Bygone runnings of this event showed this format to be unwieldy, too many races.

So a "heat" system was devised wherein the boats and rowers entered, ten each this year, were divided into two groups

Oarmaster Trials 1997

By Bob Hicks

of five, in a sort of a "seeding" based on past known performances, to try to create two approximately equal groups. These two groups would then first go at it in a round robin of five races each, with the winners of each, boats and rowers, determined by cumulative elapsed times from all five races, facing off in two finals in which the rowers would swap boats.

Well, Paul Neil topped the faster of the two groups handily, besting runner up Doug Scott by 0:43, despite Scott having a slightly better placings total with two 1sts, two 2nds and a 4th to Neil's two 1sts, one 2nd, one 3rd and a 4th. In the slower group Bob Powers bested Dan O'Reilly by only 16 seconds with three 1sts, a 2nd and a 3rd to Dan's two 1sts, a 2nd and two 3rds. But Powers' total placed him down in 5th overall for the day behind the top four finishers in Neil's group. So Bob looked to be the underdog in the final match races against Neil.

Now to look at the boats. John Duncan's Muskoka Lake Skiff was far and away the fastest in cumulative time, besting builder Steve Kaulback's woodstrip Adirondack Guideboat (Paul Neil's boat) by 1:09. Despite finishing second to the Muskoka, Kaulback's guideboat was still faster than

the slower group's winning St. Lawrence Skiff by 0:38. So it looked like the Muskoka would be a shoo-in in the final match off.

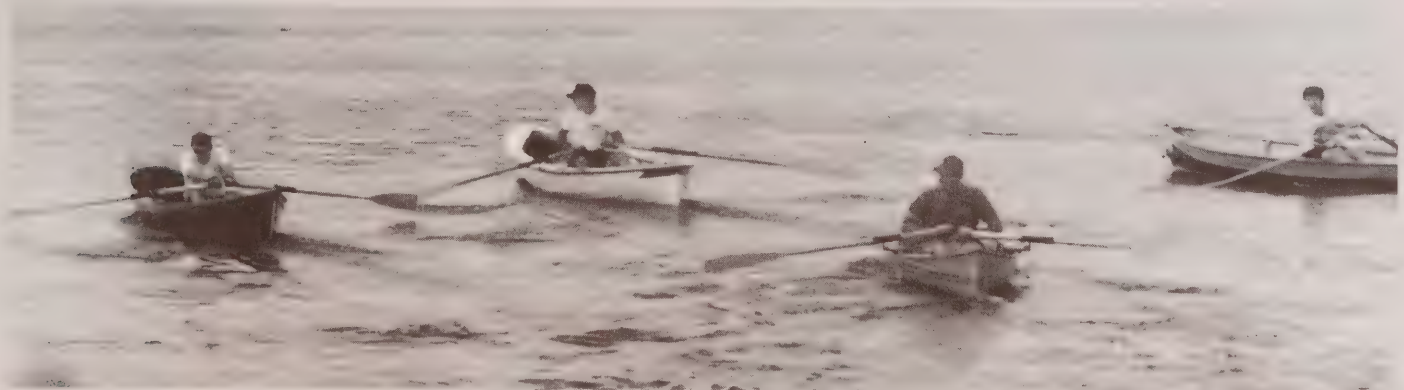
It was not to be. In the first heat Neil took the lead in the Muskoka and pulled right away from a dogged Powers in the St. Lawrence, besting him by 24 seconds. Powers' only hope lay in the superior speed of the Muskoka, would it give him the edge he needed in the second heat? It didn't, Neil took the lead in the St. Lawrence with Powers right on him to the turning mark, but on the return leg Powers ran out of gas, he had used himself up and Neil coasted in 27 seconds ahead.

Keith Quarrier was elated, of course, his beautifully built lightweight St. Lawrence Skiff is indeed a wonderful boat. And John Duncan was a bit glum for the demonstrably faster Muskoka had ended up losing by a scant 3 seconds, and this was really due to Powers' having given it his all and coming up short in that final heat.

So what does this all mean? Well, it is still not a laboratory test that determines without question either the fastest boat or the fastest rower. But it is a pretty good comparison test of both, even with the built in inequities that have yet to be resolved into an ideal format.

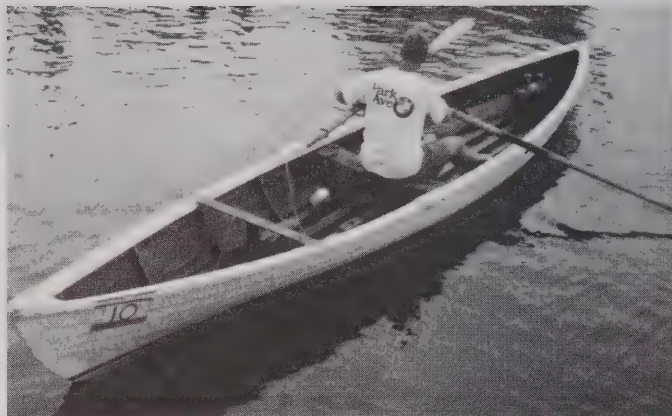
No question that Duncan's Muskoka Lake Skiff is a marvelously fast boat. But so is Kaulback's Adirondack Guideboat and Quarrier's St. Lawrence Skiff. In 25 minutes of accumulated racing time the spread between the three was 1:47.

Close finish in the first heat of the second group with Dan O'Reilly (2nd left) in *Apogee* and Bob Powers (far right) in the Merrimack River Screamer tying for the win. At left Mike Cushing finishes 3rd in the St. Lawrence River Skiff while Russ Smith (3rd from left) places 4th in the Middle Path Sockeye.





Bob Spor in the woodstrip Adirondack Guideboat.



Paul Neil in *Mocking Gull*.



Doug Scott in the Monument River Wherry.



Caleb Twombly in the fiberglass Adirondack Guideboat.

The fourth fastest boat, Jon Aborn's Monument River Wherry, which was top boat three years ago when the Oarmaster was last run with a mixed solo boats format, is a homebuilt. Jon stretched the fast Piscataqua River Wherry hull and achieved a very fast result at a bargain cost. Rounding out the top five was the 15 year old, advanced for its time, concept boat, *Mocking Gull*, which graced an early *WoodenBoat* cover when creator Doug Martin unveiled it.

Down in the bottom half were some boats entered to see how larger multi seat boats might do rowed solo. Not too good. *Apogee*, the Seth Persson built 1-2-3 boat was last placed. This is a big boat with its up to three rowers layout. Doug Scott's Merrimac River Screamer, whimpered home 9th,

Doug realizes he needs to build a much lighter version of this dory type hull. Mystic Seaport's *Green Machine*, another multi rower design, placed 8th, again longer waterline was more than offset by the heavier weight.

In 7th came another Adirondack Guideboat, this one a fiberglass version which several rowers felt flexed too much. And in 6th, Middle Path's Sockeye, once a winner in bygone Oarmaster competition, but now left behind by newer and faster lightweight strippers.

With calm protected water and little wind, this year's Oarmaster gave us no indication of the boats' and rowers' abilities in open water conditions. It's not surprising that the three fastest boats were all lake design derivations. It was a good test of hydrodynamics of hull design in controlled conditions, ie. flat water. I'd like to bring you the specs on all the boats but at press time October 21st I did not have them available to me. I may get them into a later issue as follow up.

How about the builders of some of these boats? As already reported, Keith Quarrier was there to see his St. Lawrence Skiff triumph. John Duncan, who revived the old Canadian Muskoka Lake skiff design himself, was there but the boat he brought is now built professionally by Tim Butson up in that Ontario lake country. Steve Kaulback was there as reported, and competitor Jon Aborn was there of course with his home-built Monument River Wherry. The only

other builder on hand was competitor Doug Scott who brought his Merrimac River Screamer.

Andre deBardeleben, builder of the Middle Path Sockeye had delivered the boat all the way from Pittsburgh but had been unable to stay. The fiberglass Adirondack builder, who I was not able to identify, was likewise not in attendance. If the Persson brothers, builders of *Apogee*, were there I missed them, likewise for the Mystic Seaport builders of the *Green Machine*. And Doug Martin is long gone on to other things since his *Mockingull* days.

And to answer Bernie's question as he prepared to present Paul Neil with his winner's award, well, Paul is a New Yorker who bought an Adirondack Guideboat from builder Steve Kaulback of Charlotte, Vermont. It is Paul's first boat and this has been his first season rowing in races. He won his class in the 90 mile Saranac Lake Guideboat Races last summer. Paul is a very fit, athletic forty- something.

When Jon Aborn was lining up potentially competitive boats for this year's event, he asked Steve Kaulback if he could enter an Adirondack Guideboat. Steve turned to customer Paul and asked him if he'd do it. Paul agreed. Here's a really nice guy, willing to let other guys he didn't even know get into his elegant new Adirondack guideboat and race against him. Yes, Paul Neil introduced a new element into the pretty much provincial New England Oarmaster, perhaps next year others will follow his example.

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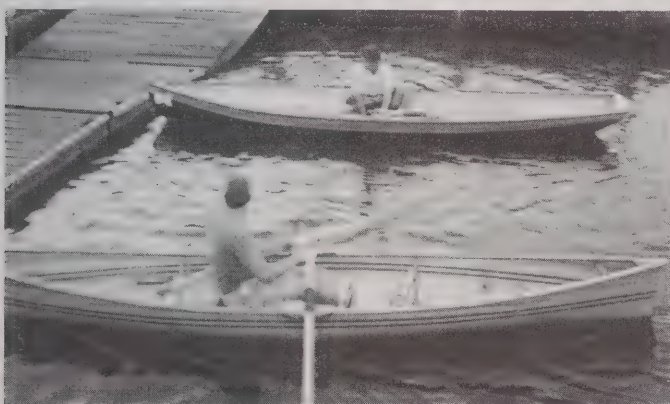




John Aborn in the *Green Machine*.



Dan O'Reilly in *Apogee*.



Russ Smith (foreground) in the *Middle Path Sockeye* and Bob Powers in the *Merrimack River Screamer*.



John Duncan (left) discusses the Muskoka Skiff with Sean Bercaw.

The winning rower, Paul Neil, here in the Muskoka Lake Skiff.



The winning boat, the St. Lawrence River Skiff, Bob Powers rowing.



Boat Rankings by Accumulated Time in Heats:

1. Muskoka Lakes Skiff	24:42
2. Adirondack Guideboat (Wood)	25:51
3. St. Lawrence River Skiff	26:29
4. Monument River Wherry	26:43
5. <i>Mocking Gull</i>	27:11
6. Middle Path Sockeye	27:16
7. Adirondack Guideboat (FG)	27:31
8. <i>Green Machine</i>	27:32
9. Merrimack River Screamer	27:35
10. <i>Apogee</i>	28:16

Rower Rankings by Accumulated Time in Heats:

1. Paul Neil	25:30
2. Bob Spor	26:13
3. Doug Scott	26:14
4. Jon Aborn	26:32
5. Bob Powers	26:36
6. Dan O'Reilly	26:52
7. Russ Smith	27:09
8. Sean Bercaw	27:20
9. Mike Cushing	27:54
10. Caleb Twombly	28:36

This summer the Anderson Island Irregulars donated new children's PFDs, the anemometer donated by John and Sheila Zittel was installed, and, finally, new steps appeared. We also just learned that the Traditional Small Craft Association donated money toward our operation, for which we are most appreciative. The Small Craft Workshop, which they have co-hosted here on the first weekend in June since 1970, was this year renamed the John Gardner Small Craft Workshop, and some of the participants re-visited us through the season. Members of the Connecticut River Oar and Paddle Club, who allowed us to use of one of their boats in a class, also visited to row the Green Machine.

Although it is unlikely we will make budget given the gate, we have already earned more money this year than all of last, and certainly this is attributable in part to the spectacular weekend we had during the WoodenBoat Show at the end of June, when we put 996 people on the water in three days!

The Tuesday Night Racing Series for the Beetle Cat and Portsmouth Handicap Classes, which culminated in two Saturday events, wrapped up September 9. Due largely to the enthusiasm of volunteer Race Committee Chuck Stevens, there will be another short Saturday series October 11 and 18 starting at 9:30 AM, and Seaport Beetle Cats are available for rent.

The Friday Boathandling Classes attracted students ages 9 through mid-70s from seven states, including Florida and Washington. The last class ended in a dramatic thunderstorm and downpour which had us all hunkered down in The Boathouse tying bow-

Summer at

THE BOATHOUSE

By Sharon Brown

lines and sharing nautical lore. The Porteus family from the Cape had such a good time that they returned a month later to complete the sailing portion of the class. This year we derived students through the web page, word of mouth, direct mailing, Boathouse visits, and one student came because he enjoyed reading about us in *Messing About In Boats*. A special group of dedicated volunteers make these classes possible, and the camaraderie is inspiring.

On Members Day, Saturday, September 27, three staff and 13 hardy volunteers put 348 people, one imaginary twin, and three dogs out on the estuary in traditional small craft. Thank you for a job well done! PFDs were at a premium and for periods of time the entire fleet was underway simultaneously. For most of the afternoon, Waldo Howland sat outside greeting trustees and promoting The Boathouse expansion. If you haven't heard, discussion led by Waldo has been underway at various committee levels regarding the likeli-

hood that The Boathouse will expand into the entire Noyes Building in the spring of 1998. Bill Ames has been riding shotgun in this effort and the prospects are exciting.

Our visitors make life interesting and run the gamut in diversity. September 20-21, Williams Mystic students, alumni, and their families, participating in a reunion held in the Tom Clagett Boat Shed, ran a tab and we were able to put 115 eager boaters on the river while sharing surreptitiously in their interesting program. Earlier screenwriter Peter Nichols got the full Boathouse treatment and put the Sampan on a page of *People Magazine* with a very puzzling caption.

This past Sunday *Sandy Ford* beat downriver in a fresh breeze with an experienced sailing team of father and daughter from Sweden. Later Capt. Beals took a young German family with five children on *Resolute* while we entertained the eldest child left behind because of license restrictions. Eleven-year-old Catharina elected to row the *Waldo Howland* with coach Bill Ames, and returned to write her comments in the Guest Book. All family negotiations were conducted in German and we had little input to affect the outcome of our choice. It all worked just fine.

Where else could you have access to classics built by John Gardner, Pete Culler, and Leo J. Telesmanick? We were reminded of that by two visitors who drove down from Massachusetts solely to rent a boat. They had so much fun with lunch and cooler, gunkholing for hours around the river in the Chamberlain, that they stayed in town and returned the next day to do it again. Last summer they did the same in a Beetle Cat.

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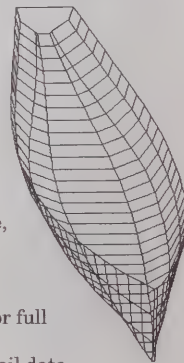
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A Weekend With Floating the Apple

By Mike Davis

What we are doing with the fleet of gigs this weekend (September 13-15) reflects the scope of activities in service to our purpose. Simply put, that purpose is to restore public access onto urban waterways.

At Chelsea Piers, on the Lower West Side of Manhattan, a red-hulled gig named *J. Noble* is front and center and billed as "special attraction" at the New York In-Water Boat Show. Attending her are the swell groups of Navy Junior ROTC students from the High School for Graphic Communication Arts. The cadets built her last winter at our 42nd Street shop with Lt. Robert Skibar, their teacher, and me as primary instructors, and Don Betts and other volunteers filling in at critical junctures.

At Croton Point's River Fest, teenagers from Tarrytown and Dobbs Ferry High Schools will christen the elegantly painted *Wysquaqua* and *Legend*, Whitehall gigs they built last winter with Dan Einbender, Don Betts, and Mike McEvoy, the boat's designer. Further upriver at Kingston, seasoned teenage crews from Newburgh, America's earliest rowing center outside New York Harbor, will demonstrate *Howard Chapelle* and *IV*, two gigs built this year by FTA volunteers and on loan to Ed Kennedy.

It was some of the same students, from Ed Kennedy's rowing program at the Newburgh Free Academy, who won the Hudson Neighbors contest at the Great Hudson River Rowboat Race off Manhattan on August 3rd. That race, with seven of our gigs on hand, co-sponsored by the Intrepid Museum and Floating The Apple, included 60 rowers, from the Navesink and Nereid rowing clubs of New Jersey, Columbia University's student body and staff, the communities of Garrison Beach, Brooklyn, and the town of Weehawken,

New Jersey, which is located at one end of the cross river course.

Friday the 12th, *Kate Walker* will be rowed with the tide up to the 79th Street Boat Basin to take part in an evening tribute to Ron Boudreau, the former dock master who restored to hand-launched boats use of that Robert Moses facility. Four other gigs, including the *John Gardner*, are accepting invitations to events elsewhere, at Hastings, Liberty State Park, and Mystic Seaport.

Besides the *Libbet*, the only Whitehall gigs not in service this weekend are *John Magnus* and *Ropa 203*, built by young people from Stuyvesant High School and I.S. 218,

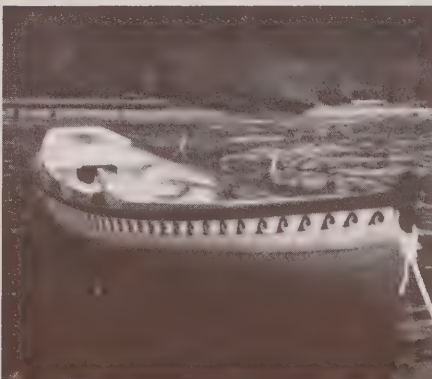
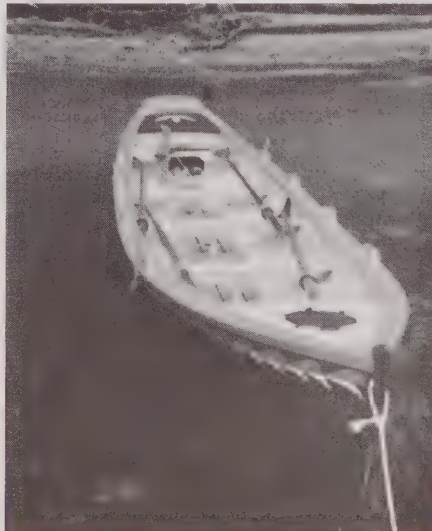
respectively, under the instruction of Don Betts. These boats are at home on the Harlem River in a warehouse space, now serving as a boathouse, which was donated to the New York Restoration Project by the Clemente family. The gigs are rowed out of Sherman Creek, the once famous rowing center, by young people working with the Project. The community rowing program on the Harlem is being developed for the Project by Don Betts and volunteers of Floating the Apple.

The major breakthrough this summer concerns the re-establishment of community boathouses on these waters. But that is another, and a long, story.



The photos are of the gigs *Legend* and *Wysquaqua* taken at Croton Point on the Hudson on the day of their christening. Among the participants were high school students from Sleepy Hollow and Dobbs Ferry, who built them. The boats are respectively named for Washington Irving's legend and the large Indian settlement in the location of Mr. Dobb's later ferry. As to paint jobs, the boats out do any of the nine other Whitehalls. The painters broke with any attempt to follow 19th century colors and seem to be decorating for the century ahead.

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



We received one of those telephone calls that you hate to get the other pre-dawn morning; the cook from Pelican House was on the line, apologizing for waking us, but saying that the boat had come loose of its moorings.

Sir Rodney had put down what could be considered a "belt-and-suspenders" sort of mooring; two large concrete blocks with chain embedded in them, a length of heavy line, a copper mooring ball/float and then a pair of pennants. One of the pennants was secured through the stemhead fitting and onto a big cleat on the foredeck, while the other was run to a shackle that was set into the stem at the waterline.

The theory of all this is that when the primary mooring system fails, the secondary one will immediately take up the job. The only fault that I could find with the system was that he had used polypropylene line, stuff that I do not trust for much, particularly for moorings. But, in the islands it is not always easy to get the right stuff to do the job at a price that one wants to pay.

We got quickly dressed and drove down to the bay where we could see the yawl had indeed come ashore and was being abused by the surf which was driving her into the rocks. She was in enough water to still be afloat and it was only a few minutes work to get her back into deeper water and over to a place where we could drag her out onto the sand and assess any damage.

The seas have been quite rough here for the last month and I had been concerned about the mooring and chafe on the lines. I had been frequently down to the boat, checking the chafing gear and even diving on the two separate moorings to have a look at the chain. One day last week, I found that the secondary mooring pennant had chafed through at the stem, where it is secured to a shackle; I renewed this and checked out everything else. The current problem was with the lines that went between the chain and the boat; where there is no possibility of chafe, but where they parted anyway, bringing tangles of frayed line and even one mooring ball ashore with them as the boat hit the rocks.

As for the boat, we had received a quick notification and made a quick response to the call and so the damage was minimal; some abrasions along the teak rubrail and some scrapes and dings in the topsides. The aggravating part was that some of the damage was caused by the mooring gear itself; the barnacle-encrusted ball had made a jolly time of smashing into the hull with each wave.

Musings From Mustique

By Rick Klepfer

We had been thinking of doing some maintenance work on the boat; the bottom was getting fairly grassy and a lot of bright-work was in need of the varnish brush. This seemed like the perfect opportunity and we fastened a line onto the stern of the yawl, tied the other end to the bumper of the truck, put a few small logs under the keel and dragged her up onto the beach. We then struck all the spars and put all of her gear into the lazarette and locked it.

Then began the trials of getting the materials necessary to do the repair work. There are no marine supplies on Mustique and those materials available at chandlers on other islands are of unknown worth to me. I decided to call West Marine's international department and have them send me what I needed. This didn't work as well as I had expected since most of the things I wanted were considered hazardous materials and could not be shipped internationally. Curiously enough, they thought that they could ship bottom paint, but not varnish. I explained to the sales lady that I had recently had 200 pounds of dynamite shipped down here by air and if they could do that, a quart of varnish didn't seem so dangerous; she was impressed, but unmoving.

This left me with the yacht chandlers on St. Vincent to get the remainder of my supplies. I had a quart of spar varnish that was made in Barbados and a quart of gel coat repair material sent over on the supply boat. Assuming that West Marine will not decide that bottom paint is hazardous after all, I will soon have all of the things I need to begin the repairs

I think that I have found what surely must be the most unique boat in Mustique. It caught my eye, lying alongside a house in the village, as I was driving through one day. I am always looking for boats, and the unmistakable shape of an upturned hull is something that never fails to catch my eye. This one was of smallish proportions and looked at first glance like a large pond yacht.

Now, in the Grenadines, it is improper to just go up to a stranger's house and knock on the door. Even if you are acquainted with the inhabitants, the customary method is to stand out at the street and call out the name of the person you seek. In this case, I didn't know who lived there and so I had to resort to the alternative method of finding someone who knows the person you are looking for. Happily, almost everyone in the Grenadines is related to everyone else, so on my first try I found the nephew of the man who owned the boat.

Then began a few days of negotiations to gain access to the boat. Finally, one sunny afternoon, we made our way to the site of the boat where we met an elderly gentleman who was sitting out in the dooryard next to it. We made some obligatory introductions and then got permission to turn the boat over to have a look at it. This, as it turned out, was more than we had bargained for since it

did not want to budge at first and then flipped over in an instant, revealing in the process that it was heavily ballasted.

Unfortunately, I had my hand around the stern post at the time and had my thumb bent painfully back to an alignment never before attempted. Then we found that the boat had been providing shade for a just rooted coconut tree and some chickens; the eggs did not survive the overturning.

The vessel was marked as a "Vanguard Waterbug", manufactured in Pewaukee, Wisconsin by Harken Marine Engineering. It was a most curious pedal-powered craft of a scant nine feet overall and a miniscule two foot beam. The cockpit, and I have never seen a cockpit that looked more the part than this jet-fighter styled one, consisted of a form-fitting vinyl seat and a console described as a "Harken Drive". This drive was made up of a set of racing bicycle-style pedals complete with toe straps, and a gear shift that had two speeds: 1:4 Cruising and 1:3 Maneuvering.

The sides of the cockpit were fitted out with foam covered grips that controlled the rudder. At one time, it appeared, there had been a plexiglass canopy over the cockpit, but this was long gone. Further, the "Harken Drive" was seized up and, although we did manage to force a few revolutions out of the works, we could get no feel for what kinds of speeds it might be capable. Most of the interior was beat up, missing or loose and the whole craft had suffered from its association with the chickens.

The exterior of the boat, an egg-shaped form of once white fiberglass, was dinged up to a certain degree; easily repaired in the States, but here..... It had a small, three-bladed propeller in front of an open rudder. The whole thing looked eminently repairable, except for the plexiglass canopy. What we couldn't figure out was why would anyone bring such a vessel to this part of the world. This looks like a lake boat at best, not one that would be capable of dealing with the steep waves and swift currents of this neighborhood.

But histories are easily lost here and the most information I could garner was something to the effect that a wealthy land owner brought a number of them here, thinking that they were just the thing for the beautiful Caribbean. I can imagine his surprise when he first tried it out here and realized how unforgiving the sea can be, how there is no provision for emergency propulsion and that the nearest landfall downwind of Mustique is the tiny island of Bonaire, some 500 miles away. If you miss that one, it's another 800 or so to Central America.

I was offered the boat, as is, where is, for \$500EC, which equates to \$186 US. This is a great deal, if there was a use for the thing. I can't imagine that you would enjoy pedalling underneath that greenhouse of a canopy, but to go without it would be to be swamped at the first moderate wave. I don't think you could maintain course against the currents here or survive a swamping (no bilge pump was to be found).

If there were lakes in this country, I would know just what to do with it, but as it is, I'm stumped. So, if anyone can figure out how to get a canopy and can afford the shipping and the necessary repairs, have I got a deal for you!



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The Gladwyn/Irving Expedition Photos

A Semi-Circumnavigation of Nova Scotia

By Gerry Gladwyn

In the October 1st issue we published Gerry Gladwyn's chronicle of the attempt he and his paddling partner Joel Irving made to circumnavigate Nova Scotia in sea kayaks. They made it halfway, quite an achievement if not what they had hoped. Belatedly Gerry has sent some photos which catch the essence of the empty coastline of Nova Scotia so nicely that we want to share them with you in this follow up.

Gerry also included the following "editorial commentary" on what they encountered in the way of maritime litter:

Forever Plastics

According to the National Marine Fisheries Service in the U.S.A., "The biggest source of plastic debris in Gulf of Maine waters is recreational boaters." (reprinted in the *Wild Gulf Almanac* by Sarah S. Bright, Osprey Press of the Chewonki Foundation, 1995).

I had to look twice and then once again when I read this fact. Having just spent a week travelling by kayak down the Nova Scotia shore of the Bay of Fundy (which forms the upper reaches of the Gulf of Maine) and camping on the beaches, it would seem to me that for this statement to be true then those recreational boaters must be loading up with miles and miles of plastic rope, plastic 5 gallon buckets, pieces of green, orange, red and blue fishing nets, gray plastic fish boxes with cracks in them, plastic covered wire lobstertraps and parts thereof, and fishing floats before they set out on their summer sojourns. The majority of the plastics we found on our shores consisted of the above.

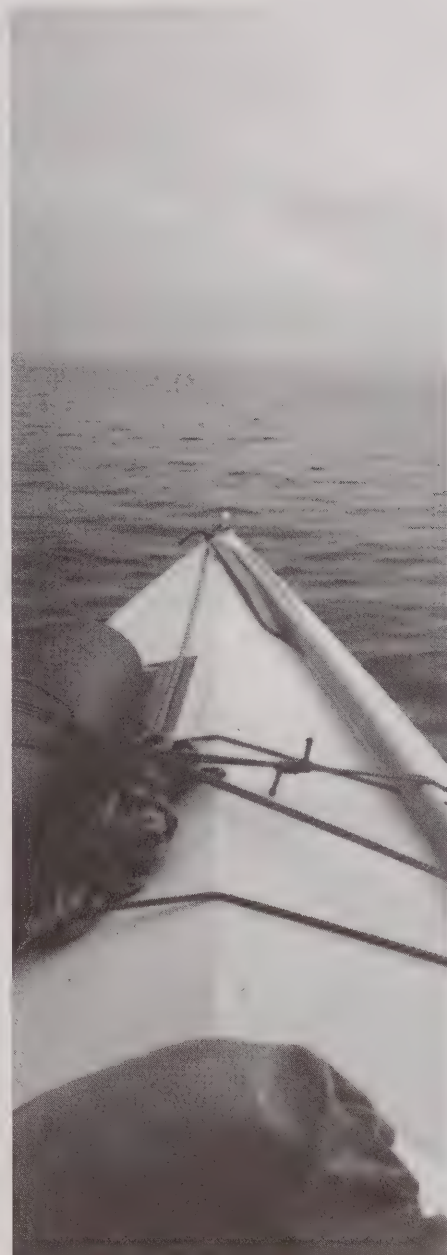
Sure, there are plastic bags that critters ingest thinking they are jellyfish, and there are the ubiquitous 6-pack rings silently waiting to strangle unsuspecting fish, birds and sea mammals. And there are the tampon applicators and all the rest of it, but in terms of sheer volume the midden of the fishing industry takes the prize.

The fishing community is clearly responsible for a huge amount of the plastic "floatables" which are choking our beaches, just as the non-fishing community is responsible for a large contribution. It is easy to point a finger at the other guy. The fact is we are all responsible, even those of us who never go on or near the water, because the ocean is downhill from everywhere. We all have to endure the consequences.

It is in the interests of the National Marine Fisheries Service to point out the responsibility of others so it makes them look as if they care, but let's face it, they don't. If they really cared then all fishing gear would be made of biodegradable materials such as hemp rope and wood, as they were in the past, so that when the inevitable losses of gear occur it would eventually break down and leave the shores littered with stuff we could at least add to the campfire to make a pot of tea, instead of having to endure forever.

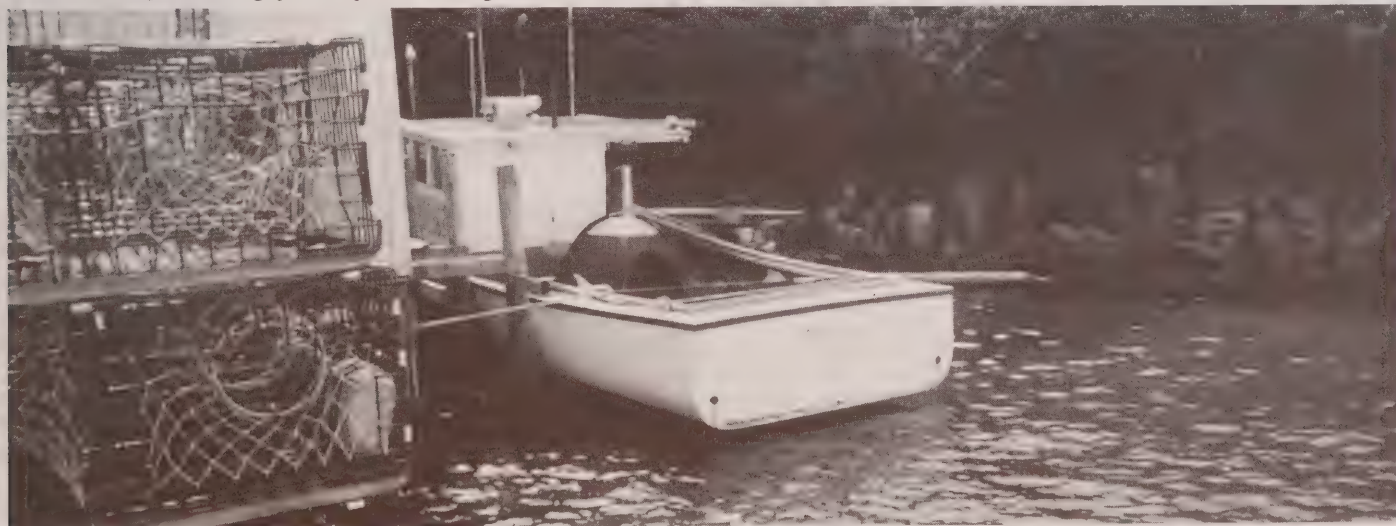
For me the "piece de la resistance" which I found on a beach near Digby Gut and kept as a souvenir, is a small green 8-1/2"x11" rectangle of floatable plastic about the thickness of a computer disc. What its purpose was I have no idea but it's not likely something a fisherman or recreational boater would have used. More likely an academic, a student or a scientist of some sort, judging by the size. It is scratched and scraped but still flat and in remarkably good shape. Small white letters at what I assume to be the bottom of the sheet say it all:

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There's no better way to get an unobstructed view of our coastline than from the front seat of a kayak.

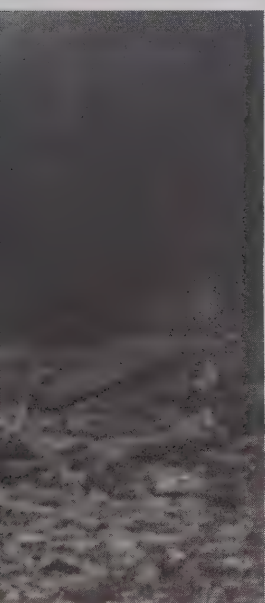
Local fisherman Merrill Dixon supplied us with this clean dry campsite aboard *Mr. Jake* on our sixth day at Tignish in Digby County, on the Long Island side of Petit Passage.



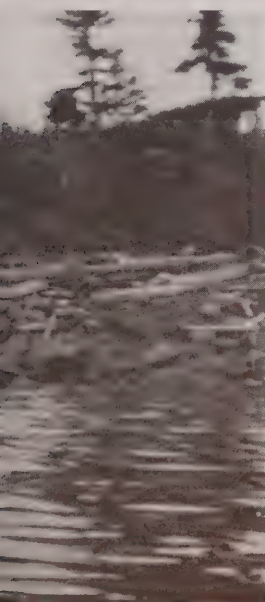




Left: Our circumnavigating boat, Joel Irving's 20' sailing baidarka which he designed and built, inside the breakwater at Port Maitland in Yarmouth County, where we spent too long waiting for wind and rough conditions to subside (they didn't). We found this spot by the sound of the foghorn in fog so thick we could lean on it.



Left: A campsite at Robinson's Brook on the Fundy shore. It was a nice spot with a brook, but a hard place to get out of if the wind was wrong at high tide. The tide was 40' below us and a hundred yards away in the photo. When it came in everything you see was awash right up to the little gravel campsite above Joel's head where we had to move the tent.



Left: Flotsam on the Fundy shore.



Right: The 100 yard carry over "marbles" behind Gull Island we endured on one of the hairier moments on the trip when we had been stuck offshore for too long and were unable to find a better landing spot. It took three trips each carrying gear and one trip together to carry up the yacht. But the nice thing about our kayak yacht was that once we were ashore we were indeed all ashore, no more worrying about anchoring or the wind.

I looked over my shoulder and it was obvious the squall was getting closer. "Are we going to make it," asked my wife? "Yes, but it will be close," was my reply with more hope than fact. A cove, where we would find sanctuary, was around a point that was about half a mile ahead. As the storm moved closer, the wind picked up and pushed us around the point and into safer waters. Anchored in the middle of the cove were two sailboats. As we sailed by, the skippers of each boat were on deck preparing for the storm that was right on our heels.

I told my wife to take the tiller and steer to the right of some big rocks, while I lowered the jib and unshipped the anchor. Because our boat draws less than two feet with swing keel up, we will be able to anchor in a protected part of the cove out of harm's way. After lowering the jib, I got out the anchor and brought it back to the cockpit. I raised the keel and took the tiller as we rounded the rocks and entered their wind shadow. When we were about 50 yards from shore, I lowered the anchor and played out some rode, checking it now and then to set it.

When we were about a boat length from shore, I sheeted in the main and walked the anchor rode to the bow, turning the boat around. Playing out a little more rode, I let the boat drift back toward shore until the water was less than ankle deep. Securing the rode, I took some line, waded ashore and secured the stern, leaving some slack to pull the boat out into deeper water to compensate for the tide. When everything was tied down, the first drops of rain began to fall. I went below feeling good about myself, having beaten Mother Nature by a nose.

I am always amazed how comforting a small boat's cabin is when everything is secured and a storm is about to blow. My wife was preparing supper of beef tips over rice, which is easy to do on our one burner gimbaled stove. "Is everything tied down tight," she asked? "Of course," was my reply. "Are you sure? Remember the time we had to retie the main after the wind blew it loose? I got soaked," she said, gloating. "That was two years ago. You will never let me live that one down, will you," I said defending myself. In

A Small Simple Boat The Essence of Cruising

By John L. Pruitt



The author's MacGregor 25, *Bagpipe*, anchored for the night, ready for the moon to rise.

30 years of messing about in small boats, I have found Mother Nature will always find that weak link.

After supper we relaxed at the dinette (one of my favorite places in the whole world) sipping coffee and reading, when the rain really started coming down. The drops were hitting the deck so hard we could hardly hear one another. I looked out the starboard portlight and, through a gap in the rocks, I could see the masts of our neighbors. From their motion, the boats must be pitching badly. It is

going to be a rough night for them. I was thankful for the benefits of cruising in a small boat with a shallow draft.

A few years ago I read a quote by the editor of one of the leading sailing magazines. He wrote that if they could not take the comforts of home with them when they went cruising, they would not go. How sad. Of all people, this person should know that the comforts of home are best enjoyed at home. One of the joys of cruising is seeing how simple one can live while on a boat. The freedom from fuss and bother, which a small boat gives, is the essence of cruising. In John Guzzwell's famous book, *Trekka Round the World*, he stated that the ease of maintenance and upkeep he had because he was cruising in a 19-foot yawl allowed him to spend more time sightseeing and visiting friends. He wrote he knew of crews of other boats who spent their entire time in port fixing and maintaining their boats.

Like most sailors, I have walked the docks and stopped and admired a 40-footer and dreamed of what I could do with such a boat. It is true I would be surrounded by more luxury, but would I have more fun? I doubt it, and fun is the name of the game. I sure would have more fuss and bother.

It is a popular opinion that a small boat is one that is 35 to 40 feet long. Anything smaller is only useful for day sailing and weekend trips. An 18 to 25-foot boat cannot provide the comfort one needs to enjoy a two or three-week cruise. They believe even though such boats have made very long voyages, they were more stunts than voyages of pleasure. Well, comfort is not relative. You are either comfortable or you are not. To be comfortable on any boat, you need it to provide four basic things.

First, you need a comfortable bunk. You cannot enjoy spending 10 to 12 nights on a boat, waking up every morning with an aching back. A good night's sleep is essential. Second, you need a workable galley. Eating peanut butter and jelly sandwiches along with beanie-weenies gets old very fast. Third, you need a proper head, especially if you cruise in mixed company. A means of taking a shower to keep from offending one's shipmates goes along with the head. Fourth (and often overlooked), you need a place in the cabin to lounge around and enjoy a cup of coffee and a good book when the weather turns bad.

With a little personalizing, most small boats can be turned into little palaces. Extra foam can be added to bunk cushions to improve their sleeping qualities. There are many cookbooks on the market that tell how to prepare meals that will please anyone's palate, and all you need is a small portable stove and a few pots and pans. A Porta-Potty in a small compartment or behind a privacy curtain can satisfy the most timid. Adding a little fabric softener to a solar shower can turn even salt water into a sparkling bath.

Using such a shower while wearing a bathing suit is all that is needed to keep oneself clean. Since most of us like to stretch out on the couch while at home, a transom berth can serve the same purpose. To make life on a small boat more luxurious, marine and camping stores offer the shopper a full line of labor-saving devices.

Sometimes people think that going cruising means sailing off to exotic places far over

Ready to cast off for a day of fun with wind and wave.



the distant horizon. In reality, most of us cruise the islands and bays closer to home. For this type of cruising you do not need a Tahiti Ketch. A small simple boat will do the job better.

When I was young I dreamed of circumnavigating the world in a 60-footer. But because of circumstance, I cruised in smaller seas closer to land. The pleasure I have received has caused no regret. Now I prefer a small boat

that I can single-hand and maintain all the equipment that makes it go. Circumstance caused me to steer in the right direction.

Not too long ago, my wife and I were anchored in a cove of an island for the night. The moon came up full and bright right off the bow. The glow on the water was like a mega candle spotlight. The Old Man in the Moon was so clear that you could tell he

needed a shave. My first mate and I left the cockpit, went to the foredeck, sat down and leaned back against the cabin trunk to enjoy the view. We sat there for hours with little talk between us, caught up in the splendor of the moment. No view anywhere in the world could have been more beautiful. The memory of that night will be enjoyed many times. Is not that why we go cruising? To make memories.

There's some kind of macho manliness thing about being one of the first sailors out in the spring. Launching was April 29 at Rye Harbor and a quick motor up to Little Harbor. I had taken a friend's mooring pennant along in order to use his mooring, but it was windy. I was tired so picked up the nearest other mooring with a pennant.

The next day I motored out in my short little inflatable to attach the pennant. I carried along channel lock pliers, a knife, and a crescent wrench, in addition to two flotation cushions, life preserver and a set of paddles.

The mooring ball was about 50 yards downstream from my ketch, *Brownsow*. I motored up to it, flipped the dinghy painter over it, and pulled it into the dinghy. After cleaning the encrusted mussels off the chain and shackle, I noted that the shackle to which the pennant would be secured also secured the float to the chain. Aha, I thought, must not open the shackle and drop the chain to the bottom of the harbor. Friend Bruce would not like that. So I tied another line to the top chain link and to the carry cord of the dinghy.

Then one more heave to pull the float well into the dinghy so the shackle could be opened.

With the heave came a sudden FFFSSSSSHHHHHH.

Oh shit!

Those sharp barnacles and mussels slit a hole in the inflatable.

I placed my hand over the 2-inch gash and thought, "Damn, gotta go back to the *Brownsow* and patch it. Do I have the patch kit aboard?"

I looked for the knot that secured the chain to the dinghy, and as I fumbled I noted that the pontoon was deflating rapidly.

I finally found the knot and untied it, pushing the ball and chain into the water. The painter was still around the ball and I flipped it.

Funny Thing Happened While Attaching a Pennant to a Mooring (Or, I Think I Sink!)

By Paul Brown

It didn't come off. The deflating pontoon was becoming limp, and I was losing my balance. I frantically flipped the painter back and forth, trying to reverse the simple procedure of flipping it on. It had jammed or twisted.

SHIFT!

Water was coming into the dinghy and my feet were slipping into the sea. The deflated pontoon was underwater, the motor and half the transom nearly so. The cushions were floating away. I reached into the water at the transom, grabbed the knife and sawed at the painter that held me to the float. After what seemed to be an eternity I cut myself free, reached for a cushion, and slid the strap over my arm. The marina was within shouting distance. I called out. (Did my voice sound panicky?)

"Hey! Hey! I need help!"

The fact that one pontoon was all that was needed to keep the dinghy afloat was of little comfort. I whistled, one of those whistles you learn as a kid. Loud. Repeatedly. I'm sure that some small area of my brain was repeating the oft-heard warnings about the dangers of immersion in northern waters in April.

I had managed to hold a paddle and began paddling toward the *Brownsow*. I was half underwater with my left elbow over the inflated pontoon, a foot tucked into a fold of the

deflated one. But I was making headway.

I saw someone running on the dock and another person standing. I waved and shouted, "It's okay, I got it." I continued to paddle. "Damn, this is embarrassing."

I reached the *Brownsow* and grabbed the toe rail, started to toss the paddles aboard, and thought better about it. Hand over hand along the toe rail to the stern and the boarding ladder I seldom use, and rarely leave down.

Now! Toss the paddles aboard, and here comes the launch from the marina. Lovely young lady named Christie.

Christie came alongside the swamped dinghy, and I asked her to try to release the outboard from the transom, which she did quite handily.

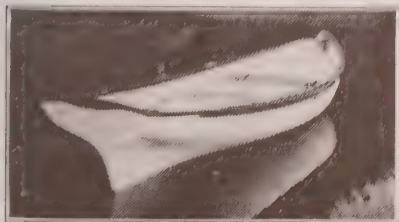
I was somewhat breathless, but asked her if she could find my mittens and anything else that might be floating. She motored off and came back a few seconds later with my mittens and a cushion. By this time I was back aboard, trying to pull the dinghy over the life lines. It was quite heavy as the slashed pontoon had filled with water.

The Wentworth Marina is one of those posh places (at least by my standards) with million dollar yachts and perfectly manicured grounds. It definitely is too pricey for my lifestyle.

I have had the impression that the prices are held at the highest possible level in order to keep the riffraff out, myself being a good example.

However, I have to temper my opinion somewhat as a result of this experience and the kindness of Christie, the dockmaster, who came to my rescue, taxied me ashore, then helped load my battered dinghy, motor, paddles, and cushions into her spotless van and carried them and a soggy sailor about three miles to his car on the opposite side of the harbor.

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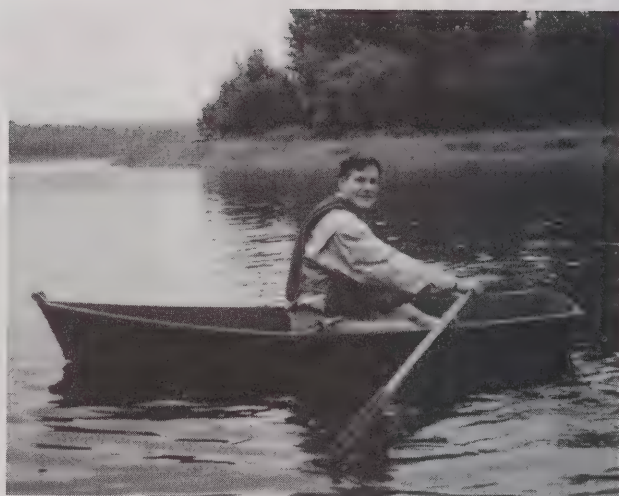
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One Sheet Skiff

By Herb McLeod

The one sheet skiff. It evolved from my attempting to interest my son in a boat building project. Robb was brought up as part of the computer generation and has little of the patience that is needed to build most boats. He wants things to happen fast or he quickly loses interest. I wanted a light, cheap to build boat that would go together in a day. It had to be light to be easily rowed (nothing decreases the fun factor like building a 250-pound boat for a 10-year-old).

Before designing the One Sheet Skiff, I had built two versions of a stitch and glue rowing pram that was a honorable mention in a Popular Science/ American Plywood Association contest. It is a nice little hull and I suspect that it was this hull that later evolved into the Cape Cod Frosty (I have built a Frosty as well). I found the American Plywood Association/Popular Science boat too slow and complicated to build.

Just before working out the One Sheet of plywood hull I had built three of Ken Brown's dory called the Lark. It was a good-looking, light hull that works well for children but, because of the dead flat bottom, would generate a lot of suction off the stern that the American

Plywood Association hull did not. The One Sheet Skiff has some rocker to the bottom and rows better than the Lark dory. The One Sheet Skiff is also surprisingly stable and dry for such a small hull. (Caveat: These boats are for protected waters, supervision and a rescue boat are mandatory.)

I have worked out two designs, one with a wood chine log and one a tack and tape system. My bias is for the chine log method to attach the sides to the bottom as it does not entail using epoxy and fiberglass. It is also a lot faster to build. I have assembled the log chine hull in six hours. I have also built a couple of taped chine hulls, but I do not think that I will build any more. From my point of view, the taped chine hull is not worth the time, expense, hassle, and personal risk.

We have had a lot of fun in this area building them and several have been built as a school project at Lac La Ciche (north of Edmonton). The boat has also been used as an

ultra light tender by one fellow on the West Coast of Canada. The boat is relatively stable and dry for its size. It easily supports my 150-pound weight and, in fact, did as well my brother-in-law who weighs 190 pounds and is over six feet tall. As the boat and oars are light (28 pounds), small children can easily propel the boat, but I do recommend that you use pinned ore locks as young children have some difficulty mastering the rotating ones. My experience has been that most children over five years of age are rowing around nicely in about 15 minutes.

I do not have time to sell plans, so I gave the plans and instructions to Don Moore of Boat Craft here in Edmonton. You did an article about Don Moore's father and his shop several years ago in *Boats*. Don sells the complete plan package for US \$14. Don also makes a very nice, very complete kayak kit.

Boat Craft, 6328 - 106 St., Edmonton, AB T6H 2V3, Canada.

The American Plywood Association/Popular Science boat was launched on a Friday the 13th in a friend's swimming pool. It is built from a single 1/8-inch door skin and weighs about 18 pounds. It is fragile, but has been in use for several years now and is handy because you can back pack it into a lake for fishing.



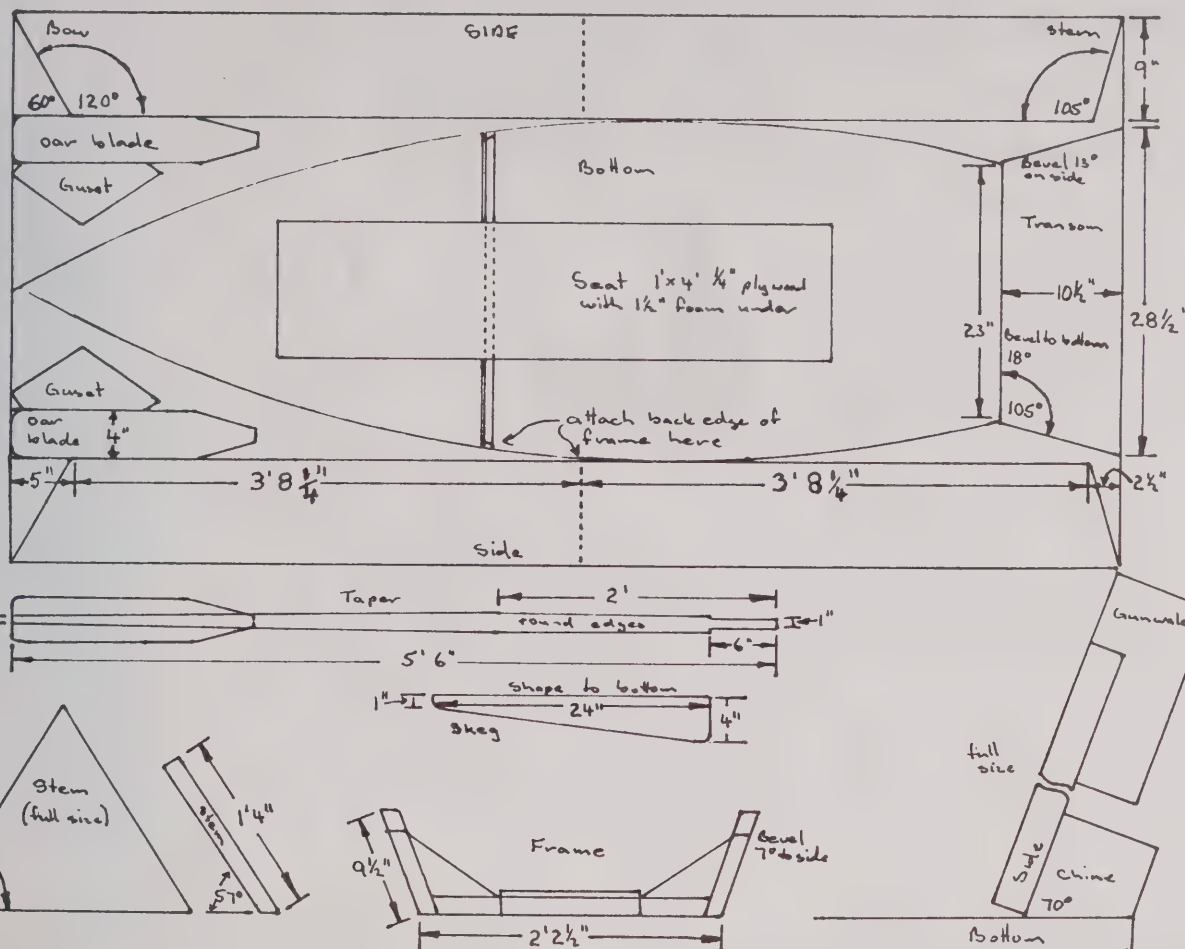
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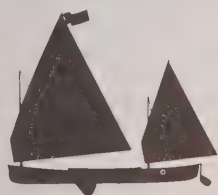




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Bolger on Design

St. Valery

Design #625

In Francois Beaudouin's fine book, *Bateaux des Cotes de France*, pp. 236-237, are photos of the beach fishing luggers of St. Valery in Normandy; shallow, high-sided boats with great character. This whole coast is a great source of inspirations for beach-cruisers, particularly its rich variety of rigs. An eclectic approach translates this region's spirit of work-

ing craft into the twenty-first century.

Today plywood and epoxy result in a lighter structure, including a complete deck at such a height that the boat becomes fit for unlimited offshore use. It allows a pleasant cabin for two adults and, at least for a short time, two or three children. Hulls of this type with a variety of rigs have proven their seaworthiness in many thousands of miles of offshore-cruising.

The tight joints now possible make the double-bottom water ballast tanks practical. The thick and broad keel panel sits upright on the sand, can tolerate a gravel beach, and is heavy enough to float upright with the ballast tanks empty (in smooth water and a light wind). It is no longer necessary to explain that water ballast is effective in such a shallow hull.

Rooted in the tradition of heavy fishing work, St. Valery's massive appearance belies the fact that she is a light boat and slim enough to fit between the wheels of a simple flatbed trailer.

In spite of her traditional high sides, the freeboard is lower than it seems at first glance. Much of it is bulwarks of almost negligible weight but considerable convenience. The constant-crown raised deck set inside the bulwarks is strong and stiff, and quick to build with its straight fore-and-aft framing.

The footwell lifts out as one unit, clearing a large hatchway over the roomy hold. Under a tent, standing headroom is available. The footwell is small enough to need no built-in drains. It may be convenient to collect rainwater through a valve low at its forward end, and short hose into a jerry-can.

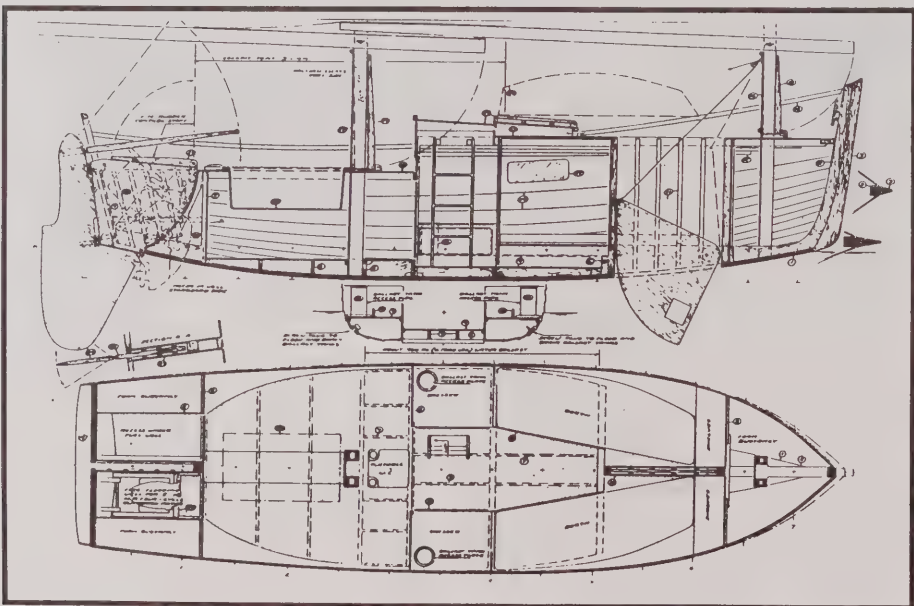
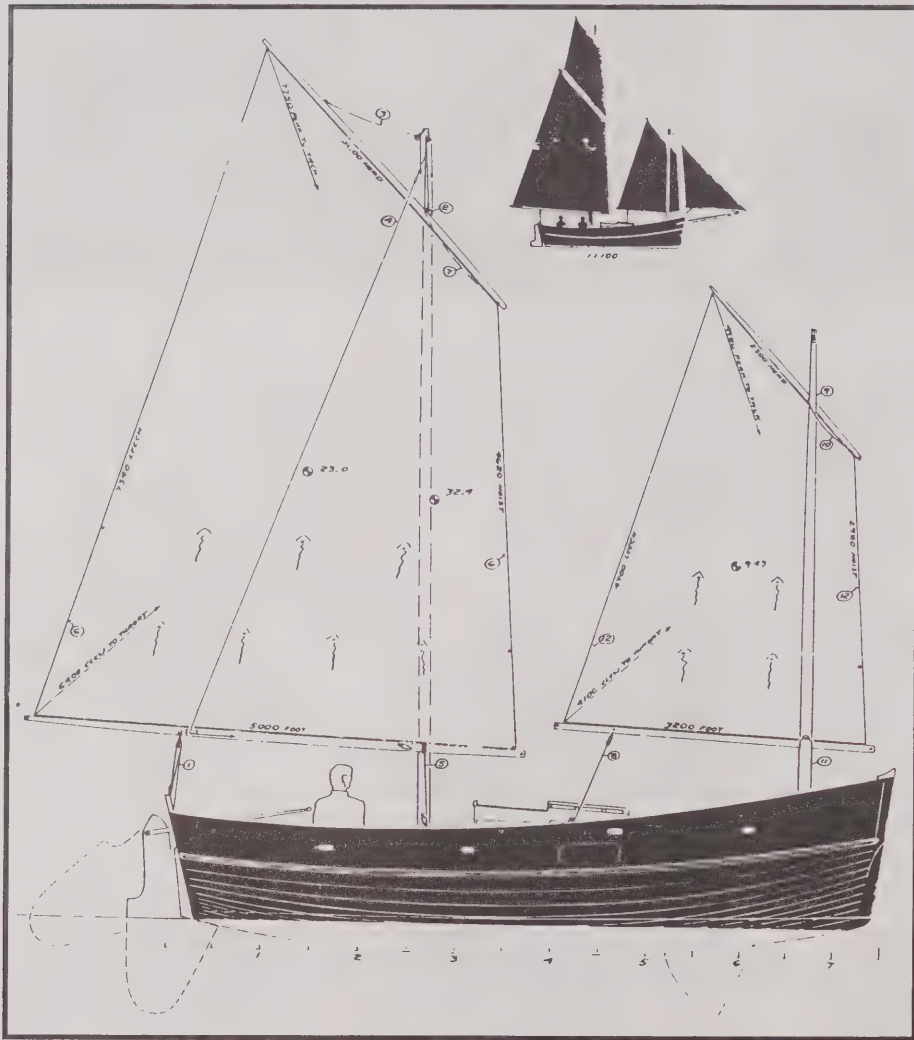
The small forward centerboard and large, deep rudder, the latter carrying most of the lateral plane load, clear the middle of the boat for living space. These proportions were tested some years ago and are now familiar in the Payson "Cartopper" class of several hundred boats (see *Boats with an Open Mind - 75 Unconventional Designs and Concepts*, by Philip C. Bolger (McGraw-Hill, 1994), Chapters 6 and 7, and *WoodenBoat* #85, especially page 38, *WoodenBoat* #86 and *WoodenBoat* #87).

There are no significant handling vices; the boats turn well and are unusually stable on course. It offers weather helm feel without a large rudder angle. Balance area on the rudder and the long tiller keep the helm stress to a comfortable minimum. Mounting the rudder on the pivoting fin is a much stronger arrangement than the usual swinging-blade rudder.

The motor well diagrammed, with motor mount pivoted abaft the motor, retracts the propeller unit through an unusually small opening, into an accessible, unobtrusive, position. The opening in the bottom of the hull will have two fitted covers, one solid to slip under the retracted motor, one with a slot to fit around the motor lower unit.

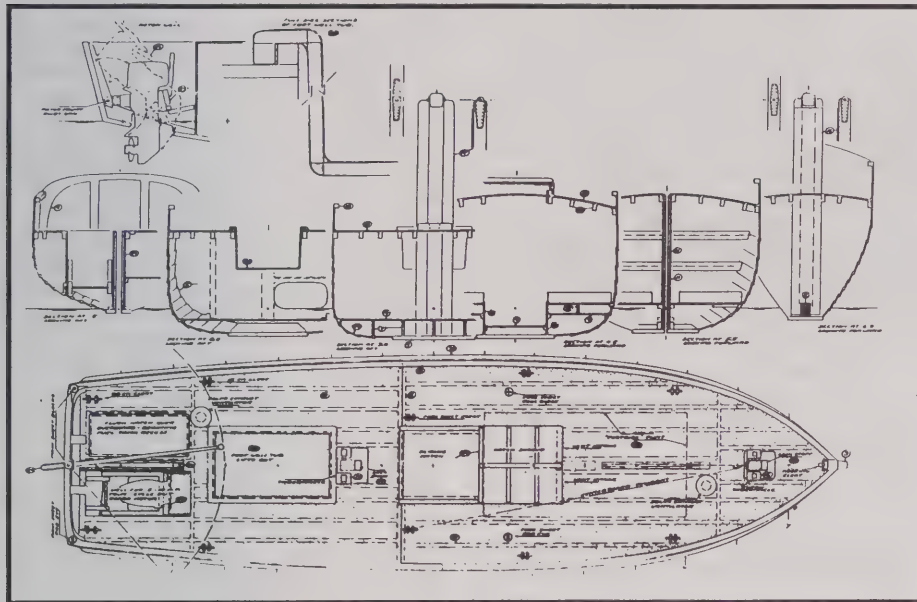
The sail plan is large and powerful, and close-winded if the sails are well-cut with liberal draft. It would be possible, and much in keeping with the style, to set a jib on a long running bowsprit and a topsail over the mainsail. Perhaps, still in keeping with the style, a topgallant over the topsail? In fact, the added sails and spars would take up valuable space, to say nothing of cost, and are not reasonably appropriate in a boat that "ghosts" with her motor.

The masts are short and light enough to dispense with counterweighting. The taber-



nacles are high enough to allow an unpierced deck under the masts and to keep the lowered masts well clear of the hatchways. The balanced lugsails can be lowered and raised without bringing the boat head-to-wind, and they are less given to jams in lowering than most

modern rigs. With the overhang at the stern allowed by the proportions of centerboard and rudder, a large sail area can be set without carrying the rig to a great height. This will be a stiff boat, and a very fast and weatherly boat when she is keenly sailed.



Length overall: 7.66m
Length over deck: 7.40m
Length at waterline: 6.84m

Breadth over guard: 2.10m
Breadth at waterline: 1.98m

Full load draft: 0.30m
Normal sailing draft: 1.00m

Least freeboard: 0.75m
Maximum watertight freeboard: 1.10m

Displacement with full load: 2.1m³
Stripped weight for trailer: 725kg
Water ballast: 450kg
Sail area: 32.4m²

Mast height over deck: 7.50m
Bridge clearance from waterline, mast up: 8.28m
Bridge clearance from waterline, mast down: 2.18m
Clearance from trailer bed to top of lowered mast: 2.48m



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The hunt for new sources of energy in the marine environment has led to several well-publicized schemes for harnessing waves and tides to generate power, while for ship propulsion there are wind powered systems being proposed which owe much to the experience of the past. But few people have, to our knowledge, given attention to the concept of direct propulsion of vessels by the action of the waves.

The axiom that nothing in this world is new is, however, borne out by the fact that before the turn of the century a system was patented for propelling floating bodies by action of the waves, and according to contemporary reports, boats were built which could make three to four knots of their own volition steering into wind and sea.

In 1895, Herman Linden of the Zoological Station in Naples, apparently inspired by the motion of fishes' fins, filed a patent

Wave Energy For Propelling Craft Is Nothing New

(1979, AYRS Bulletin)

(British Patent #14,630) on an "Improved Combination with Floating Bodies of Fins Adapted to Effect Their Propulsion". This consisted essentially of a flat plate projecting aft from the stern of the craft, which became increasingly more flexible towards its trailing edge and was oscillated by the action of the waves. To be precise, Linden specified, along with certain modifications:

"The combination with a floating body of a plate acted upon by the undulatory motion of the sea or the rolling of the body, the

maximum resistance of the said plate to flexure being in or near the line of its fixation to the said body and gradually diminishing from that line towards the stern edge."

Various plate designs were described, primarily horizontal, but the plate could, it was suggested, be set vertically, in which case the rolling motion of the boat would effect its propulsion. The plate could also be turned to steer the vessel. A mode of fastening a horizontal plate is shown in the figures which accompanied his specification.

Evidence that the system was subsequently modified, improved and successfully operated, comes from an article by Herbert C. Fife which appeared in *Pearson's Magazine* of December, 1898. Linden had by then built a 13' boat named *Autonaut* which could "move of her own motion against wind and wave at a speed from three to four miles an hour":

It is an axiom of mechanics that you cannot get more out of a machine than you put into it, and that some of the energy put in must be lost in friction. But the little craft of which this article is a description may be described as an exception to this rule, because she has no engines, does not go by steam, electricity or manpower, and yet as you sit quietly in her and do nothing she will move of her own motion against wind and wave at a speed of from three to four miles an hour.

Curiously enough, too, the rougher the sea, the faster she moves, which is of itself quite a contradiction of all the accepted conditions of navigation.

The fact is that the boat is propelled by the action of the waves; in perfectly still water she would not move at all, unless she was caused to pitch artificially. The secret of her propulsion lies in a couple of pieces of apparatus, not unlike gridirons, fixed one to the bow and one at the stern about on a level with the keel. These are what the inventor, Mr. H. Linden of the Zoological Station at Naples, calls "feathering fins". They are strips of hardened steel with their free ends pointing in a reverse direction to the course of the boat. Each frame holds four of these. They are 20 inches long and 10 inches wide, they are 7/10ths of an inch thick at their union with their frames and taper to 1/10th of an inch at their free ends.

The dimensions of the *Autonaut*, as Mr. Linden has aptly named his curious craft, are: Length 13 feet, breadth 3 feet, depth 20 inches and weight 400 pounds. The two sets

A Boat That Propels Itself

By Herbert C. Fife

(From *Pearson's Magazine*, December 1896)

of steel fins weigh about 80 pounds and, from their position, act effectually as partial ballast.

So much for the boat and her propelling apparatus; but now the question arises: Why should these so-called fins propel the boat without any engines to move them? The explanation is that they are moved by the waves in one direction and rebound back of their own elasticity. Thus, when the boat is rolling and pitching, every roll and pitch moves these fins, and they are as constantly returning to their original position. The consequence is, that as long as the up and down and sideways motion of the boat continues, they act like the fins and tail of a fish and push and pull the boat along. Mr. Linden was, indeed, led to his discovery by closely observing the motions of fishes' fins, and especially the dolphin's tail, in the tanks at the aquaria of the Naples Zoological Station.

A somewhat singular fact is that as the length of the boat increases, the speed increases, though exactly the same set of fins may be used. Thus a couple of years ago the *Autonaut's* fins were fitted to a 24 foot boat at Trieste, and this boat towed two 10 foot boats, each containing two passengers, nearly four miles an hour against a strong wind, and was found to go alone faster than the *Autonaut* herself.

But the practically inclined person will be asking: "What is the use of a boat that will only go three or four miles an hour, even if it does propel itself?" Well, it must be admitted that at present the *Autonaut* as a boat is, in practice, not much more than a scientific curiosity. But there is at least one very practical use to which Mr. Linden's invention can be, and indeed already has been, put.

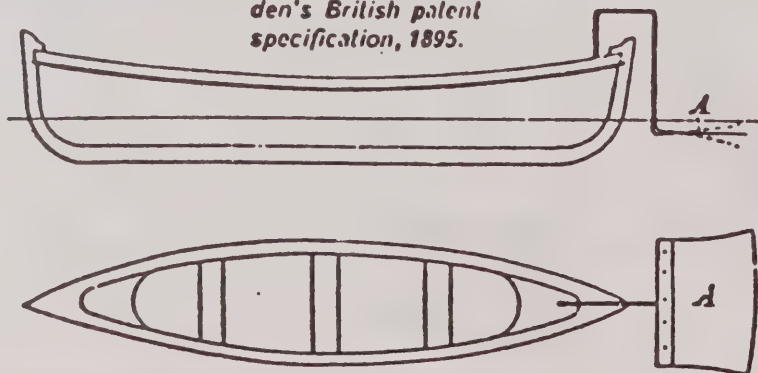
The effect of oil on troubled waters has passed from a proverb into a regular adjunct of navigation, but there has always been one very serious drawback. It is of no use unless a vessel is going with the wind. If a vessel beating against the wind were to put oil over the side it would simply be blown to leeward of her and do her no good. Now the peculiarity of the *Autonaut* is that she will go just as well against the wind and waves as with them, in fact the more bumpy the waves are the better she goes. Therefore, it occurred to Mr. Linden that his boat would serve admirably to carry oil and distribute it in front of fishing boats and vessels riding at anchor in a heavy broken sea.

However, experiments showed that this work could better be done by models. He therefore constructed some little boats, 3 feet to 6 feet long, carved out of solid wood blocks of wood and fitted with heavy lead keels, so that if capsized they would right themselves. He put an oil distributing apparatus in the stern of these and they worked with perfect success.

To prove the capabilities of the wave motor boat, Mr. Linden tells me that many times, when the sea was rough, the efforts of several oarsmen were required to restrain the boat from shooting away from their grasp. Once the boat touches the water it seems a living thing, it is immediately endowed with life, its simple mechanism is instantly set in motion.

A series of experiments now being conducted in the Mediterranean proves that the boats may be constructed so as to suit all circumstances. Without trouble they may be adapted to different localities in order to be able to cope with unusual and local currents. The boats are so simple, moreover, that their construction presents few difficulties. Almost anyone with a little trouble and a little mechanical skill, can make for himself a model wave motor craft.

Drawing from Linden's British patent specification, 1895.



An improved method of steering the boats with simplicity and ease has recently been devised with the help of stiff steering flags such as is shown in the drawing. These flags are fastened to the fins, and the boats will follow the direction in which they are set. The direction can be changed by pulling one of two steering lines, such as are attached to the rudder of an ordinary rowing boat.

Mr. Linden, to whose kindness and courtesy we are indebted for these particulars about the *Autonaut* and its models, informs us that experiments are being made both in the North Sea and the Mediterranean with a view to perfecting his system of oil distribution to windward of vessels; and should they prove as successful as they bid fair to do, there can be little doubt but that, whether he succeeds in making a boat suitable for practical travelling purposes or not, he will have done more towards the effectual calming of troubled waters at sea than anyone else.



A drawing of the *Autonaut* showing the arrangement of fins and steering flag.

Have you ever noticed that there are two very distinct types of boaters and boats?

First, there are the ones with meticulously well-kept, perfectly painted, neat, clean boats. No dents, no scratches, no patches. Their boats always glide off the trailer and into the water with ease. Their boats start right up and run smoothly. No cranking, coughing or cursing. Batteries are always charged, gas tanks always full. Their engines are always dependable. They smile, they're relaxed, and their hands are clean.

Then there is the second group. These boats are a bit more "seasoned" with scratches and patches. Getting these boats off their trailers can be a struggle. Well, it isn't exactly off just yet, as the boat gets dragged halfway up the ramp with the bow hung up on the end of the trailer. Those attending the dock lines are screaming, "Stop! Stop!!!" And there she sits, half in the water, or is it half out? It's a matter of perception, I'm told.

Starting the engine is always uncertain. Off with the cover and out with the tools. The tinkering begins. What looked like a simple problem becomes an obsessive mission. Time passes and the yelling for various tools begins. Frustration levels rise. The battery charge lowers. Parts are removed and scrutinized. Someone takes the battery to be recharged. People walk by and ask, "What's wrong," or worse yet offer unwanted "advice". You're hot, sweaty, covered with grease, and sporting a rip in your new "I'd Rather Be Boating"

Bad Boat Karma

By Shamus Donagain

T-shirt, when suddenly you realize you forgot to connect the fuel line. Ahh, another day of boating pleasure.

To varying degrees, you can observe this scene on any summer weekend at any boat ramp, launch, or public marina. Does any of this seem at all familiar to you? Then you may have it. Consider the following. Do you look at old discarded cruisers in boatyards and wish you had time to "fix one up." Worse yet, do you have one in your yard "up on blocks" with an old ladder leaning against it and a rusty paint pail swinging in the wind? Do you have boats on your porch or in the side yard, for years? Maybe one or two leaning against the garage? Do you own more boats than neckties? You may have it. Are you saddened when you see a boat in front of a restaurant turned into a flower pot? While driving by a boatyard, does your wife yell when the car begins to slow down? Does your wife glare at you in homicidal silence when another "find" is brought home? Then you almost certainly have it.

I learned of my affliction this past winter while sharing stories of my boating misadventures with the Brothers Foley, Jim and Kevin (two very notable Great Lakes sailors who

have since moved on to the more challenging waters of the Atlantic).

I was telling of the time my father and I bought a 12-foot aluminum rowboat, tied it to the roof of the station wagon and "launched" it 40 feet into the air above the expressway. Oh, those balmy breezes of Buffalo! Then, of struggling to right our little sailboats before hitting rocks, or actually smashing into those same rocks after breaking an oar. Storms we were caught in, snapped masts, centerboards wedged in rocks (damn those rocks!), dead engines, and occasionally swimming for our lives. The good old days!

At this point in my storytelling, Kevin's eyes widened with a knowing look, and with absolute certainty he stated, "It's not the boats, Greg, it's your karma. You have bad boat karma. We should have seen it long ago, the broken boats, parts and pieces lying around your cottage." All the classic symptoms were there.

My eyes were opened. That evening was a real breakthrough! Now I need to have my karma changed. I need to be cleansed, and quickly, as I have just bought a 25-foot wooden sailboat. It does need a new mast and a bit of work, but it's a terrific little sloop, really! It's still up in Maine and has to be shipped here. Oh, no, I feel it happening again. I better get myself centered and focused, get in touch with my spirit, become one with the wind and sea, maybe chant a mantra, maybe get in touch with my insurance agent.



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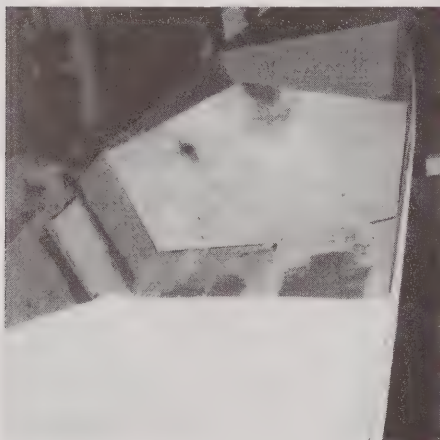
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Wymer McQuown test paddles the Glen L Sea Kayak in the Allegheny River.



Temporary form attached with steel right angle brackets.



Old Man Hawk working at waist level on the now patented Building Block With Cross-bars.

Building Glen L's Sea Kayak

By Bob Hawk

I finally got around to building Glen L's Sea Kayak. I have had some experience with Glen L's full size plans from building the Power Skiff, Console Skiff, Pirogue and Rowing Shell.

Since the plans have parts superimposed on one another to save paper, I always trace the individual parts onto architects' translucent drafting paper, which makes things much less confusing.

Then I can use carbon paper to transfer the side panels, hull parts, etc. to the lauan plywood, which I like because it is cheap and easy to handle. It is perfectly suited to boats as long as it is protected with epoxy. However, if the edge is not perfectly sealed it may delaminate.

Since I am getting old and arthritic, I like to work at waist level. I mount a 14' 2"x 4" on sawhorse legs with 2"x 2" cross bars to support the boat. This is better than a solid bench top because I have access to the hull parts to stitch them together.

Instead of trying to screw the temporary frame form through the bottom of the hull I screw steel right angles to the form, which can then be attached to the hull from above. Saves standing on my head and they can be easily removed after the hull is formed.

I treat the bulkheads the same way only I use 45 degree angled glue blocks. These are made by setting my bandsaw bed at 45 degrees and ripping the side of 3/4" pine. These are 4-minute epoxied to the bottom edge of the plywood bulkhead, then glued to the hull. These are then filleted and fiberglassed over.

The kayak went together quite well as have all the Glen L designs I have done.

As with all stitch and glue boats I have made, I used Bondo for fillets and fairing, epoxied over with fiberglass. I have never had a failure. The Bondo is much easier to grind and finish than filled epoxy. It also works nicely and sets up in minutes, thus expediting the work. I figure that a material that adheres to steel auto bodies through heavy vibration and freeze and thaw cycles without failure should be good enough for filleting and fairing boats, especially when covered with epoxy and fiberglass.

My good friend Wymer McQuown, his wife Virginia, my wife Barbara and I all tried out the kayak at our canoe club and it worked beautifully. Any readers wishing any advice on building this Glen L design or the others I have built are welcome to contact me.

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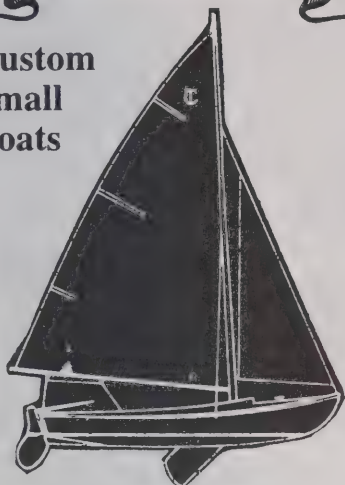
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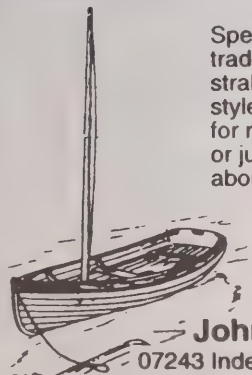
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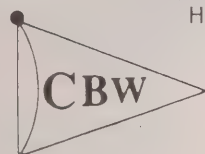


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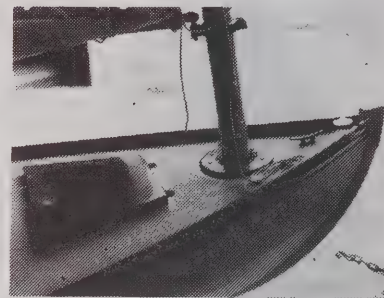
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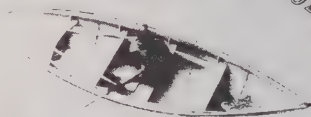
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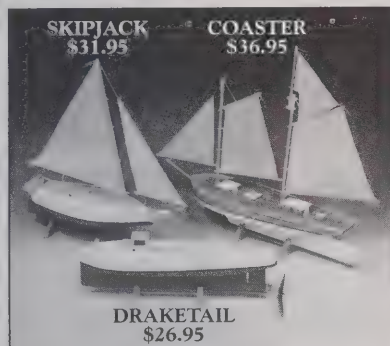
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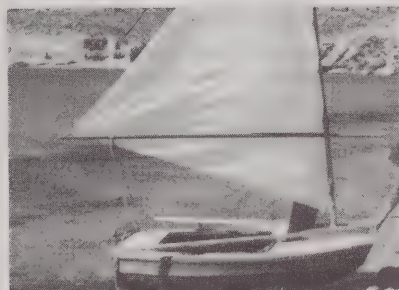
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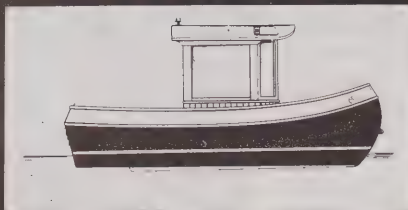
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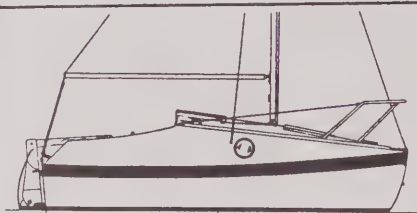
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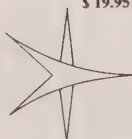
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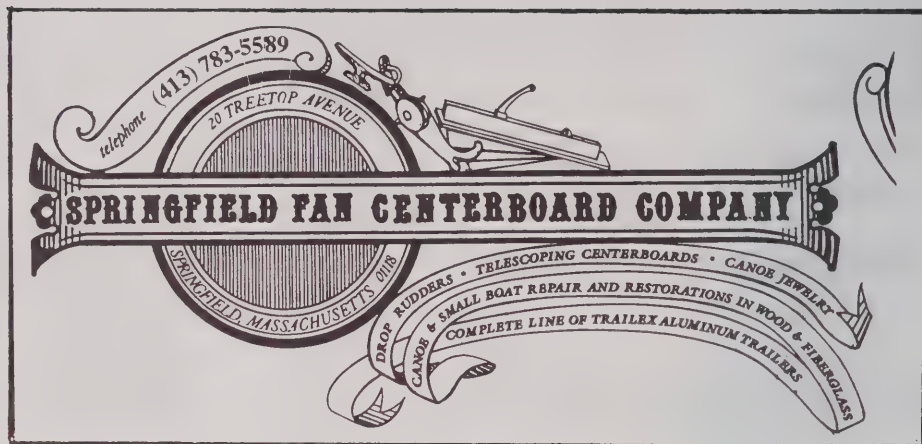
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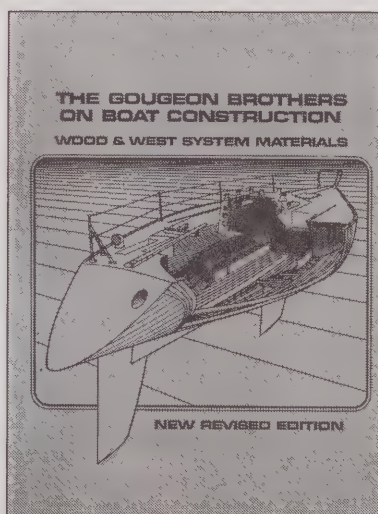
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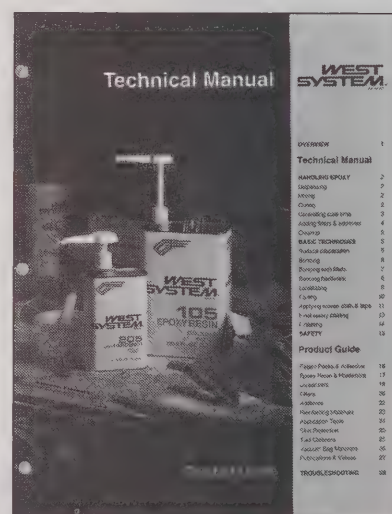
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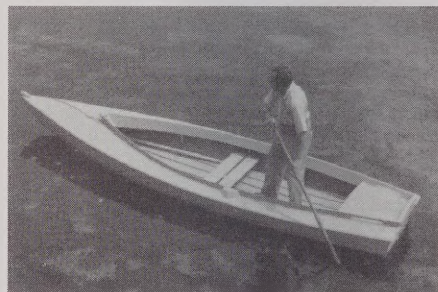
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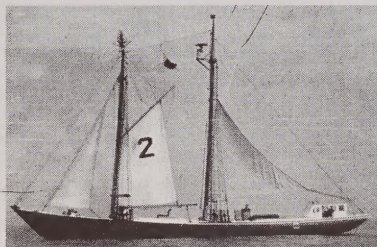
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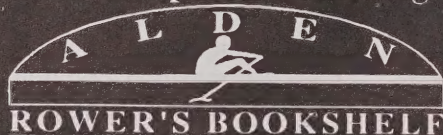
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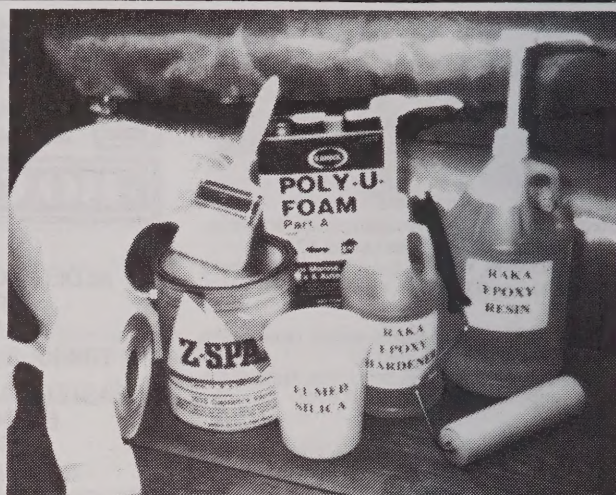


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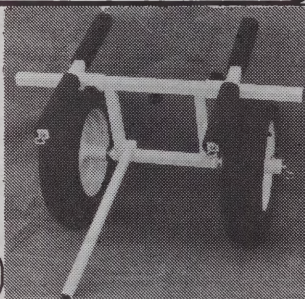
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