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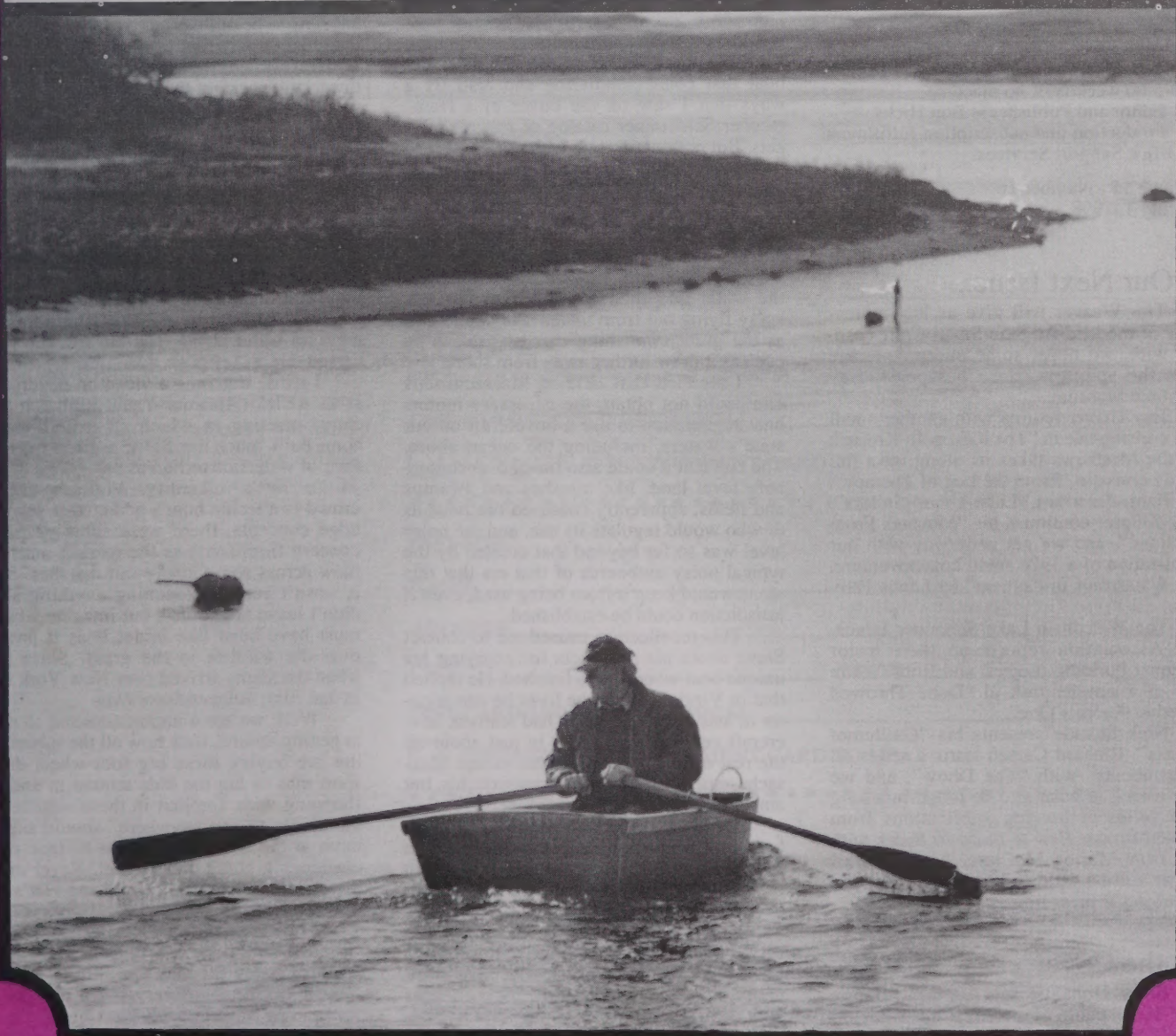


messing about in BOATS

Special Features in This Issue
Madisonville Wooden Boat Fest
On a Cushion of Air - Looking Back...the True Rocket

Volume 15 - Number 16

January 1, 1998



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Volume 15 - Number 16
January 1, 1998

In Our Next Issue...

Tim Weaver will give us his impressions of the Mid-Atlantic Small Craft Festival, with, we hope, some photo coverage from the sponsors, the Chesapeake Bay Maritime Museum.

Jim Thayer returns with another small boat cruising tale in "The Kokopelli Kruse", Charlie Matthews takes us along on a fall sailing cruise in "From the Log of Therapy", Del Kahn describes "Lake Union Sailors", Rick Klepfer continues his "Musings From Mustique", and we get underway with our serialization of a 1926 small boat adventure, "By Waterways to Gotham" by Lewis Freeman.

The Wisconsin Lake Schooner Education Association reports on their major schooner building project, and Robb White tells of a simpler task in "Done Thrown Together Another One".

Nick Schade presents his "Guillemot Kayaks", Richard Carsen starts a series on "Dreamboats" with "The Dhow", and we have a look at what's to be found in a long gone series of boating publications from Fawcett Books, *How to Build 20 Boats*, with help from Marion McClure. And yes, Phil Bolger will be with us, but we haven't seen his subject at press time.

On the Cover...

Barry Donahue sent us this "Happy New Year" photo of a fine winter's day on Cape Cod a couple of years ago and we're finally getting around to using it as we begin a new year already looking forward to on-the-water time again.

Commentary...

In this issue you'll find a project story from reader Steve Kryszko, who is building a hovercraft. I don't recall ever having featured a hovercraft before. It's been 350 issues and my memory isn't any too sharp, but I do think that this particular sort of boat would have stuck in my mind. A while back I did comment in this column on a far out boat that could submarine and also fly a ways that I saw on the cover of a Hammacher Schlemmer catalog of upscale trinkets. But nothing like a hovercraft.

I have seen, and heard, a hovercraft many years back, a smallish two person bright yellow device which, when it started up, deafened all nearby with the roar of a giant vacuum cleaner. It lifted a bit off the dirt where it rested and "floated" down a ramp to the water and thence away over the sea, spray flying out from under it in abundance as the great swooshing carried back to us even as it drew further away from shore.

I recalled that here in Massachusetts one could not obtain the necessary motorboat registration to use a hovercraft on our state's waters, including the ocean shore. The fact that it could also travel over reasonably level land, like marshes and swamps and fields, apparently confused the issue as to who would regulate its use, and the noise level was so far beyond that created by the typical noisy outboards of that era that this alone would keep it from being used, even if jurisdiction could be established.

This recollection caused me to contact Steve about his prospects for enjoying his unique boat when it was finished. He replied that in Virginia where he lives he can register it, and that as far as he had learned, hovercraft could be registered in just about all the rest of the lower 48 states except Massachusetts. I had no time to research this, but am willing to accept his assertion.

Steve also informed me that the noise level is down somewhat today due to design improvements, and is no more intrusive than the outboard buzz that fills the summer air over busy bodies of water.

Quite coincidentally at the time I received Steve's report I happened to surf by a Learning Channel program on hovercraft, pretty much focussed on British experiences with them that ranged from big military vessels up to channel crossing car carrying ferries of really enormous size. It was fascinating to watch the film footage of the military boats driving out of the water and up the

beach, and thence cross lots over marshes, with hummocks and dikes all easily surmounted. The big stuff is set up much like aircraft, in a way they remind one of the helicopter as a weird way to get around that happens to be quite effective. And intrusive, the great throaty roar of the huge fans in the hovercraft counterpoints the "thwack, thwack, thwack" of the "chopper".

Steve attended a gathering of hovercraft in the midwest where they seem to be most popular, and noted that the crowd was far smaller than the typical small craft meet we attend. So perhaps hovercraft are not yet about to overrun "traditional" boating the way the personal watercraft has. Just picture that! The hovercraft is not as agile and maneuverable as the PWC, but it is as fast as most speedboats and can go where no conventional boat dares, in real skinny water, or even no water at all. Therein lies the perceived threat they pose.

I recall watching a video on hovercraft at an AYRS (Amateur Yacht Research Society) meeting in which an experimental home built, much like Steve's, drove over all sorts of waterside terrain as part of the demo of the craft's versatility. While the AYRS crowd is a techie bunch addicted to leading edge concepts, there were some gasps of concern from some as the roaring machine blew across some lovely salt marshes. Sure it wasn't actually touching anything so it didn't leave any "ruts", but imagine what it must have been like under it as it passed over the wildlife in the grass. Sorta like when the aliens arrived over New York city in that film, *Independence Day*.

Well, we are a nation addicted to ease in getting around, look how all the suburbanites are buying these big four-wheel drive sport utes to lug the kids around in and go shopping with. Implicit in these vehicles is the ability to "go anywhere" should supermom at the wheel come face to face with challenging going underwheel. Never mind that it doesn't happen, it could, ergo let's get one.

I do think this love of transportation versatility will not easily transfer to the hovercraft of today for they are ugly to look at and the noise is still very much present in abundance. But, if someone in boatbuilderland comes out with a "designer hovercraft" that looks like a cigarette boat they could be on to a good thing, marketingwise. Then watch out.

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*messing
about in*
BOATS

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You write to us about..

Your Opinions...

Projects in the Offing

Your "Commentary" in the October 15 issue about keeping projects in the offing until one gets old hit home. But my experience is that one can acquire too many, ergo I am offering my Friendship sloop for sale in the classifieds in this issue.

But, concerning your Chris Craft, hmmm, it's only a four hour drive to Boston and the Chev has trailer hitch... No, I'm not serious.

Art Toncre, Owls Head, ME

A Thames Barge

The photo of the ship model on page 9 of your October 1st issue of "what appears to be some sort of English river and estuary lugger" is actually a highly refined Thames barge. This class of sailing vessel developed in England was so efficient that a ninety footer with 3,000-4,000 square feet of sail could carry 150 tons of cargo and was sailed year round by a two man crew. The main secret of the small crew is that the mainsail is brailed in so no hoisting is required and the topsail is stowed aloft, all from the deck. No boom is in the way of handling cargo and two men could heave the whole rig back up with the anchor winch after shooting a bridge.

Quite a rig. While I'm not British, as a naval architect and sailor I've always admired this type, even to using it on my letterhead. There are still a lot of them on the east coast of England although none are still in the trade. There is also one sunk in Groton, Connecticut.

Jon Leiby NA, Woods Hole, MA.

Reader Responses, Getting Published, SBJ, Etc.

I wanted to thank Lenny Lipton for writing and you for publishing his words of appreciation for my recent sailmaking article. One of my pleasures in addition to being able to read such a great variety of articles in *Messing About in Boats*, is writing articles and seeing them published. I hope Mr. Lipton's comments will inspire others to take the time to share their experiences through your magazine.

A couple of years ago, I wrote a letter in response to an article about cruising in unballasted centerboard boats. In contrast to Mr. Lipton, the reader responses were mostly critical of concerns I expressed on the danger of capsizing. At first I was a bit upset and was tempted to fire off an angry rebuttal. However, I realized that having an article that people read and felt strongly enough to challenge was in itself a compliment.

The great thing about our common passion of boats is that there is room for all interests and opinions. Having said that, I still prefer Mr. Lipton's comments. I now fear that I may have in my enthusiasm sent him down a path of making and designing sails that won't be as satisfying as he expected. Please keep us informed, Lenny, on how your sails turn out and any problems

you encounter.

In the same September 15 issue, there was a wonderful article by Steve Anderson on Costa Key which I passed over on my first reading. The opening sentence decried the demise of *Small Boat Journal*. While I also miss it, I think that *Messing About in Boats* has surpassed it and would not want to see the *Journal* return to the detriment of *MAIB*. I doubt that the *Journal* would have published my articles about building my boats complete with photos as you have done.

The *Small Boat Journal* did not have anywhere near the depth and variety of information that I find in *MAIB*. The information in articles on building in plywood and epoxy by various builders has been worth a year's subscription alone. In contrast *Wooden Boat* wouldn't even publish a picture of my boat in its "Just Launched" section even after my extra efforts to shoot a role of slide film just to meet their standards.

I assume that you must use a scanner to read in the articles from so many sources. Is there a font and size which it works best on? Does it like fonts with serifs like Times Roman or does it prefer fonts without? You might include a note in the magazine sometime since many of us generate these articles on home computers and can choose any font you like.

Thanks for keeping this magazine coming to my door every two weeks

Tim Barnum, Silver Spring, MD

Editor Comments: The font doesn't matter. We can accept articles on 3.5" discs, best in Mac 5.0, but if PC is all you have we can translate it from your disc. Failing that, a clear crisp laser printed manuscript is next choice. Moving on down the line from easiest to hardest for us to work with, we go to electric typewriter manuscript, old bang-the-keys manual typewriter, preferably without broken keys, then to the broken key version, then to legible handwriting. Illegible handwriting gives us often insurmountable problems in determining what you might be trying to say.

Lauan Experiences

A recent letter regarding the use of lauan plywood prompts me to offer here my experiences for what they're worth. While working as a vocational teacher at Franklin County Tech School in Turners Falls, Massachusetts, my partner (teacher) and I ran some informal tests on lauan plywood.

We placed some samples in a can of water and left them for two weeks as we worked with an on-off schedule for the vocational programs. During the third week we inspected the samples, which appeared to have survived intact. Not being the best of housekeepers we rediscovered the test more or less intact three months later. Water had been added by students we found as they noticed the can had dried out. The samples were stained but intact.

Taking this into consideration about four years later when I was building Bolger's/Dynamite Payson's June Bug, I decided to use lauan for that boat since I have never had much money and have always

been stingy with what I have. All went well, even the launching which was an unplanned using of the boat to save two people and most of their gear from the Damariscotta River in New Harbor, Maine.

I seldom get to do as much messing about as I would like but used and stored the boat outside and in for two more years. I noticed some separation of the glass skin I had put on the decks for added strength and some around the transom area. I solved this by injecting more resin and hardener into the very thin space with cleaned bovine mastitis injectors I obtained at a neighboring dairy barn. This did the trick.

About a year or two later I observed more separation and with intense scrutiny using some pretty heavy magnification was able to see that the materials were not delaminating because of a break down of the materials with respect to the bonding agent but because the lauan itself was not strong enough to hold together. The glass sections had not become unbonded but had fractured a nearly microscopic, in some places, thickness of the wood from itself. The weakness I decided was not in the bonding agents used, ie. resins in the lauan or the fiberglass but in the wood itself which had just broken away from itself.

This is perhaps too close a definition but that is little help if it occurs afloat under stress. I still have the June Bug and use her, but not in high risk situations and always with adequate PFDs aboard. Semper Paratis works well on the water at all times.

I also want to offer an endorsement of a product advertised in the magazine, the All Terrain Boat Dolly from A&B Industries. I have always tried to make my small boats portable on my own back. Over past years this has been more or less possible. As I have aged, however noticed I cannot carry what I used to. This fact was becoming depressing.

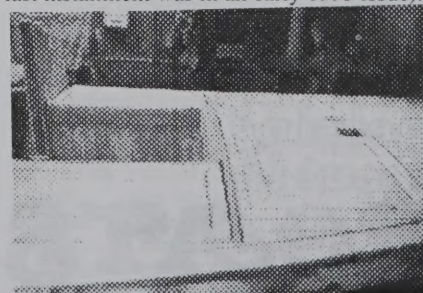
A couple of years ago I bought one of the A&B dollies. I cannot forget my feeling on first using it. "Oh God," I thought, "I'm back on the water", as I jogged across the yard towing my June Bug and then my Grumman canoe.

Robert A. Foote, 35 Orange Rd., Warwick MA 01378

Your Projects...

News From Toad Hall

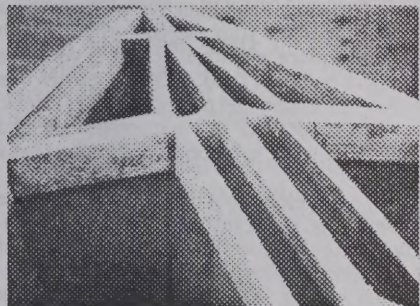
When I saw the Editor at this year's WoodenBoat show he told me that the lengthy time between episodes of "Building Toad Hall" had some readers wondering whether he was still being built at all (the last installment was in an early 1995 issue).



I am sorry that everything is taking so long but I made the mistake of working for a

while (a distasteful habit but one that's easy enough to break). I have my priorities right at last, however, and am now working on *Toad Hall* every day, though not all day.

I have sent on this squib about progress so that you won't forget all about me and so you can see that progress is indeed being made. The top photo shows the afterdeck complete with its hatches and cockpit locker lids. The bottom photo shows the framing for the foredeck. This latter has now been decked over, the hatches built, the deck pipes and mooring bits are in and I am now installing the mast tabernacle.

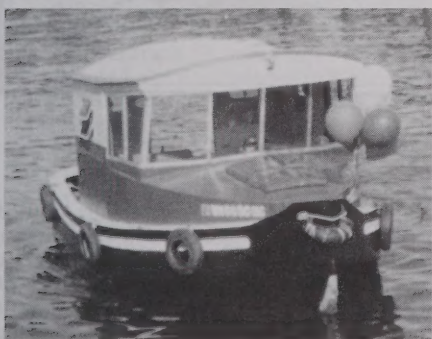


Then the laid deck will be put down and all will be fully explained in Chapter 11: "The Deck & Cabin Trunk", which will include flush fitting watertight hatches, rope hinges and an inexpensive laid "teak" deck.

David Goodchild, Philadelphia, PA

Microtug Gabrielle

The *Gabrielle* was launched officially in Budd Bay on Labor Day, a day ahead of the tugboat races, in Olympia Washington. However due to engine difficulty were unable to race that weekend. The next weekend we were in Port Townsend, with the same engine and its problems. However the last part of the day we managed to get her running and enjoyed cruising around the bay taking a lot of pictures of the sail-by regatta. Probably a few folks took pictures of the *Gabrielle* too.



Gabrielle started life as a 17'LOA, 8' beam microtrawler, but we changed a few things. Okay, a lot of things, including adding 3' to hide the outboard to give her that tugboat look. Under the hatch cover is a 6'6" double berth, and she has a stove, sink, and icebox. On the pilot's side, a head is in the keel, with a 20 gallon holding tank of freshwater.

This winter we're going to replace the aft deck, and fix a leak I can't find. Part of the problem, I believe, is that I made her deck too low, and maybe added too many scuppers. The other nagging problem is she won't get up and plane, maybe because

there's an old 1950-60? 40hp Sea Horse pushing her. Maybe we need a bigger outboard, or newer, or both. I would settle for a 25-30hp Honda and be happy. My boat building buddy and his wife want to move along. Anybody out there with an answer? Give me a call. write me a note.

Daniel Taylor, 1443 Brown St. SE, Olympia WA 98501-2622, phone (360) 754-6085.

Pocketcat 18 Lives

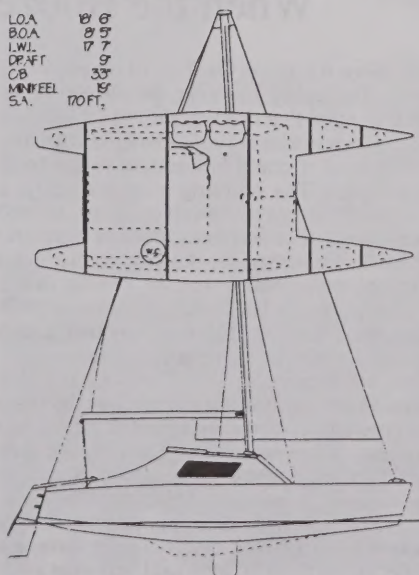
Here is a photo of my Pocketcat 18 that I launched in September. This design was featured about a year ago in the September 15, 1996 issue. I now have plans for her available.

Many thanks to Ray Clark and his Plyboat program, it did a really good job helping to produce a fair hull.

Clifford Vaughn, 9269 Heatherdale St., Santee, CA 92071-3217.



POCKETCAT 18



Your Experiences...

Obituary for an Outboard

Sebago Canoe Club was broken into recently. One of the things the thieves got was my old 1-1/2hp Johnson outboard. I loved and cursed at (as opposed to simply cursed) that engine for 25 years after I got it from my dentist, "Captain Daddy" Rothman for \$80, almost new.

The first boat I had it on was a clapped out Star boat that lived up a tidal creek in New Jersey. I swear that engine had more than its nominal power. It was a prime mover in every sense. As to gas use, it went several weeks before the tank had to be refilled the first time. The first time it had to be refilled, I got into trouble because I had gotten into the habit of believing that tankful would last forever. That was also the time I discovered that lightweight anchors don't sink readily under less than perfect conditions. Since then, I have been very careful never to run out of fuel.

After I got rid of the Star, the next boat it powered was a Schneider Pennant 19. It was one of his rare centerboard boats and very beamy. With that boat, we learned what happens when the power plant is too far from the centerline: The boat makes beautiful arcs which are very pretty but do not lead to much forward progress.

For several years after that, the engine travelled with me as a spare on other people's boats and on various dinghies. It went a lot of places with me, mostly in the Northeast.

The most notorious/famous thing that engine did was literally, on a windy, dark November night. My schooner, *Nettie K*, had to be moved about half a mile from her summer slip to her winter slip. The diesel was not working and the marina where we were living would not either tow me for free or let me use the tow boat.

That evening, which was the deadline, I put the engine on my clink, which was a 7'x5' fiberglass shell of a hull, almost completely unmaneageable except under power. This boat had no hardware except a plank seat and a transom pad for the engine. Since there was no strong point or cleat except for the bow ring, I put the bow line around my body and acted as a king post. Most people who have been exposed to a large vessel have moved it a few feet by had with no great effort. This just took the concept a little further.

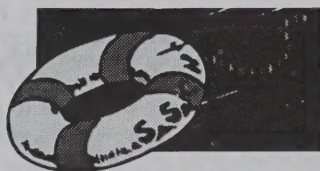
With the rudder set slightly to port to act as a trim tab against the wind, all ten tons towed slowly and easily. Turns were done slow, wide and easily with the clink acting as a push boat at the bow to turn or slow the action. It took almost two hours to get that schooner through a maze of finger docks and get her tied in. The following morning, no one would believe that I had not borrowed the towboat to do the job.

In reality, the 1-1/2 Johnson was more power than needed for the job. Given enough time and the right conditions, it could tow the QE II from its slip out into the Hudson. I'll miss that old engine.

Sadly, Eric P. Russell, Brooklyn, NY

There is good news. Recreational boaters are, at least in my corner of the world, responding to the significant publicity of the past several years and keeping their trash on board for disposal at a land facility. The 20-mile stretch of the Intercoastal Waterway that is my normal Auxiliary patrol area is significantly cleaner than at any time in recent memory. I carry a long-handled net on *AUX 551* to collect floating garbage. This year, I seldom have to use it. In the last five patrols the total "take" was one soft drink can, one styrofoam cup, and one plastic bag. In the course of my work as a Courtesy Marine Examiner, I spend a good many hours at two local public boat ramps. One of these ramps has trash barrels provided and serviced by the township, the other does not. Unfortunately, it's hard to tell the difference. I spend a significant amount of time (between vessel safety checks) at both ramps picking up trash. The major difference is that at one I can dump the garbage in a trash can, at the other I have to take it home to dispose of it. The problem, of course, is that with the next heavy rain, trash on the ramps becomes trash in the water.

Still on "good news," I recently completed a "pollution patrol," checking every public and private marina in that same 20-mile stretch. I am pleased to report that I found nothing to report, no oil slicks, no signs of head pumpout, no trash tide washed into a corner of a boat basin. Clearly, at least in this corner of North Carolina, boaters are making an effort to protect the environment, and are succeeding. It is not false optimism to believe that



Small Boat SAFETY

Good News, Bad News

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

this local experience is not unique. All the evidence supports the conviction that recreational boaters are making a definite and successful effort to protect the marine environment.

Unfortunately, there is also bad news. Southeastern North Carolina has experienced, over the summer of 1997, a series of major sewage spills from hog and chicken farms and from local municipalities. The resulting major fish kills have further polluted the waters. From all I read in the newspapers, the environmental future of the Neuse River is in serious doubt, at least for a generation or more.

You and I cannot do much to prevent the

rupture of a sewage pipe or the overflow from a hog waste lagoon due to either poor construction or excessive rains, but there are a number of things we can do to provide clean boating waters for our children and grandchildren. Here are just a few:

Make sure that we bring back **all** our own trash, and that we don't let plastics blow overboard.

Carry a net, even if we are not fishermen, and take the time to scoop up any trash we see floating on the surface.

Report any and all signs of an oil or sewage spill, first by a radio call to the nearest Coast Guard unit and then, once ashore, by a written report to your elected officials with date, time, place and other details. If you have a camera on board (and *AUX 551* carries one for just this reason) get photographic evidence.

Use your vote to "encourage" elected officials to make environmental protection a priority.

If you belong to a boat club or a service organization, speak up on this issue. Individually, we are not powerful, but there are a lot of recreational boaters and together we carry significant weight. Democracy does work, but only if individuals work at it.

Readers of *Boats* are not the "average recreational boaters." This is not an "average" boating magazine. I presume on Bob Hicks' kindness in providing this forum to urge you all to use your very considerable influence (and your nets) to keep trash (especially non-biodegradable plastics) out of the waters

Our grandchildren will thank you.

Lyrics from Ed Trickett, who got them from Florence Brunnings of Boston. Sing as a lilting waltz.

Down along the Beehive, Harker's Island retreat,
Early in the morning, the fishermen would meet.
One morning came a rounder, busting through the door,
Says "Boys, let's go to Cape Lookout, the booze yacht's run ashore."

Well this away and that away, down to the cape they run,
The coming of the *Venture* put fishing on the bum.
The people lost religion, they backslid by the score;
The king lockstopper* stood ace high when the booze yacht run ashore.

The people all were happy; they laughed and danced with glee.
Everyone had a fine old time, even bums like me.
Some folks would give most all they had and some a damn sight more,
To bring back that good old time when the booze yacht run ashore.

Now, down along the Beehive, Harker's Island retreat,
Early in the morning, the fishermen still meet.
They talk about the fishing, they talk of days of yore,
They talk about that good old time, when the booze yacht run ashore.

*The guy with the corkscrew

"The Old Ed Stories"

By Eric P. Russell



When the Booze Yacht Ran Ashore

Now it's all very well to let the story end there. The reality, however, did not end there. Bear in mind that this was during Prohibition and there was a lot of profit involved in a cargo of booze if it could be brought to the local bootlegger. The morning after the party, a couple of hard guys showed up. They stopped at the post office and found out who was who in town. They then sat down with them and told the town fathers that the owners of the booze wanted it back. Salvage being what it was, they offered to buy back any bottles still sealed for a fair price, a buck a bottle, no questions asked on either side. Times in the Outer Banks were always hard, even before the Great Depression. There was no need to call a town meeting to get agreement. Not only did they agree to sell the booze back, they offered to stow it for the hard guys.

The following morning, people brought bottles from all over, usually two or three at a time, turned them in, were paid, and went away

happy. The fishermen carried the bottles aboard, passed the booze below, where it was lovingly stowed, and came back to the dock to get more. As the day went on, hundreds of bottles were stowed below. When the flow of booze finally dried up, the fishermen and the hard guys shook hands. The hard guys left with their boat.

As soon as they were out of sight, the whole town threw another party. What had actually happened was that the stowers passed the bottles through a port to friends in the water who brought them ashore. They were then re-sold to the hard guys. The same bottles were sold several times. Not all of the bottles ended up on board. Some people were a bit nervous, but no one ever came back to trouble them.



8th Annual Madisonville Wooden Boat Festival

By Tom Busenlener

The turnout of boats and people for this 8th Annual Madisonville Wooden Boat Festival in Madisonville, Louisiana, along the Tchefuncte River near Lake Ponchartrain was the largest I can remember in my seven years of attending. The *Times-Picayune* headlined its coverage "Float Your Boat" with a sub head, "Crowds Flood Wooden Boat Fest" and an intro that announced, "From miniature skiffs to a full sized schooner suitable for touring, the Madisonville Wooden Boat Festival lived up to its name Saturday, attracting record crowds."

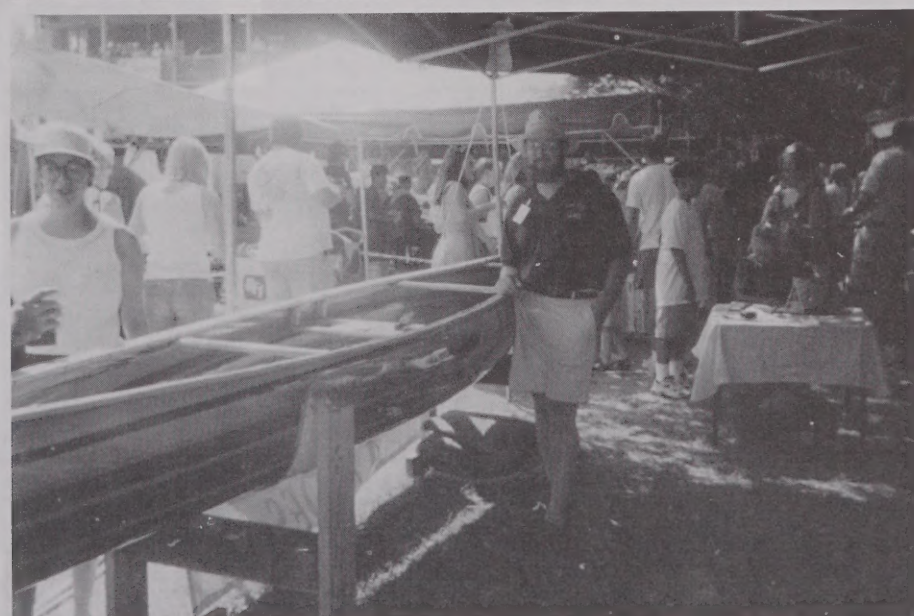
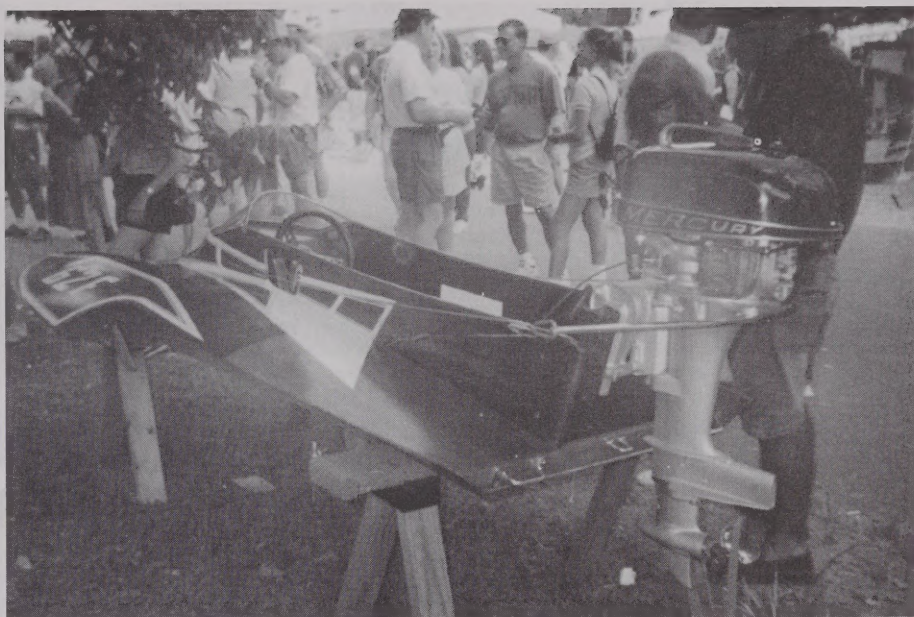
The crowd was well behaved, probably because of its mardi gras training, and seemed to have a very good time. Some of the pleasure may have been due to the cajun food booths, the two bands, and the beer taps out on the streets in front of the taverns. Fun for the kids was their own Kids' Boatshop where they custom made models and gave them sea trials in a large water tank.

For the small boat enthusiasts part of the fun was in viewing the broad array of wooden boats along the docks. This year's blue ribbon award for best restoration went to *Reader Ship*, a 45' Chris Craft owned by Bill Metcalf, publisher of the New Orleans *Citi-Business*. Watching the builders in the Quick & Dirty Boat Building Contest build their dream boats and then race them downriver under sail and back upriver by paddle or oar was even more fun. The determining factor seemed to be less the skill of the builders than the inherent capability of the boats they built to float.

An interesting shoreside exhibit was the "Old Boat Motors" area where outboards and steam engines (some running) were on display. The steam launches were afloat on the docks adjacent to this display.

Also to be found in the floating exhibits were the Irish currachs. Danny O'Flaherty rowed his currach 31 miles from New Orleans across Lake Ponchartrain in 9 hours 40 minutes to raise money for the Celtic Nations Heritage Festival taking place in New Orleans.

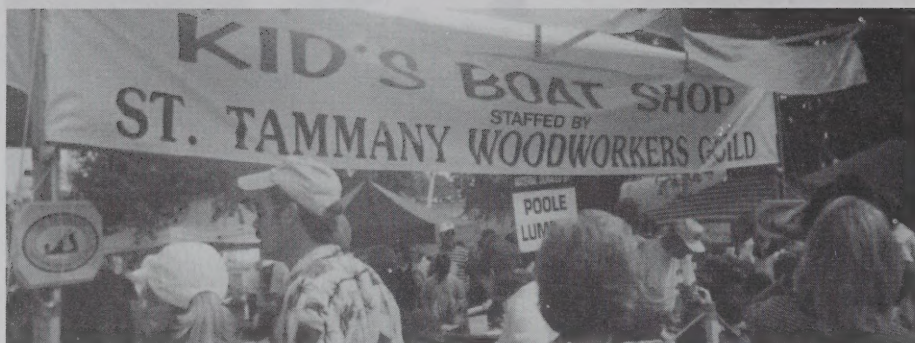
Proceeds from the Festival will be used to operate the Ponchartrain Basin Maritime Museum & Research Center scheduled to open in Madisonville in about a year and a half.



A 1952 "Picklefork" hydroplane.

A spacious "back porch" graces this large power cruiser.

Philip Greene with his elegant stripper canoe.



The Kids' Boat Shop was staffed by the St. Tammany Woodworkers Guild. A very large washtub provided the opportunity for sea trials of the models the kids built.



Two Irish currachs on the dock.



The Old Boat motors area included this 1910 Felequak inboard built in 1910 by I.H.C. Alongside on the dock the steamboats were lined up.



The Quick & Dirty Boatbuilders had to prove their products in a race. The parade of entrants to the water revealed a broad range of design concepts and executions. Race winners David Fox and Rob Arnold of Metaire had to endure protests of their win because of a short cut they allegedly took on the course.

A fleet of 13 small boats and almost 100 people descended on the wharf in D'Escousse, Nova Scotia, to mess about in the protected coastal waters of Isle Madame during Labor Day weekend. The event, called Cut Loose in D'Escousse, was a joint effort of the Small Wooden Boat Association of Nova Scotia, the village of D'Escousse, and its Lennox Passage Yacht Club. Festival co-host and D'Escousse resident Greg Silver said that, "Cut Loose was designed to welcome new and returning small boat enthusiasts to the area. We are slowly but surely gaining a reputation as an ideal tidal cruising ground for small boats, and we wanted to celebrate that fact."

Judging by the comments from residents and visitors, the first-time event was a definite success, which has contributed to the growing awareness of this unique area and how accessible it can be for a particular type of visitor. SWBANS president Anne Clark, who launched her Volkskayak *Orca* from several beaches during the weekend, commented that, "The Lennox Passage and the waters surrounding Isle Madame comprise a unique natural environment that appeals to people in small boats. This is a place where you can really sniff the coast."

Located just a few miles by water from the St. Peter's Canal and the legendary Bras

Cut Loose in D'Escousse

By Greg Silver

D'Or Lakes, D'Escousse Harbour (on the north side of Isle Madame) is at the center of sensational sailing and paddling in protected waters. Set amidst a fantastic variety of coastal wildlife, birds, and geology, the island is steeped in 350 years of Acadian culture.

Denise Saulnier, a cruising sailor who lives in D'Escousse and a co-host of the event, remarked that, "Shallow draft boats, drifting or driving along quietly by sail, oar, and paddle are the perfect way to see the island. There are hundreds of secluded anchorages and dozens of beaches, wharves, and launching ramps around the island. There are lots of opportunities for privacy, and opportunities to meet the interesting, resourceful, and incredibly hospitable people who live here."

Cut Loose opened on Friday evening during intermittent downpours and a building northeast wind, which peaked at over 30 knots on Saturday. Undaunted, boats continued ar-

iving throughout the day, some by sea and some on trailers. Visitors retreated to the shelter of the Lennox Passage Yacht Club house to meet local sailors and learn about potential cruising destinations for the weekend. A few brave kayakers ventured out in the Saturday storms from island beaches on lee shores. Saturday night the clubhouse heated up with a barbecue party and, in true Cape Breton style, the fiddles and guitars came out for a late night Celtic/blues jam session.

On Sunday, small boat designers, builders, and owners showed off their craft at the wharf and met with interested visitors who had come out to see what was happening. After an excellent lunch put on by the local St. Hyacinthe Parish, the weather began to clear and a sailing fleet of gaff rigged catboats headed north across the passage to River Bourgeois. The sound of cameras clicking could be heard across the water while these traditionally inspired craft created a romantic image as the late afternoon sun settled over a dreamy Cape Breton horizon.

On Sunday night, an invited group of residents attended a dinner party under the stars to officially celebrate the event and pay tribute to the visiting small boaters, who were the guests of honor. A highlight of the evening was a trio of readings by D'Escousse resident and author Silver Donald Cameron, including his own *Cruising: Going to Hell for a Pastime*, a hilarious, fictional account of a sailing cruise in the Bras D'Or Lakes that reminded one and all of the trials and tribulations of going to sea in tiny ships.

Again, as could be expected, guitars, fiddles, and a potpourri of percussion instruments appeared and kept the party going until the early hours. On Monday morning, a few die-hard paddlers launched for a last paddle in the harbor before boats were hauled and everyone headed slowly back to the real world of September, school, and work.

Given the success of this first modest gathering at D'Escousse, talks are already underway to make it an annual event. Small boat enthusiasts are encouraged to contact the Small Wooden Boat Association of Nova Scotia if they would like to be kept up to date on event plans, or if they are interested in the cruising opportunities on Isle Madame. Inquiries should be directed to Greg Silver, Postal Bag 2000, D'Escousse, Nova Scotia BOE IK0, fax (902) 226-0050, or e-mail gsilver@cdg.ns.ca.



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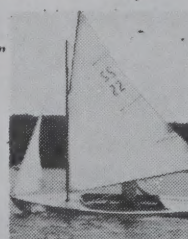
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I had a call on Monday August 19th. "I need a fourth crew for the Unlimited. Two of my regular crew can't make it."

"I'd love to. When is it?"

"This weekend...in Newport, Rhode Island."

"Errr, yes I'll be there." An opportunity like this is not to be missed! I had sailed with Keith last year in the Buzzards Bay Regatta, so I knew what I was getting into. Keith sails a 40-ft. trimaran he designed and built himself in the early 90's. It's all fiberglass (just 6000#) with a 60-ft. rotating wing mast and huge, fully battened Spectra cloth main and jib.

I joined the boat, *Skateaway*, at its temporary mooring at Fort Adams (the home of the Museum of Yachting) late on Friday night after a slow drive up the New England Thruway. I met the rest of the crew in the morning after a quiet night aboard.

At the breakfast and skippers meeting, we had a chance to size up the competition. Intended for high performance multihulls and monohulls, there were three classes. A Class catamarans, International Sailing Canoes, and the New England Multihull Association (NEMA) rated fleet. The fleet ranged from Formula 40 multis through quite a lot of Corsair F24, F27 and F30's, older high performance cruiser/racers, a Tornado, and last year's winner, *Cogito*, the wing sail 1995 winner of the Little America's Cup!

We spent the morning filling my van up with as much unneeded cruising and racing gear as we could legally leave off to save weight. The van was packed! The racing started late after a 35 to 40 knot line squall came through just after the A Cats and International Canoes had launched. There were some hairy moments for the single-handers while we were fending off the dock to stop the port alma from getting smashed on the dock.

The race committee finally set up the race course on Narragansett Bay after a lot of unnecessary moving of the line in approximately 10 knots of wind. The racing was on an Olympic type triangular course, which meant our delicately small and light crew was very busy. We had managed to boost our crew to five with the addition of Tom Cox, an owner of a similar tri, which he had to abandon on his return from the Newport-Bermuda race when his wing mast started to collapse in the middle of the night. He later found and recovered the boat and is working on repairs (see September 1996 issue of *Soundings*). *Skateaway* was in the same race with a second place finish.

Starting these large multihulls can be quite a challenge, as the idea is the same as most racing except that you're moving at 10 to 20 knots and are 30 feet wide! It's really important to time your starts well, as the difference between full speed and slowing up to avoid being over early is dramatic. Clear air as you cross the line at 18 knots can win a short course race like this. Our starts were generally good. It's amazing how far from the line we would begin our run up to the line, adjusting our speed by heading up or down rather than adjusting the sails, which would take too long.

Our most exciting start was on the second day in a 12 to 15 knot breeze. We were about third overall after the first day and needed a good start to improve our chances.

Crewing in the Unlimited Regatta

By Warren Mangan

We were starting on starboard at the committee boat end. We had headed up as we were a little early, then bore off on a tight reach close behind the committee boat. Other boats were doing basically the same as us. We were still too early to cross the line, so we headed off down the line.

Then a port tack, a 40-ft. Formula 40 Tri, *Toshiba* (formerly Biscuits), came flying down 50 yards below the line at about 15 knots, a very brave and risky maneuver in a fast fleet like this. The line was also very close to the shore, so there was almost no "bail out" room! We headed up for the start and crossed the middle of the line at about 18 knots. *Toshiba* tacked close behind us to start just to weather of us. We had to tack soon to avoid getting pinned by *Toshiba* as she was accelerating fast and would start overhauling us.

Other boats were all around! Keith and Tom (who normally crews the foredeck on his boat) quickly sized up the situation and we had to tack soon to have any chance to cross *Toshiba*. We tacked. Don't think multihulls can't tack. At 18 knots it happens very fast. "Are we going to cross?" "She's coming very fast." "We're not going to make it." "We'll have to duck her stern." "Bearing off, ease sheets." "HOLD YOUR COURSE, TOSHIBA, closing speed is about 30 knots. BEAR OFF SKATEAWAY."

Our port alma is about six feet out of the water with Tom sitting out on it as it passes over the top of *Toshiba's* starboard alma! Lots of grins all around. Well judged, Keith. He really knows what his boat can do! We head up for the mark, *Toshiba* is flying a protest flag. We don't think they had to change course but... We sail on in clear air, then do a penalty turn as required in the racing rules, no point in getting in a protest hearing. Races should be won on the water.

As one of two cockpit crew, plus helm, I was busy most of the time. Loads on all the gear are much higher than on a monohull because the apparent wind makes a 10 knot breeze have the force of a 20 to 25 knot blow. The main is generally self-tending during a tack, but the windward runner has to be released and secured out of the way, then you blow the jib sheet stopper after it backs while your fellow crew gets it in before the wind gets in it. If you don't get it in, then it's a hard grind on the winch and slow, with the foredeck crew looking disgruntled. Don't forget the new runner. Check the mast rotation for the new course, normally preset, but very important as over 50% of the power comes from the mast alone.

At the top mark we always set the asymmetric spinnaker, over 1400 square feet of sail cloth. The sail is on the trampoline of the leeward side behind the cross beam. As we approach the top mark, the foredeck crew calls for the tack to be pulled out to the end of the 6-foot pole mounted in front of the main hull. We are at full speed so they have to try and contain the sail, if the wind gets in it now it will make a very effective sea anchor! We start to bear off round the mark, tack all the way

out, up spinnaker about three quarters by hand, if you get it right, then on the winch. Blow mast rotation. Blow jib sheet. Trim the leeward spinnaker sheet. Head up, fill kite, then bear off as the speed increases and the apparent wind goes forward.

We sailed wide angles down wind for max VMG so one or two jibes were always needed. The jibes tended to be fairly easy if every one does their job. The foredeck crew helps the sail through and the runners get switched. Dropping the kite properly takes careful coordination with only four crew and 1000 square feet of sail. We drop it behind the main at the bottom mark, but the sail is so big that if you let it collapse it can get in front of the leeward alma and do the imitation of the sea anchor trick.

The front crew get ready on the leeward trampoline, Keith keeps enough air in the kite to keep it up then blow the tack line, the Spectra line shoots out to the stopper knot, drop the halyard, not too fast, let them gather it in, heading up, main in, jib in, mast rotation, main track up, spinnaker sheets out of the water, coiled and tied off for quick release. Do they have the spinnaker in the bag? It gets packed on the trampoline, check sail trim, where's the next mark, where's the competition?

The speed that things can happen can really surprise you both in the boat and on the water nearby. Keeping a good watch at all times is vital with closing speeds of 40-plus knots. It can be very exciting in bursts. The C-class cat *Cogito* (seen at Sail Expo) was incredibly fast. In the lighter wind on Saturday they were tacking up to the weather mark for the second lap as we, with the rest of the fleet, were barely round the weather mark for the first time. Everybody got lapped. They deserve a lot more praise than they got for winning the Little America's Cup.

At the end of the racing on Sunday we cruised back to Fort Adams, taking a long way round to see Tom's boat on the slipway. It was impossible to stop the smile on my face as we sailed back. The boat and the racing was exciting, exhilarating, hard work, thrilling and thoroughly enjoyable. Keith Burrage built an amazing boat and crewed it with a great group of people. It was worth every minute. Thanks, Keith.

Oh, by the way, we won 1st place overall on corrected time and highest scoring amateur boat! Wow!

If you want to see a great set of photos of the regatta, get a copy of *Messing about in Boats*, October 15, 1996 issue (508-774-0906), pages 6 through 10. *Skateaway* is on Page 7 doing a jibe.



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I recently had the chance to take a trip in one of the local fishing boats; invited to go along to Bequia to pick up some school-girls who were coming home to Mustique for the summer. The owner/operator of this boat was a fellow known as "Bad Man", although he did not live up to the name in the least and was actually an easy going fellow who's real name is Franklin Marshall. *Day-light Run*, Bad Man's boat, was a 20' version of the typical Bequia fishing boat, powered by a 115hp Yamaha and, despite being seven years old, was in very good condition, except for the electrical system which was suffering from a nearly dead battery.

Getting the engine started took the efforts of half the fishing village, with borrowed batteries, jumper cables and a plethora of advice. Once this was accomplished, we started out of the harbor on our nine mile open ocean trip without the benefit of life jacket, radio, or even as much as a seat cushion for any of our three men and three boys that made up the passenger list. Thankfully, the high-running seas of the previous few days had diminished some, but we still had an exciting ride at close to full throttle, leaping over the wave tops, getting airborne, and landing with a bone-jarring crash at all too frequent intervals.

One of the local fellows leaned over and told me that Bad Man was a careful driver and pointed out that he actually avoided the breaking seas if he could and would also cut the throttle back to 7/8 if he felt the need; I nodded agreement and continued to try to find something to hold onto in the interior of the boat that was nothing but smoothly fiberglassed plywood. I began to feel that I might be launched right out of the boat on one of its skyward bounds. I found that I could just wrap my hand around the rubrail, but was soon advised not to do this since it had the effect of soaking the boys behind me, a moot point since the spray was just peeling my fingers off anyway and the boys would have been soaked regardless and didn't seem to mind at all.

Nearly to Bequia, we entered the narrow cut between Isle Quatre and Petit Nevis, where the seas became quite confused and Bad Man had to slow down a bit. Once clear of the cut, he blasted back to full throttle and we zoomed along a wharf lined with fishermen, each pulling his line out of our path as we passed. We slipped behind a stone breakwater and up to a large concrete ramp at the Bequia fish market where we were hauled up and the boat was blocked. Bad Man went off on an unsuccessful search for fuel while I accompanied one of the other fellows to pick up our passengers.

The picking up of passengers involved climbing the steepest road I have ever walked, up for hundreds of vertical feet, and then plunging off the road and through a half-dozen backyards full of squawking chickens and half-naked children to reach the house. In typical West Indian, unhurried fashion, we sat out on the porch and chatted for awhile before getting the girls' baggage onto our backs and starting back down. The downward trip was scarier than the climb since we had the bags and the footing was largely loose gravel over concrete. I made some mental calculations on how far I might roll if I fell, but then decided that this was foolish and followed the girls who had the

Musings From Mustique

By Rick Klepfer

heavier of the bags and were effortlessly making their way down the hill.

Our return trip got off to a difficult start, or should I say no start, since the battery had failed to recharge on the trip over and we had to repeat the jumping procedure, except that we now had no cables and had to use bits of scrap wire picked off the beach by curious bystanders and thrown over to us. We finally got the engine started, but had to carefully maneuver around a truly huge woman who was swimming off of the ramp, wearing a full dress, a hat and under each arm, an empty bleach bottle for buoyancy.

Once clear of the shore and all it's hazards, we started off to Mustique on the reciprocal course, although now we were running into the seas and wind. I thought that perhaps Bad Man would ease off on the throttle a bit since we now had the two girls, one of whom was carrying a VCR in her lap, but I suspect that this would be a violation of the code of the fishermen and he might lose face with his mates if he were to be seen slackening off due to passenger comfort or some other silly excuse.

Now we had a chance to feel the full effect of the elements; the spray was driving over the gunwales in near-solid sheets and even Bad Man was seen to actually duck behind his console from time to time. I was happier though, since I was sitting further aft and found that I could brace myself securely by wedging my knee under the gunwale and my foot on a longitudinal stringer. It was not totally satisfactory though since the spray was hitting me full in the face and covering my glasses. I was also aware of the beating that my body was taking and knew that certain parts of it would be sore after this trip. We made good time back, averaging 30 miles per hour, and pulled the boat up onto the beach and cleaned her off before driving the girls and baggage to their home. This is surely the fastest way to get from one island to another; but not for the faint of heart.

Repair work on the yawl has progressed well, up to a point. I have filled about 200 scratches in the topsides with gel-coat and have sanded out the teal rail to where it looks mostly fair without taking away too much material. I ended up wooding the oars and spars and starting over with varnish. The Barbadian varnish turned out to be the consistency of warm caramel, and about as transparent. I had a devil of a time in keeping a wet edge with the heat and the wind. The last coat had to be strained through one of my wife's stockings (no one wears them here anyway), thinned repeatedly and I had to work as fast as I could move to get it on before it dried. Only good thing was that it didn't have time to sag.

I was still lacking bottom paint and mooring parts despite a lot of phone calls, so I took a day to fly over to St. Vincent to see what I could get. The best yacht chandlers was reportedly St. Vincent Sales and Service, but when I got there I found that it was actually a NAPA auto supply house with a

sideline of marine supplies. I bought 5 galvanized shackles (after finding out the price of the stainless), a few galvanized thimbles and the last 30' of their 1/2" nylon 3-strand. They didn't have any bottom paint.

I decided to take a bus to Calliaqua, which is a small community on the windward side of the island. Now, in the Grenadines, a bus is nothing more than a gaily painted and quirkily named mini-van which is driven along the narrow, twisting mountain roads at breakneck speed with horn and vocal chords put into far more use than brakes or signals. I found myself shoe-horned in with ten other people as we took blind curves with sheer drop-offs and only the radio to block out the sound of the squealing tires. But, besides being a wonderful way to get to know the local people, with intimate closeness as it were, the bus costs a mere 37 cents US to ride!

At Calliaqua I was let out at Howard's Marine, my last hope for securing bottom paint. As I entered the yard, I had a feeling that the chances of them having what I wanted was slim, but that there were other things here that would make my trip worthwhile; the place was full of boats of all descriptions, many of them in fascinating states of decomposition.

I decided to get the paint issue resolved first and found to my surprise that they did have the paint I wanted, in the color I wanted, but that they had only gallons and I needed but a quart. I actually considered the gallon for a minute, until I found that the price was \$250 US a gallon!

I thanked the salesman and wandered out to the yard to see what delights were hidden here. There were indigenous fishing boats of all descriptions and in varying states of disrepair lining the ramp access, shoeless men making bare-handed fiberglass repairs on upended hulls, pallets of old parts, wheelless school buses filled with boat parts, antiquated earth-moving equipment, and sleek, darkly painted boats with monstrous outboard motors that seemed to be suited only to the drug trade.

The rest of the yard was filled with all sorts of interesting craft including one of those plumb-stemmed French racing boats and a lot of small boats with Florida registrations which is curious since the closest part of Florida is 2,000 miles north of here. But for bottom paint I will have to try Bequia.

Directly off the beach lay a scuttled freighter of ancient heritage, her iron bows towered above the sand but were rusted to nothingness in more places than not. On her low slung main deck she carried an old, track-mounted crane whose boom had rusted to the point where it had collapsed over the bows; the tip lay in the water and was encrusted with a huge chunk of coral. Her once white superstructure was nearly intact, although the surf flowed through her at will.

Further down the beach I found a few more rusting fishing boats and two lifeboats from the French liner *Antilles* that is lying off of Mustique. Also there was a large wooden vessel in frame, but abandoned for decades by the looks of her. She was completed to the point of putting up ribbands and then just left, with the only noticeable thought to her comfort being a few scraps of tin nailed over her stem head to keep it from rot for awhile.

"Wood is meant to rot," the late John Gardner once said.

That is the same John Gardner whose name is synonymous with the rebirth and regeneration of wooden boats in America. He was the author of five fine books on small craft, served from 1959 until his death in 1995 as technical editor of *National Fisherman* magazine, and was a world-renowned craftsman, historian, and designer of wooden boats. In addition, he was, for many years, Associate Curator of Small Craft at Mystic Seaport Museum.

It is a comfort to me that Gardner said that about wood, because my boat has begun to rot.

Here we are at Labor Day, and my little wooden boat sits under the cover of the family barn in various stages of surgery and recovery.

My first thought, when I discovered my boat was so afflicted, was to abandon her. Sell her. Fix her up good, paint her fresh in her rich blue and two-tone gray, and send her down the stream of time at a reasonable price.

But alas, my work on the boat has drawn us closer together. I have seen her bad side now, literally. Starboard side, forward and in her transom, port side, a punky dry rot, insidious in nature.

Two of my wooden boat friends, with whom I shared the news of her sheer rottenness, were surprised and mystified.

"What? It's not at a seam?" One scratched

A Boater's Tale A Rotten Story to Begin With

By Jim Wesolowski

Reprinted by permission from the Mystic River Press

his head. The other fellow wondered out loud if she was built (17 years ago in Thomaston, Maine) with less than sound wood. He was really saying, "Maybe she was rotten to begin with." The seeds of ruin may have been bred into her with mildew riddled or unfit pine wood from the start.

But why then a wooden boat to begin with?

Five years ago, when my father-in-law first set eyes on the boat, which I was proudly showing him, he turned up his nose and asked, "Is it homemade?"

I assume he used that phrase to denote a crudeness or backwardness to what I've always considered a handsome, well-built Lowell Dory Skiff. Another less sympathetic friend of mine would ask, on occasion, had I turned the boat into kindling yet, as if that was all a wood boat was fit for.

What are the alternatives?

One of the Herreshoffs, I can't recall which one, described fiberglass as "frozen snot." Steven Jones, of Willow Point Wooden Boat Yard in West Mystic, had only one word

for aluminum, "loud."

Aluminum, fiberglass, there aren't too many other easily available, widely circulated alternatives.

So I've patched her up. I have blasphemed in wood-pure circles by using Mar-Tex (a fiberglass-like material) and another substance called "Get Rot," equally offensive to the sawdust crowd.

All that remains now in this fast-fading season is to sand her down, caulk her bottom seams, and paint every inch of her hull inside and out, then cart her off to the boatyard and bail her out every other day until she swells up and holds water. After that, a hurricane scare will cause me to pull her out of the water and watch the Weather Station until November.

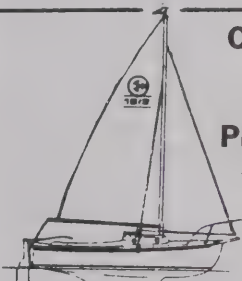
I think Gardner knew building boats out of wood was an ephemeral thing when he said, "Wood is meant to rot." Wood's employment in the shape of water craft is simply a postponement of the inevitable, much as our own flesh and blood is a slight diversion of matter for temporary and private purpose. It is an uphill battle that we cannot win. The boats, the builders, and the seasons in the sun, they all have their days numbered.

I may sell, but it will not be because of rot. Wood is probably the ideal building material. It reminds us early on of something we might miss until it would be too late to do anything about it.

I am resigned to enjoy and prolong the process of decay as long as possible.



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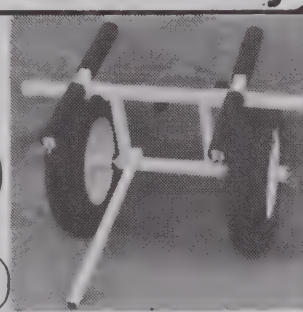
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I've been living by the Willamette River, crossing it, even swimming in it, for half my life. I often wondered where that river came from and what lay upstream. Last summer, after 20 years of procrastination, I decided to find out by going to the source and paddling my way downstream. I would go alone, as I usually do on such trips, and find the answer to my questions first-hand.

At that time I didn't know the river's source or its length, probably you don't either! Fortunately the Oregon State Marine Board has published a handy guide that is loaded with information. From this I learned that the Willamette is formed from middle and coastal forks which run out of the Cascade Mountains south of Eugene. The middle fork passes through a series of reservoirs before topping Dexter Dam, then flows 204 miles unhindered to the Columbia River.

I also discovered that 70% of all Oregonians live in the Willamette Valley and within 20 miles of the river. Yet only when it overflows does the river attract much attention. Even then we tend to look only at a single section, usually within our own county. Since my home is near the mouth of the river, I'd define "my stretch" as running from the falls at Oregon City to the mouth at Kelly Point.

The guide recommended starting on the middle fork, which has more water and is the best choice for boating. It wasn't exactly reassuring about launching at the dam, however, but I decided a little uncertainty would add a touch of adventure to the project. As my departure time approached, I discovered it coincided with the annual Oregon Country Fair, so I took a detour into that cultural backwater for a day, then drove out to Dexter late at night. The road kept well away from the river and it wasn't until I had passed the dam that I saw the wide lake from which the Willamette now springs.

I crossed the reservoir via the picturesque Lowell covered bridge, which is actually older than the dam. I couldn't imagine what sort of river would emerge from this lake or how it would treat my kayak. I fell asleep in my truck while rain pounded the roof, optimistically hoping that this might add a little to the river's depth in the morning.

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A View From the Water Paddling the Willamette

By Peter Marsh

Shortly after sunrise I was at the put-in, by way of a dirt road which runs below the dam. A couple of silent fishermen were already casting into the angry pools thrown up below the spillway. I slid into the kayak and was quickly swept around the first bend and away from any sign of development. For the next two hours I felt I was in a wilderness, only aware of the occasional, crude launching ramp, by the distinctive mileage sign on the bank.

The young river seemed unsure of its course, swirling through multiple channels around gravel islands and bars. The only really tricky obstacle was a log jam which stretched across most of the channel. The crushed remains of a boat were visible between the trunks and branches. Here I edged cautiously along the bank until I could see my way through. Wildlife was all around me: ducks and geese moved unhurriedly about their business, a pair of deer swam across my path, osprey circled overhead.

The first orchards and fields showed up too quickly, then the coastal fork added its force, as the river curved north for its long run to the Columbia. The I-5 freeway bridge marked the most difficult spot of the journey, the point where the flow is channeled over to the east bank, via a diversion dam built to power the pioneer mills, commemorated in Millrace Park, Springfield.

I didn't need the guide's stern warnings at this point; I hung on to the shore, staring at the spectacle. The river dropped sharply a few yards ahead of me, right under the I-5 bridge. Most of my exposure to whitewater has been in a raft; I would need to be on my guard to get my big, touring kayak through the turn. I tightened my sprayskirt, took a few breaths and pushed off, with a group of cyclists for an audience.

I raced past the bridge pilings, slowed for a split-second at the turn as I dug with the paddle, then was off again under the first of four bike bridges. I continued along the left bank with more confidence, ready for the "3-foot waves" described in the guide. With sunbathers and joggers just a paddle's length away, I surfed by in high spirits.

After a few minor rapids I was through the city of Eugene, under the Belt Line bridge and out onto the lowlands. I had barely glimpsed the city from my waterlevel seat, an experience which was repeated at every town on the way. Thirty miles from the dam I passed the mouth of the McKenzie River, having seen no more than three driftboats the entire day. And this was the busiest day!

For a camping spot, I could choose from numerous, state-owned, Greenway parcels. That evening I ate by moonlight and listened to the sounds of the riverbank, thoroughly pleased with my first day's progress. The next day I aimed to pass Corvallis, forty miles away by water.

I soon settled into the rhythm of the lower river, its high, earth banks punctuated by low islands thrown up by the floods. I pulled the boat ashore at Harrisburg to eat a

sandwich and consider that this was "the uppermost point of navigation during the steamboat era". Presumably that was during extreme highwater, because in July I was negotiating shallows with barely enough water to float a canoe, let alone a sternwheeler.

Except for the humming irrigation pumps, there was no sign that I was passing through the agricultural heart of Oregon. The Willamette was now in no hurry as it meandered across the floodplain, changing channels at will and leaving behind it the twisting boundary between Linn and Benton counties, which now meanders through dry land!

Corvallis arrived almost without warning in the form of a busy, highway bridge. On the right bank I could see the OSU crew dock with rowing shells stacked on racks. My map identified the opposite shore as the Waterfront Park where I decided to stretch my legs. It was only when I climbed to the top of the bank that I recognized the location in the center of the city. I quickly retreated back to the water's edge to escape the sound of traffic.

After another idyllic camp spot, I paddled quickly through Albany and was back into a long scenic stretch, with a stop at the Buena Vista ferry for lunch. The day concluded with an evening shopping expedition along the quiet streets of Independence, the only town I passed which hadn't turned its back on the river. Most of the old settlements had been low-lying, riverboat landings, which were swept away by the great floods of 1861 and 1890. On the fourth and last day it wasn't long before I reached Highway 22 south of Salem, which noisily parallels the river for four miles. I kept close to the bank so I couldn't actually see much of the traffic. A century ago, the state capital was once built around the river, now one sees only the forgotten rear view.

I was still surprised at how quickly the solitude of the waterway could re-assert itself. Five minutes beyond Salem I was once again settling back into my river-running mood. The miles rolled by and the day grew hot. By mid-afternoon I was ready for a swim; the Wheatland ferry seemed a reasonable spot for a break and also indicated the entrance to the Willamette Mission State Park.

I walked the empty grounds, read the history of the mission and gazed on the "world's largest cottonwood tree". I had to admit I had already seen enough cottonwoods to last a lifetime, but this giant was spectacular. Back on the water, there was still some current, so it seemed a possibility to complete my trip to the next historic park, Champoeg, that night. This is where the suburbs finally win out over the wild shoreline. It was also where my bicycle was stored.

A long day ended with a midnight run directly into the reflected path of the moon, with beavers slapping a warning of my approach. I had covered 165 miles in four days and slept soundly again, this time at the foot of my friends' garden. I awoke ready for the fifth day, the bike ride back to the start!

(Peter Marsh is an English immigrant who has lived in Oregon since 1975. He is a photo-journalist who writes mainly about boating and cycling. He will be 50 this summer and plans a few more marathons.)

Gone But Still Not Forgotten

By Bob Hicks

Not far from us in Amesbury, Massachusetts on the Merrimac River the A.R. True Company built wooden boats for over a century. They never moved into fiberglass and the last direct contact I had with them was a visit about ten years ago to one of the surviving sons at his farm nearby in southeastern New Hampshire. A couple of readers were spending Saturdays there building a 23' True Rocket under the direction of the son. That project never got finished, later I was informed that the heart went out of it when Mr. True died.

There are still True Rockets around here, most recently I ran across one for sale in the weekly classified magazine I peruse for all sorts of things, including interesting old small boats. The ad, in the October 28 issue, read:

"23' True Rocket, 1954, red cedar on oak, centerboard sloop, 2 good sails, totally rebuilt in 1984, bronze fittings, outboard well, on cradle, canvas deck. Needs TLC and paint. \$750. Windham, NH (603) 894-6839."

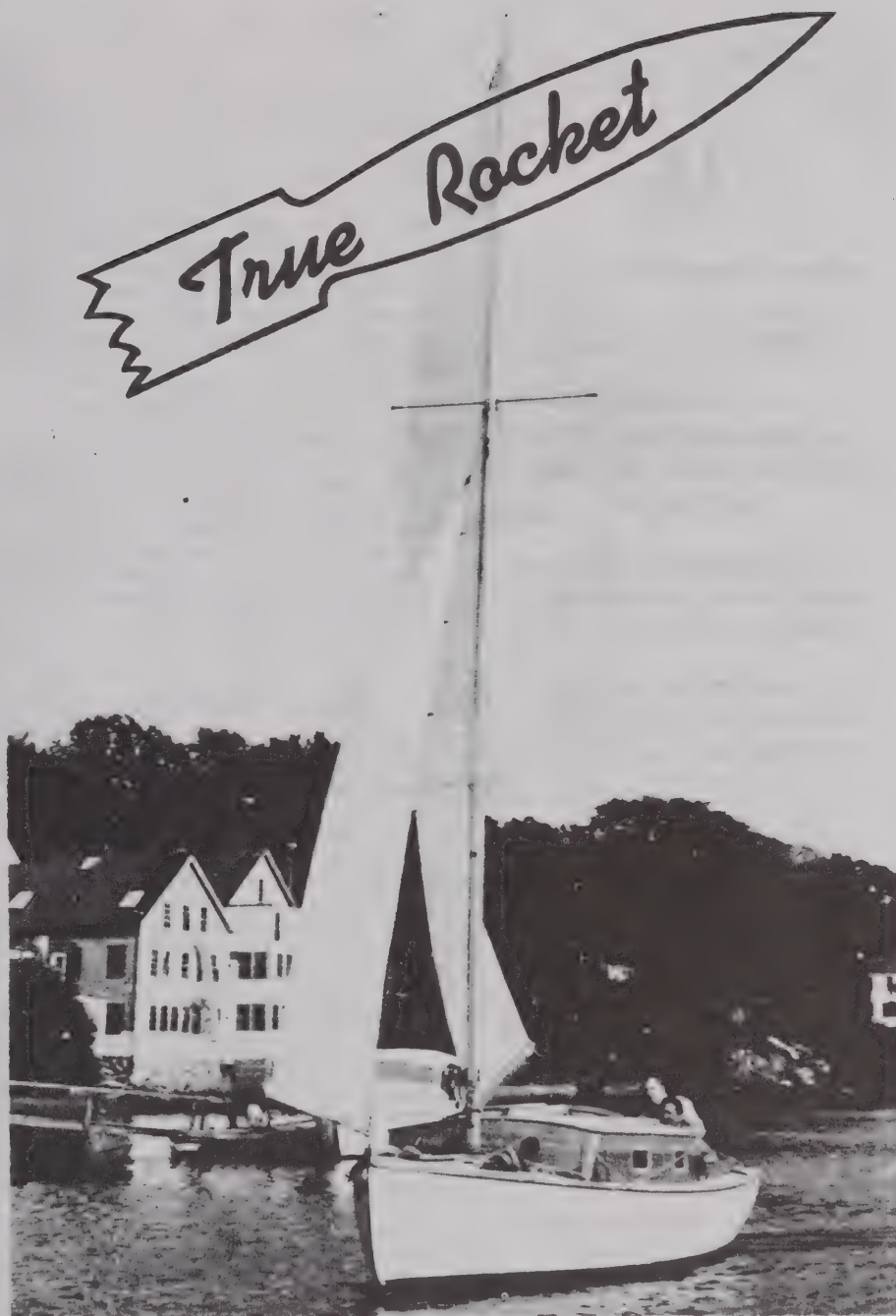
No, I didn't respond to that siren song. But it reminded me that I had an original True Rocket brochure from an early reader back in 1984. I thought it might be of some interest. I always found the name "True Rocket" fascinating, sort of a melding of old Yankee integrity (True) with today's high technology world (Rocket).

A Word from the Builder

Much has been said of late about the cost of maintaining a wooden boat. Of course many cheap wooden boats have been built by people who were not really boat builders. Men looking for easy money. These boats may look good, but they need a lot of attention and costly repairs. A boat is no better than the knowledge and integrity of its builder.

If a boat is built properly, if it has the right kind of materials in it, the proper number and kind of fastenings, then there is very little maintainance in a wooden boat. I have had prospective customers tell me that they have had wooden boats and that they had to caulk them every year. This is sheer nonsense. If the boat had to be caulked every year there was something other than caulking wrong with it. Properly constructed and with a minimum of winter care, a wooden boat will go five years and perhaps ten without being caulked; and this is a proven fact. I have known boats to go fifteen years.

I have also been told that the old paint had to be scraped off each spring and that it was a hard job. I agree it is a hard job. But why use a high gloss fancy paint that requires this scraping. Marine paint will chalk off in the weather. Good marine paint does not have to be scraped in the spring when you are getting ready to paint. A little sanding is all that is necessary. Wood boats are the jewels of the sea, supreme in beauty and in brawn. They are a thing of beauty and a joy forever.



The True family, my family, has been building boats, wood boats, for many generations, ever since they landed on the New England coast about 300 years ago. Faulty methods of construction have been weeded out while the tried and true methods have remained. I have heard it said that our boats never change, that we are building the same boat we built many years ago.

Actually the boat is quite different. We are using new and better materials. Cedar has taken the place of New England white pine. Silicon bronze is now used for

fastenings in place of iron and steel. Stainless steel rigging has taken the place of plow steel. And now, even as I write, dacron lines and sails are taking the place of cotton and manila. The life of the True Rocket as built today is easily 35 to 50 years. We are always trying to improve our boat remembering always that change is not necessarily an improvement.

A. R. True, Inc. Amesbury, Massachusetts (please note, A.R. True is long out of business).

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Specifications For The True Rocket

In constructing the Rocket we use oak for the keel, stem, and ribs. The ribs are placed 9" on centers and are steam bent. Each is one piece running from gunwale to gunwale. The trim is Phillipine mahogany and oak. The planking is western red cedar, New England white pine, or Phillipine mahogany, bronze screw fastened. The deck fittings are bronze. The centerboard is galvanized steel. The Rockets have a permanent backstay, rope running rigging and sails are of Dacron. All models require inside ballast.

The Rocket is a traditional New England design developed for use off the rocky coast. In designing and building the Rocket, A. R. True, Inc. has produced a boat of rugged and salty construction. Since the early thirties, the Rocket has given pleasure and relaxation to countless sailors and their families. All standard Rockets will sleep two adults and two children. Accomodations for more can be arranged. The Rocket is ideal for off-shore cruising and grand for day sailing.

From Proud Owners

"The Rocket certainly handles and responds easily in all kinds of weather and we had her out in some pretty heavy winds and seas, too. We unofficially raced against Comets and Snipes in all types of weather and proved ourselves faster in most cases. The boat has so many more good sailing qualities than many of the more highly publicized boats of her size costing a great deal more, as I had the opportunity of comparing them. People were amazed at her rugged construction, too." A.S.

"Suffice it to say, we had, as you predicted, a wonderful summer with the Rocket, which we named *Quo Vadis*. With the triangular bow cushion we slept four comfortably in the cabin and the other two remaining members of our family in the cockpit with mattresses and boom tent, and once in addition to the above mentioned members of my family, we had my mother-in-law aboard for an overnite sail. We are fond of the roomy cockpit, an absolute necessity with a large family, a large improvement over most any boat of her size we've seen. On occasion we have carried ten aboard daysailing." A.R.S.

"The ability of your boat to bring home rather lubberly sailors as we attest is its sea worthiness and stability. We had a grand time last season and your boat handles very well." R.G.B.

"We had all kinds of people stop and admire the boat on the turnpike, and ask where we bought it. We felt quite proud for it's not like a car, but a different feeling." B.F.

19' Cabin Rocket

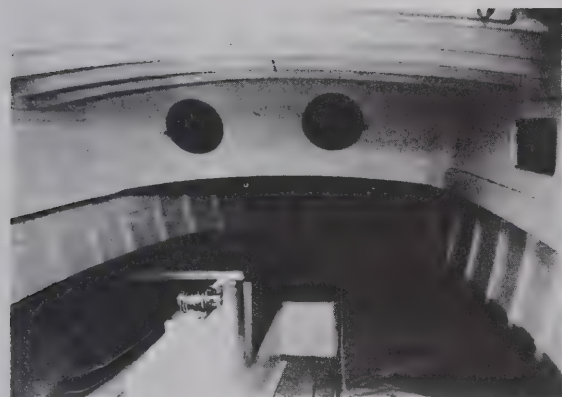
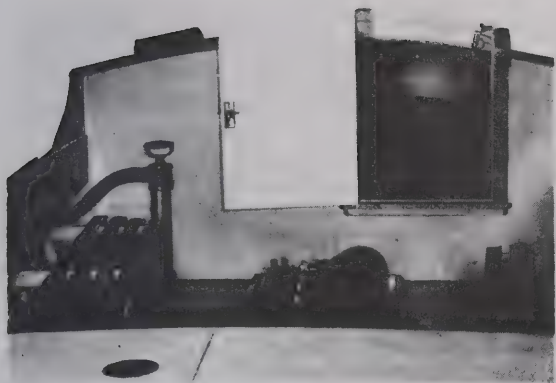
Length overall	19'
Waterline	18'
Beam	6' 10"
Draft centerboard up	12"
Draft centerboard down	3' 6"
Freeboard forward	2'
Freeboard amidship	1' 9"
Freeboard aft	2'
Auxiliary power - Palmer 8 HP - PW - 27	
or with bracket for outboard	
Planking	3/4"
Cabin inside	8'
Headroom in cabin	3' 4"
Cockpit length	7'
Mast, solid	26'
Sail area	180 sq. ft.
1/8" stainless steel rigging	
Centerboard	45 lbs.
Weight of boat	1200 lbs.

23' Cabin Rocket

O. A. length	23'
W. L. length	21'
Beam	7' 10"
Draft centerboard up	18"
Draft centerboard down	4' 10"
Freeboard forward	2' 6"
Freeboard amidship	1' 10"
Freeboard aft	2' 3"
Auxiliary power - Palmer 16HP - IH - 60	
or with bracket for outboard	
Planking	3/4"
Cabin inside	9' 10"
Headroom	4' 2"
Cockpit length	7' 2"
Mast, hollow	34'
Sail area	259 sq. ft.
1/8" stainless steel rigging	
Centerboard	100 lbs.
Weight of boat	2600 lbs.
Bilge Pump installed	

28' Cabin Rocket

O. A. length	28'
W. L. length	25' 9"
Beam	9' 7"
Draft centerboard up	2'
Draft centerboard down	6' 10"
Freeboard forward	2' 10"
Freeboard amidship	2' 6"
Freeboard aft	2' 8"
Auxiliary power - Graymarine	
25 HP Seascout	
Planking	7/8"
Cabin inside	11' 10"
Headroom	5' 0"
Headroom with doghouse	6' 0"
Mast, hollow	40'
Sail area	389 sq. ft.
3/16" stainless steel rigging	
Centerboard	200 lbs.
Weight of boat	4000 lbs.
Bilge pump installed	



Details

From top left: The auxiliary marine engine, bilge pump and sliding companionway are shown above. Gas tank filler on aft deck.

Inside of the cabin seen from the companionway, there are six ports; the two forward ports may be opened. Lockers are under the berth cushions.

Note the roomy cabin. shown in it are the table folded down, the centerboard winch, the folding sink, water tank and shelf for stove. The head is at the left under the step. One locker shown with berth cushion, other side no cushion in place.

Here is the cockpit as seen from the companionway of the cabin. The instrument panel having ignition switch, starting button, oil pressure and ammeter gauges are on the aft bulkhead. Choke and throttle controls are in the center of the bulkhead.

Football has Vince Lombardi and baseball Yogi Berra, but when it comes down to quotations, boating has little more than a cheap quip about dollar bills and showerbaths. Think about this: Our leading spokesman is still a furry, fictional creature in an obscure children's book written back in 1908. But what the Water Rat told his friend the Mole still sums up the essence of boating, "There is nothing, absolutely nothing, half so much worth doing as simply messing about in boats." For my money, that puts the author Kenneth Grahame's *The Wind in the Willows* just behind John Masefield's *SeaFever* in the all-time nautical classics.

Of course the rat was a river rat, and he didn't need to add "wooden boats" at the time the book was written. He was an expert in handling a small, wooden rowboat, which also happens to be the ideal craft for a first-time, home-building project. Those of you who've already experienced the joy and frustration of building a boat like this might even have a quote of your own. Mine would be something like "The fine art of messing about is even better in a boat you built yourself."

If you've ever thought about building a small boat, but are still undecided, this guide is intended to help you finally get started. If you have a local wooden boat festival or center, you will certainly be able to pick up some advice and inspiration. If you want to build from plans and know what you are doing, I certainly wish you luck.

But if you want to go boating next

"Boat in a Box:" The Do-It-Yourself Guide To Boat Kits of the Northwest.

By Peter Marsh

month, not next year, I strongly suggest you buy a kit and get cracking! Local kit and plan suppliers usually exhibit at shows. While some purists may contend that a kit somehow short cuts the process, I don't agree. The decision to begin with pre-cut parts doesn't reduce the satisfaction of doing it yourself. The best car mechanic in the world doesn't have to cut his own steel.

This slightly simplified approach to boat-building is also a good step in resisting the flood tide of consumerism that tries to convince us that everything we purchase should be ready-to-go, right out of the box. In a "take out" world, building a boat is like carefully buying all the ingredients and slowly cooking a gourmet meal. The kit allows you to get a few packaged items, but you still have to mix it up and cook it just right.

In the 1950's, kitbuilding (and mom's meatloaf) was all the rage. Everyone wanted a snappy, plywood runabout with one of the hot new outboards on the back. Those were the days when dad and junior could still speak to each other and would set up shop in the garage. And although they were built

with early, synthetic glues and domestic plywood, those boats worked well for many years. Then along came fiberglass and styling took the front seat.

Fortunately, a boat for messing about doesn't need that kind of glitzy look, and homebuilders can still create perfectly good shapes for skiffs, kayaks, dinghies etc. Two common but improved products, imported hardwood marine plywood and epoxy resins, have resulted in a building system that is both "hi-tech" and "user friendly". You can, of course, go out and buy these materials yourself, with the worthy goal of "saving money," but don't make that your excuse for never getting started!

In the process of choosing a kit, you'll meet a great group of people. Happily, this is the kind of small-overhead business that doesn't need a venture capital specialist for financing. The kit makers of the Pacific Northwest are a bunch of hard-working, boat loving entrepreneurs and many are one-man businesses. They'll do their best to steer you in the right direction.

Talking to them over the last year, I've learned that they have all experienced the building process from the floor up, not once but many times: Finding the right design, buying the best materials, laying out the offsets, cutting everything to shape. They've done the dull stuff so you can get down to the actual construction on the first day. Just remember not to call at 3am with the glue heating up, desperately wondering whether Part A goes with Parts B or C.

The Portage Bay Skiff

We tested this by picking it up and carrying it down a flight of stairs to the lake. I took a quick turn around Portage Bay in the skiff. It rows easily and tracks quite well with one aboard and should easily handle two. Over 200 have been sold in four years.

The Wooden Boat Shop also has kits for a big brother to the Portage Bay Skiff, the 9'9" Union Bay Skiff, which is built using the stitch-and-glue method. The 68lb Union Bay Skiff is available as a rowboat for \$695, all parts pre-cut with everything you need to build the boat included; or as a sprit rigged sailboat for \$1,135, including white or tanbark sail.

Other new kits that The Wooden Boat Shop now offers include the fast 15'6" Skiff Cycle (\$695 kit), propelled by a manufactured cycle drive unit (\$385); a nifty 8', 54lb Portage Bay Pram (\$595); a new fly fishing boat called the Bass Lake Pram (\$695 kit), including all sorts of custom features of interest to fly-fishers.

They also supply building packages for several Tracy O'Brien designs, including his 10' Meghan Rowing/Sailing Skiff and the Headwater 14' and 16' driftboats. If your taste is paddling they assemble materials kits for all Chesapeake Light Craft kayaks (\$495), double paddle canoes (\$535-\$585) and rowing shells (\$495).

The Wooden Boat Shop will send you their free *Boat Kit Brochure* on request, call them at (800) 933-3600.

Pygmy Kayaks

Across the sound in Port Townsend we find some more stitch-and-glue boats. John Lockwood has been selling Pygmy kayak kits here since 1986. John created the prototype for his original Queen Charlotte model while living in, you guessed it, the remote Queen Charlotte Islands off central British Columbia in 1972. He used the boat for fishing and hunting in all weathers and the Q.C. kit is still selling well for more leisurely pursuits on our local waters.

While living in Seattle in 1985, Lockwood spent a year on a computer program that enabled him to produce boat-panel shapes accurate to .004". All his kayaks are assembled from computer-generated shapes, held together by twisted, 19-gauge wire. After the epoxy has dried the wires are re-





moved, for a perfect joint without a chine log. John's single-chine range comprises the standard 17' single, extra-large single model with 25.5" beam and 19' expedition single. Average building time for solos is 50-70 hours.

Nine multi-chine kayaks, including a double and a triple, provide choices for a wide range of paddlers. Thousands of

Pygmy kayaks ply the waters of North America.

In 1991, John used his computer to design the Wineglass Wherry, with probably the most sophisticated shape for a kit boat in the world. It's inspired by the beach skiffs of New England, using six plywood planks per side, it is practically round-bilged by the time it's finished. The whole hull is once

again (almost magically) held together by wires until the epoxy hardens. Snip the wires then laminate fiberglass cloth inside and out.

The finished 14' x 4' boat weighs in at just 90lbs. The kit costs \$1020 and typically needs 70-90 hours for the double rowing set up. Some folks use the drawings provided and add a sailing rig.

Wayland Marine

In 1985, Ron Mueller bought a kit for a 16' Wayfarer sailing dinghy from Wayland Marine in British Columbia. He found the boat to be a delightful, trailerable, small cruiser which he took all over the country. He liked it so much, that when the owners put Wayland up for sale, he bought the company! In 1989 he trucked the tooling and inventory to Denver, Colorado, where he ran a "hi-tech business."

Even with the benefit of his marketing talent, he only sold five kits in the next, two years. The Wayfarer was just too big and too complex for the average homebuilder. With his family grown, Ron was ready for a change. He sold the Wayfarer license and his business, packed up, and moved to Bellingham.

With him he took the rights to sell a kit for the Sprite Skiff, a 16' sliding seat rowboat also designed in England. He found a showroom space opposite the Padden Creek Lagoon and opened a small storefront catering exclusively to recreational rowers. In 1992, to balance the kits, he began stocking the fiberglass Alden Ocean Shell from Martin Marine.

As one of the few sources of performance rowing equipment in the northwest, Ron was soon learning what his customers wanted to see in a kit boat. This expertise led to a new design, with the help of Doug Martin for computer lofting. It was developed to use the Alden Oarmaster sliding seat and called the Merry Wherry.

The latest Merry Wherry uses the sleek, minimal, Row Wing sliding seat. Then he went back to the drawing board to modify the lines to take the new rigger shape. The first kits have just been shipped. "It is a really sweet product, lighter, faster to build, more elegant and more economical too," he told me.

Ron has sold hundreds of kits, all of them stitch-and-glue. Using his carefully refined, construction technique the Merry Wherry hull, 15' x 3' weighs just 35lbs, perfect for cartopping and costs \$990 with the Row Wing. His other kits are the 19' Merry Two for two people and the Verry Merry, a



fast 19' hull with a 2' beam.

On my last visit, I caught Ron photographing for his latest, stage-by-stage, instruction manual. While the epoxy was setting, we were able to launch the demonstration wherry and fit the sliding seat. I got my first lesson on sculling, not a pretty sight until I became accustomed to the overlapping oar grip and the feathering necessary to keep the blades clear of the surface. But when I did get in a couple of long, clean pulls, the boat almost shot out from under me! My conclusion: Sculling is to rowing what running is to jogging.

Ron has a web page set up; (www.pacificrim.net/~wayland/) which has proved to be a good, marketing tool. And when he's not sculling, Ron is still building boats for his personal enjoyment. After the Wayfarer he built two lightweight coastal cruisers: a 23' Philip Bolger Birdwatcher in 1987 and a 21' Drascombe Peter Boat in 1992. Now he's finished a 21' Australian Jarcat catamaran.

Ray's River Dories

Ray Heater, the man behind Ray's River Dories, grew up on the Oregon coast close to the Salmon River and George Caulkins boat yard. He remembers being impressed as a boy by the traditional, varnished-wood river dories that his father rented on the Nestucca River during the 1950's. Since 1974, he's been re-creating and using those time-tested designs and is probably the last full-time, wooden dory builder.

He built his first McKenzie drift boat in 1974 and has perfected a style that rows and powers equally well. "This makes it easy to power back up a river you've just drifted down," he explained. It's also good for bay fishing, as well as crabbing, bass fishing etc.

His second dory design is the Classic Rogue River dory, the type of hull with a deep rocker that allows a skilled oarsman to skip around whitewater that usually drenches rafting parties. The kits for both boats include such nice touches as an ad-



justable front seat and a roped oarsman's seat, both with tackle pockets. There is also a built-in cavity for a dry box and a removable fore deck. The kits for a 14' McKenzie and a 16' Rogue both cost \$1,780.

For the last 8 years, his business partner has been Cyrus Happy, a licenced river guide on the John Day and Deschutes Rivers who regularly uses wooden dories in his work. The dory, is one style of boat that re-

ally benefits from the stiffness and light weight of plywood, he pointed out, and he makes a convincing argument for having a plywood boat rather than aluminum or fiberglass.

They have tested various protective coatings on their own boats, and recommend builders fiberglass the 1/2"-3/4" dory bottom with epoxy and graphite for best impact-resistance. And with epoxy, plywood is also the easiest material to repair should a boat be damaged, they reminded me.

The pair also build about one complete boat a month to order, (about double the cost of a kit, unfinished) and Ray still can't keep possession of his personal boat for long, he admitted. They stressed that their kits provide exactly the same materials as they use; 40-60 hours is an average assembly time. "Finishing the hull is where the time really goes," Ray conceded. "We pre-coat and sand everything before assembly, "because the open hull exposes every corner." Their line of kits now includes a power dory, the Willamette Skiff that can be built for off-shore use.

Flounder Bay

It's been over 25 years since Bob and Erica Pickett moved their boat lumber business into the old cannery building on 3rd Street in Anacortes, but it is still called Flounder Bay, after the original location. As soon as word got out that they were a source for high quality, imported plywood, amateur builders all across the country began asking them for complete boat packages. Now they have information on file for dozens of popular designs and can quickly assemble the materials for a specific boat.

Among all the skiffs, wherries, white-halls and dories (to name but a few) they began to notice there was a definite gap; there was no small dinghy that could be built and sailed by school groups or children and parents. To meet this need, they assigned an experienced, northwest designer, Rich Kolin, to produce the ideal boat.

The answer became the Clancy, a 9'9"x 4' sailboat with full buoyancy in the enclosed fore and aft decks. With a hull weight of 85lbs and 54 square feet of sail, the Clancy is a real performer and doesn't even

offer a rowing option. The package comes with the plans drawn out on the panels, but not cut. The bulkheads are part of the building jig, so the skin doesn't have to be stitched before it is glued. This still gives a strong chine and a clean interior. There's even a video of the building process from the TV series "New Yankee Workshop" with Norm Abrams, that has been broadcast on PBS.

The Picketts have sold 60 sails and over 300 plan books, so there are probably over 100 Clancys out there. The boat has been successfully built by many school and youth groups. Prices range from \$607 for a fir plywood hull package to \$1680 for a mahogany ply sailing package.

We end our survey with a second offering from Flounder Bay. It's quite an eye opener and it was, in fact, the catalyst for this whole article. The Pickets, you see, have upped the ante in the kit business with a technology so advanced, it almost seems out of place to use it on humble plywood. Their new kit venture combines a computer-con-

trolled router table with a patented, Australian assembly system that makes boat-building truly "child's play".

The heart of the Kit.Sys method, perfected by John Duncanson after many years of experimentation and trials, is a jigsaw-like joint that allows you to snap the whole boat together dry without any fixtures at all. Combined with numerous slots and tabs, this friction fit means you can then apply the epoxy fillet at your leisure. The stringers are also "finger jointed" and all other components are equally precise. 40 hours is the suggested time needed, but I estimate you are actually going to have a boat shape within a couple of hours!

Right now there are two boats available, a 13' (4m) canoe for \$695 and an 8' pram for \$695, \$1695 with sailing option. While it's true the routing operation is about as far removed from the tradition of wooden boats as it's possible to get, the smell of sawdust in the air reminds you that this is still the real thing.

How to Reach Them

NOTE: All the kits we have described here include EVERYTHING you will need to complete the boat, from rubber gloves to mixing sticks.

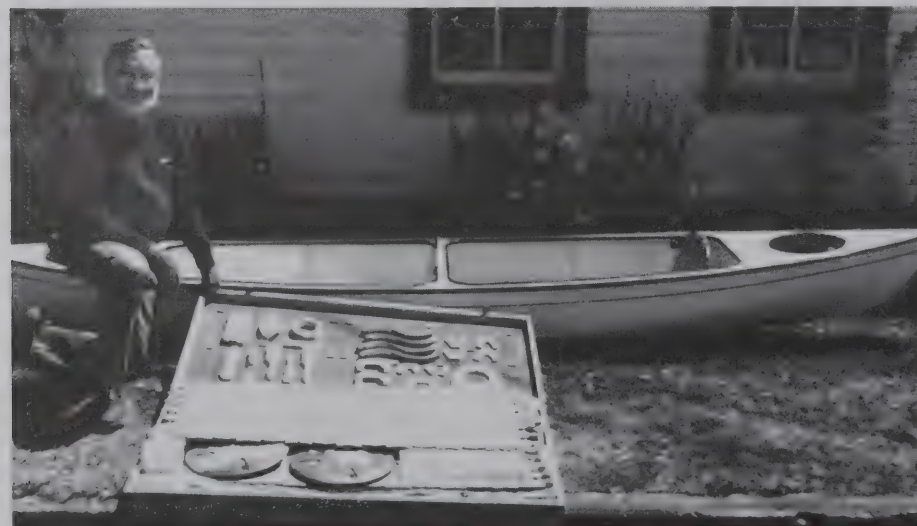
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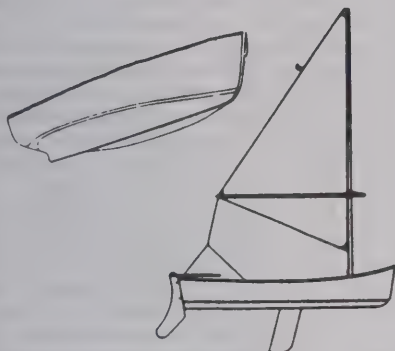
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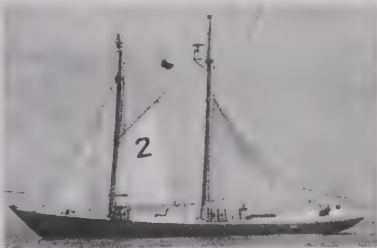
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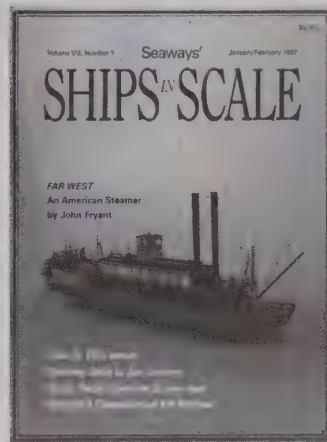
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had a ride on a homebuilt and was amazed at how smooth it was. We started on land and angled down a mud ramp into the water. Coming back we hit the ramp at about 20mph with just a gentle rocking motion. I was ready for a jolt but it never came.

The craft I'm building was designed by Barry Palmer in Washington state where he runs his on a bay. Barry has taken 200 mile round trip excursions carrying provisions, tent and sleeping equipment. The craft is perfect for exploring shallow water and mud bank areas.

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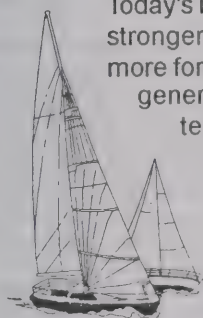


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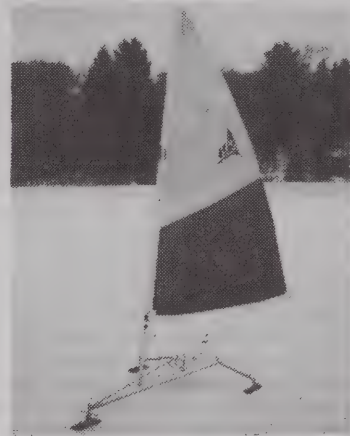


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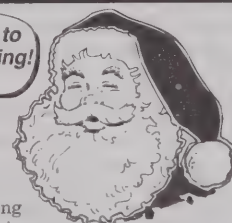
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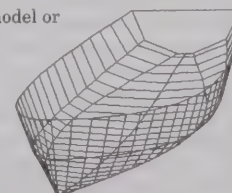
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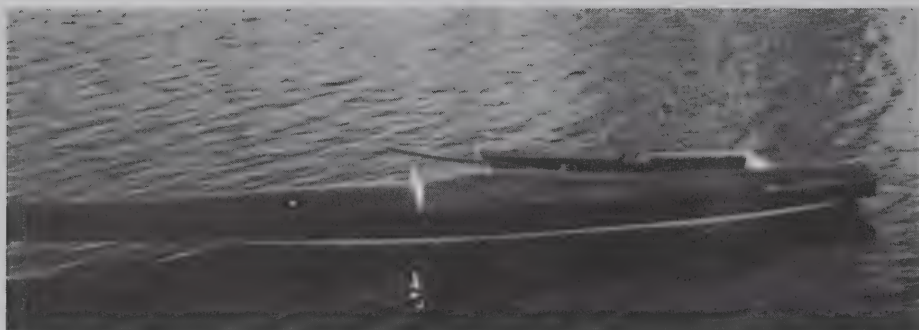


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Jack B Nimble A Lightweight, Square-Tailed Kayak

Design and Commentary by:
Joe Pallazola
1420 Grant Street
Berkeley, CA 94703

Like several of my earlier boats, this one was designed to be built from 1/8-in. luan plywood using the taped seam method. After giving my two previous kayak prototypes to friends, I wanted a very light one-man boat for myself. (In truth, mostly I just wanted to design and build yet another boat.) Following is the genesis of *Jack B Nimble*.

My earlier kayaks were *Gato*, a 14' x 2' hybrid based on Phil Bolger's Minimum Kayak and Eek designs (See *MAIB*, May 1, 1992) and *Harbor Seal*, a Greenland style boat (see *MAIB*, April 15, 1994).

This new design combines some of the elements of both of those boats. She's a little wider and a s'kosh heavier than *Harbor Seal* and has similar arched decks forward and aft, but at 14 feet is two feet shorter (the same length as *Gato*). She also shares the plumb sides, vertical stem, and some of the angular coaming structure of *Gato*. Unlike the earlier designs' pointy sterns, *Jack B Nimble* has a flat, skiff style transom for reserve buoyancy aft. A major departure from the previous boats is the long, mostly open cockpit. I wanted this feature to make it easy to pack camping gear or perhaps to carry a small, lightweight passenger on occasion. At some point I plan to make an appropriately long sprayskirt for choppy conditions. But mostly I avoid kayaking when the water's too rough, so I may never get around to it.

Starting the Process

With the idea for her shape pretty much worked out in my mind, I only needed to develop simple working drawings. I started by drawing a scaled cross-section of the hull amidships, beginning with a bottom width of 24". I drew a vertical centerline bisecting the flat bottom and then drew a waterline 4" above and parallel to the bottom. From the intersection of the waterline and the centerline, which I took to be the heel of the stem, I drew diagonal lines to the beam ends of the bottom. These represented the chines as viewed from the bow.

Measuring up 7" for plank width amidships and 6" from the bottom of the stem, I drew lines perpendicular to the waterline and then connected the tops of those verticals to complete the view from up forward. For the stern view, I drew a rectangular transom with its flat bottom edge just a bit above the waterline and an arched top for the afterdeck. The sides of the transom were similarly connected top and bottom to the verticals of the sides on another outline the midships section.

Next I worked out the layout for the various parts on a scaled outline of the joined plywood sheets. With the drawing at hand, I copied the various hull parts to a scale of 3/4" = 1'

on light cardboard and then taped together a model of the basic hull to study it in three-dimensional form. Looked pretty "shippy," I decided to continue.

Beginning Building

Two 4' x 8' sheets of "doorskin" provided all the ply needed for the sides, washboards, bottom, and decks (practically the whole boat). On my backyard deck I joined the sheets with a modified "Payson-style" butt joint, using epoxy and 2" wide fiberglass tape on the less attractive side of the ply, to become the inside of the hull. I covered the resin saturated glass tape with waxed paper and a board weighted down with bricks and flowerpots.

After the resin cured, I used my scale drawing as a guide to measuring and marking the pieces. This isn't lofting, it's simply enlarging a scaled pattern. Then I cut the pieces out right through the pencil lines using a Japanese handsaw with an extremely fine kerf. It's not at all difficult to cut "doorskin" ply with this saw. I also find it easier to control and certainly much quieter and less messy than power saws. It's not much slower, either, and I guess the bit of exercise it provides is another benefit.

So I could work at night in a warmer space, I stacked and carefully carried the floppy pieces (so as not to break the as-yet flimsy butt joints) into my living room and began assembling the hull using many strips of 2" wide masking tape to hold the bow, sides, and bottom together. I cut the arched transom from a scrap of 1' x 6' pine, beveled the sides and bottom as needed, and then temporarily fastened it in place with pan-head screws and tape. With the wobbly hull propped up on blocks at strategic locations and a temporary mold taped in place amidships, I adjusted things until I judged it looked "right" and was ready for gluing.

To eliminate the troublesome chore of drilling dozens of holes and endlessly twisting copper wire ties to hold the pieces in place, I used a glue gun to run a series of short "spot-welds" along the chines on both the inside and the outside of the 90° joints. The bow angle is so acute that I couldn't get the glue gun's nozzle into the joint except at the top, so I relied on the masking tape holding the sides together to keep things in order until I had the stem joint epoxied.

Then I made the bulkheads (the two that separate the cockpit from the decked ends and another one in the middle of the forward compartment to help keep the shape) out of some scraps of 1/2" thick "gatorboard" I had lying around. (I previously used gatorboard with success in *Harbor Seal*. It's a very lightweight

Specifications

(Dimensions are nominal)

Length overall:	14'
Beam:	24"
Draft:	4"
Weight:	25 lbs.

Cockpit Dimensions:

Inside Length:	72"
Opening Length:	60"
Opening Width:	17"

1/2" thick laminate of fine textured plastic foam sandwiched between thin, hard resin sheets. It is easily worked with common woodworking tools. I ran a test of its glued-up durability using epoxied joints some time ago and found it to be amply strong.)

I fitted the gatorboard bulkheads to lines I had drawn inside the hull, marking their locations by beveling their sides with sandpaper, and tacked them in place with the glue gun, making small spot fillets about 4" apart along all joints on both sides of the bulkheads. With those attached, I added 1" x 1" stringers at the centerlines on the tops of the front and rear compartments. These were to help hold the curve of the arched decks to be added later.

Then I removed the temporarily fastened transom, applied thickened epoxy to its sides and bottom, and refastened it, using the screws again at the sides and fresh pieces of masking tape to hold the bottom joint tight while the glue cured.

The hull was now held together firmly enough to fillet the inside of the chines. First I ran a continuous strip of masking tape along the outside to keep epoxy putty from oozing out of any small gaps. Then I thickened a batch of epoxy with wood flour, glass fibers and Cab-o-sil and applied fillets inside the chines, where the sides come together at the bow and where the three bulkheads meet the sides and bottom.

The addition of the chopped glass fiber strands to the putty mix, while making it less smooth than it would be without it, strengthens the joint greatly and functions more or less as a substitute for the glass tape usually applied inside such joints, saving a lot of work and some additional expense. The outside of the chines are glass taped anyway, and have a second layer of glass cloth on the outside of the cockpit area where the fiberglass covering the bottom overlaps the sides, so I believe those joints are sufficiently strong.

In this design, most of the fiber reinforced putty is hidden inside the decked compartments, so appearance is not an issue there. While they are visible inside the cockpit, I took pains to smooth these as best I could so they're not too rough. Two subsequent coats of

unthickened epoxy within the cockpit further smoothed the fillets.

Then I glued strips of 1/4" x 3/4" fir along the outside of the wales in the decked areas, partly to serve as rubrails but mostly to provide sufficient surface area (and something to clamp to) for gluing the decks on.

I measured and cut the decks (a little oversize) out of doorskin. Before attaching them, I squeegeed the entire inside of the compartments and the undersides of the decks with a couple of coats of clear epoxy, allowing the first coat to cure before applying the second. Before closing up the after compartment, I drilled three holes along the centerline at the stem and affixed the skeg, made from 1"x4" pine, with screws and epoxy. Then I glued the decks in place, using a bead of thickened epoxy along the top of the gunwales and clamping them on with many strips of masking tape and lots of clamps and spring clothespins along each joint.

Next came the canted washboards. After a careful dry fitting, I secured them with masking tape along the outside of the sheer joint. I glued their ends to the cockpit bulkheads and made another batch of reinforced epoxy putty to fillet all of the inside joints where they met the sides and bulkheads. Things were definitely shaping up.

It still amazes me, with nine projects of this type under my belt, that these simple procedures can produce such satisfying results. I think I have at least as much fun messing about designing and building boats as I do messing about in them.

Completing Construction

Next came the coamings. These were made by gluing strips of 1/2"x1/2" clear pine along the outboard top edge of the washboards in the cockpit opening area. These, in turn, were covered with pieces of picture frame molding, about 3/8"x1-1/2" in section, with a shallow rabbet about 1/8"x1-1/4" and a 1/4" half-round bead at the thick end, which faces the inside of the cockpit. Some time back a framer gave me lots of this stock from his discard pile of blemished pieces, and it has come in handy on several of my boats.

Before I made the small trapezoidal deck for the forward end of the cockpit, I cut circular holes in both bulkheads and attached white plastic screwout "inspection ports" with silicon caulk. These are less for access to usable stowage (only smallish items can be crammed through a 6-in. hole, but they are handy for some stuff) than to dry the condensation that would otherwise accumulate in the enclosed spaces. With the ports installed, I fitted the deck, using the same masking tape clamping method to hold it all together while the epoxy fillets inside set up. With a couple of pieces of 1"x1" having a 1/2"x1/2" rabbet, I finished off the cockpit edging forward and aft.

All the basic assembly was now done and it was time to take the boat out to my porch for messy work like trimming, chine rounding and the like, and then two coats of epoxy were applied over the entire hull except for the bottom. Two-inch wide fiberglass tape was epoxied outside the chines and around the stem and transom edges. Then the bottom under the cockpit area was covered with 6-oz. cloth set in three coats of epoxy.

The bottom forward and aft of the cockpit, below the decked areas, has no cloth sheathing, but I think the three coats of epoxy

over the plywood provide sufficient protection for such small areas. I stiffened the bottom under the cockpit with a piece of fir half round on the centerline, faired in with epoxy putty, and then covered with a strip of fiberglass tape. I also added two parallel strips of the same molding inboard on the cockpit sole, about 12" apart. The combination of the three longitudinals "welded" to the bottom plank stiffens it considerably.

Finishing touches consisted of the installation of a hardwood cleat (resembling somewhat the Jonesport style) on the bow and a fairlead at the stern, for lashing points or for painter or towline attachment. I still have to install a drainage/venting hole in the deck forward of the mid-compartment bulkhead to let any condensation dry after an outing. I may use another, smaller, inspection port for this purpose.

A couple of coats of satin finish urethane varnish topsides gave the finished craft a nice, bright woody appearance, and I painted the bottom flat white with a black vinyl bootstripe (of electrical tape, which is surprisingly long-lived) above the waterline. I liked the way she looked a lot, and she was gratifyingly lightweight. Now it was time to try her out and see if she lived up to my performance expectations.

Sea Trials

Naturally, I had to invite my friend Steven (owner of *Celia Mai* and *Harbor Seal* and former owner of *Rude Dog*, three of my earlier efforts) to come along for the trials. He has been the "test-pilot" for most of my output over the years, so it's become a kind of tradition with us. We went down to Berkeley's Aquatic Park, the testing site for several of my designs. Steven decided to use the narrow, Aleut-style paddle I made for *Harbor Seal* on *Jack B Nimble*'s maiden voyage and, after adjusting himself on the seat cushion, he took off across the shallow, weed-choked pond. Whenever she was clear of the weeds, I noticed that this boat can really sprint. She seemed remarkably fast and easily driven for such a (seemingly) crude hull form, and almost as fast as *Harbor Seal*, which has turned out to be a very successful design, according to her owner.

I tried *Jack B Nimble* soon afterwards, was quite pleased with her behavior. With her flat, moderately wide bottom, she seemed quite stable both sitting still and underway. Her light weight made her easy to accelerate up to cruising speed in a jiffy, and though her skeg helped her track well, she also turned easily when I tried some maneuvers. A good balance all around, I thought.

The only quibble I had with her concerned another kind of balance, the fore-and-aft sort. I found that to get her to sit

on her designed waterline, I had to scootch farther forward than expected. This meant that when I was sitting at the proper place for trim, the forward bulkhead prevented me from straightening my legs. Subsequently I removed the offending bulkhead to get the desired legroom and it's much more comfortable. By doing so, I lost the sealed storage space and now rely on the remaining bulkhead further forward to provide the seal to a smaller but still adequate floatation compartment.

In Her Element

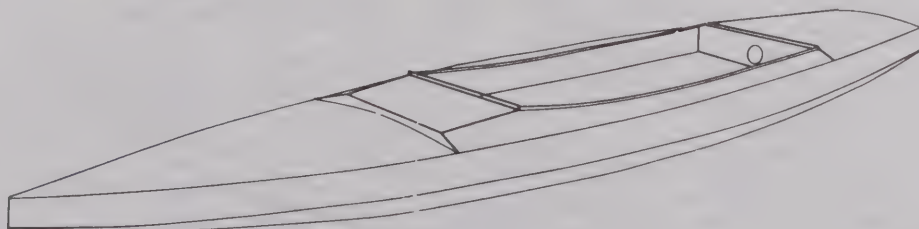
Later in the summer, I took the new kayak with me on the annual camping trip my buddies and I take each year in the Sierras. We camp for four days on an island in a reservoir at around 7,000' and use our boats both for transport to the island and also for messing about while we're there.

As usual, most of our fleet consisted of boats of my devising. This year, besides *Jack B Nimble*, we took Danny's *Gato*, Steven's *Celia Mai* and *Harbor Seal*, and my 8' sailing punt, *P.U.P.* (readers of my sporadically-published articles in this magazine will recognize those names). Michael brought his yellow roto-molded kayak and Danny also packed a large inflatable raft for towing behind his kayak. With all our watercraft (seven boats for four guys), we had sufficient carrying capacity for the tons of gear we bring each year.

It was a most-enjoyable sojourn that ended all too soon. We sailed *Celia Mai* and *P.U.P.* separately and in tandem and we paddled our kayaks, sometimes all together. I will never forget one such outing to the stream that feeds the reservoir, on the far eastern side, with the setting sun behind us, the air perfectly still and the water like a mirror. Everything ahead of us was brilliantly lit with the warm, reddish glow of the late-afternoon sunlight. Our shadows stretched out far ahead of us. Four Canada geese, a bit uneasy at our swift, silent approach, soon took flight and crossed our bows two to three feet above the water while their reflections flew beneath them. It was the kind of messabout experience that snapshots or even video can't capture. You really had to be there to know how sweet it was!

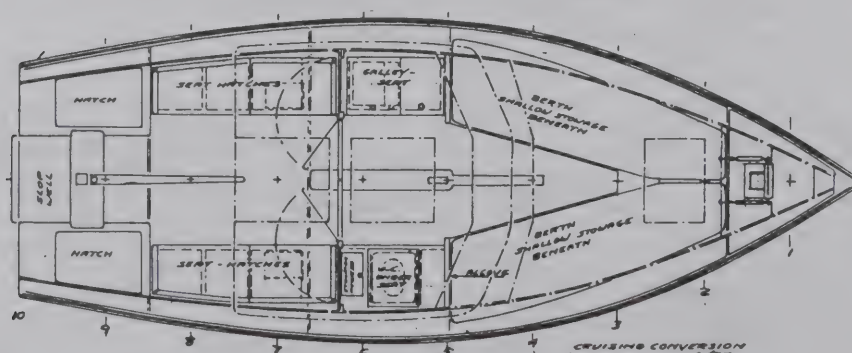
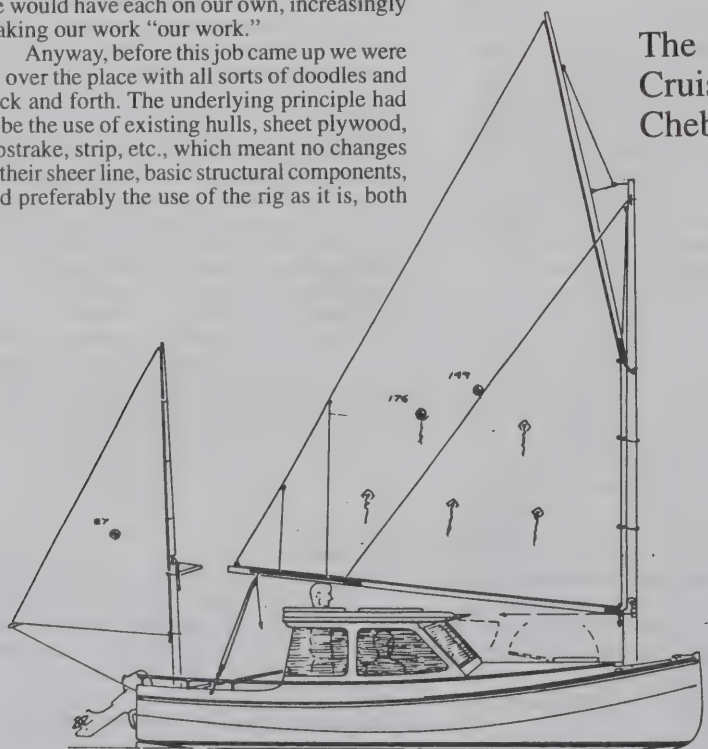
What's Next

Now my friend Steven wants me to design yet another addition to his fleet. He has heard about kayaks made using the "folded ply" method and wants a canoe for his wife based on that approach. In Thomas Firth Jones' *Boats to Go* the author shows a "tortured ply" rowboat he designed and built that, with a few modifications, would probably do the trick. Maybe that will be the topic of my next article in these pages. Stay tuned...



Anyway, before this job came up we were all over the place with all sorts of doodles and back and forth. The underlying principle had to be the use of existing hulls, sheet plywood, lapstrake, strip, etc., which meant no changes in their sheer line, basic structural components, and preferably the use of the rig as it is, both

We took the plywood version as a base for our consideration as a matter of convenience, since the local Chebacco *Kattepus* of Ted Ratcliff's offered immediate 3-D comparison, and since straight lines are faster to draw than multiple strokes and slack bilges. The point of this addition to the Chebacco 20 line of plans is that it can only be an exercise in approximating dimensions, clearances, and



Her overall silhouette shows the direct family lineage with her unmodified hull lines and essentially original rig. Looking her over from bow to stern there is a mix of obvious and some hidden additions and changes that make her a light cruiser.

You will also notice that we've moved the mast forward and kept it stock upright in an effort to help those of you who are suffering from too much weather helm. Since this

More obvious to note, the mast, with its original rig geometry intact, has both been raised to clear the house and some of its lower end cut off to clear the foredeck and that nice Jonesport cleat when it travels through its 90 degrees up or down. The stout tabernacle will make up for that shorter bury. Two turnbuckles connecting the mast heel to the cabin's reinforced forward face will be of comfort out there and allow careful no slack setting up of the mast in its vertical position. Whether you want to muscle the mast up and down or use a light tackle to control its movement, is up to you.

Since we know of no widely available source of them anymore, we are proposing a homemade gooseneck. It uses two stock heavy-duty SS gudgeons to accept a 1/2" SS eyebolt which then connects via another undersized bolt loosely to two SS tangs that are screwed to the forward sides of the boom; there should be enough freedom for the boom to move any which way, including twist from sheet pull.

The Bow-Hatch

Two Decent Berths

her overall trunk profile low enough to not offer yet another bloated mini-cruiser to the world. On the other hand, we raised the berths' platform to get more useable real estate out of those berths, which in turn produced a shallow but wide and long space under each mattress, seemingly perfect to keep clothes in an orderly fashion, one flat pair of socks next to the woolens and the fine threads for the occasional well-earned meal in a restaurant. Lifting that 1/2" ply mattress platform would work fine without any hinges, etc. Finally, shown here only for the starboard berth, we would propose putting an alcove through the aft headboard of the berth to put valuables such as glasses, gun, spare teeth, a few pocket books, AM/FM radio, etc. Your imagination is the limit how far you want to take this between tiny drawers, micro bookshelf, and cutesy fiddles.

The Daysailing Chebacco

The Deckhouse

This is where the Cruising Chebacco re-



ally differs from her older sisters. With a three panel/center hatch front, two panel sides, four panel/two door aft bulkhead, and two hatches overhead, there is dry, comfortable and airy shelter for two, including a hard dodger overhang in the actual cockpit to get out of wind, rain or sun while at the tiller. Without any openings in it except the hatches and double doors on centerline, her reserve stability is greatly enhanced to easily recover from a knockdown making a jump across a bay offshore.

In both the deckhouse and the cockpit, we use the existing cockpit benches and bulkheads, but they all get modified.

First of all, the former companionway bulkhead is largely cut away, just leaving as berth headboards the forward supports of the cockpit benches. This opens up cuddy and house into one space of a length of about 13 feet.

Secondly, to starboard, aft of the alcove, we propose to cut out a square hole just in the top of the bench to accept a 10 US gallon drop-in 1/2" plywood holding tank/toilet with a tightly gasketed and lockable lid. Contoured in section to your particular hull shape below, and measuring about 14" fore and aft, this is a tiny version of our "don't look down, no flush, outhouse principle based toilet/holding tank combination." We've come to specify this as the only 100% reliable and water economic solution on liveaboards; there they can readily hold well over 200 gallons, for instance, and feature a lid up, switch on extraction fan. Here, in the spirit of Herreshoff's cedar bucket philosophy, we won't bother with that fancy fan idea. And we also don't even think about habitually filling the tank with 10 gallons of dishwater or human waste, since you could not easily lift this weight out vertically to carry it to a toilet in a marina, or just to lug it aft to dump over her stern where advisable. Rather, about half that quantity should allow use by two for a week, if dishwater can occasionally go over the side, discreetly discharged through the centerboard case via a dedicated funnel and screw port combination (use biodegradable soap). But the volume is necessary as there is no horizontal valve to keep slosh under control. If you have to use it out there, or in a bouncy anchorage, a fore and aft baffle, in conjunction with its more or less triangular shape, should keep matters somewhat under control. The point here is to not have a production porta-potty be in the way everywhere or eat up too much space with its limited volume for its overall bulk if you should find a regular spot for it. From toggles on top to latches on its forward vertical, we see a number of ways to keep the lid on it reliably, some solutions might require cutting a slot into the bench's lower vertical to accommodate the lid latch. However you deal with that detail, the tank is supposed to be supported below with cleats and rubber feet in order to have its top surface/lid be flush with the top of the alcove forward and the access hatch to the stowage abaft it. If you then throw a cushion over everything to sit on, things should be quite comfortable on that side of the house with a fore and aft length of about 30" per side and a sitting headroom between 38" and 42" over that cushion. Consider rolling up charts overhead, very "salty" indeed.

The stowage volume abaft the tank has only a narrow access from the top, about 6" x 12", but reaches well down and aft to the ex-

isting bulkhead, which should be made solid again as well. Here is thus quite a bit of useful volume right amidships to accept lots of weighty cans, bottles, etc., things that are tall, narrow, and you would like not falling over on each tack. Putting a liner of 1/8" neoprene down would keep any movement quieter.

Thirdly, to port there is the optional port alcove, while abaft it there would just be a single or divided full depth galley bin, opened up under a two lid cover in the original cockpit bench. Again, this volume reaches aft to said, now solid, bulkhead. Into this galley bin area you could fit stock square buckets or more efficient hull section, contour shaped, 1/2" plywood bins to carry all kitchen utensils, a one-piece single flame propane burner, a plastic washbasin for dirty dishes and face that also carries the cleaning utensils such as soap, sponge, brush, detergent, etc., and also store foodstuffs, e.g., bread, and jam bin, oil bottle, flour and sugar jars, etc., whereas perishables like fruit, veggies, dairy products, and eggs might profit from sitting in a plastic cooler in the motor well with a wet rag over it for cooling; keep soaking it. Overall, consider her galley and pantry in the spirit of those ingenious "15-pieces-into-one combos" you find in outdoor stores and the backs of VW minibuses.

To sit down to prepare a meal, we would, concoct a straddle seat of a 1/2" ply piece to act as a filler piece between starboard bench and centerboard trunk. Sitting on this seat, with your feet down the portside of the trunk, cooking is comfortable, without leg-cramps, while your crew lounges on the berth forward or you lock her out in the cockpit. Opening the center panel forward plus the overhead hatch, or the double doors into the cockpit, would let all steam and smells exhaust freely. To get going, you flip up one of lids to take out what you need and put that stuff on the other lid; perhaps a second, narrower filler piece between centerboard trunk and the after end of the galley area would extend the counter to spread out. Again, your practicality and imagination are the limits here. However you do it, you should be able to feast very well indeed, snugly and smugly, rain or shine, and within limits even when you are underway.

With an eye on trim, both port and starboard weights should be balanceable over time, as water migrates from bottles into the tank.

If you just want to use the house to pull up your pants in the morning, there is about 5' of headroom under that overhead hatch and near 5'6" if you do without the floorboards.

Finally, the house top has those two hatches, two handholds, but could also have fishing rod and boathook holders with over lengths extending ahead of the house without poking your eye out. Indeed a couple of sweeps could be carried for a rowing geometry of your devising, should you have the urge.

The Shorter Cockpit

The cockpit itself is now just over 4' long, still good enough to seat four butts in a pinch, and fine to stretch out one set of legs on the bench with a book to read in the shade under the house top. For unimpeded view from the helm, the after hatch allows full headroom and 360 degrees of uninterrupted perspective. For sailing sitting down on the weather bench, you will have to look through at least two layers of glass/polycarbonate, three if the house doors are opened up, still much

better than trying to squint through one layer of yellowing and increasingly opaque PVC sown into floppy dodgers.

And there even is the option to fire up a windshield wiper or three on those three forward-facing 1/8" laminate glass windows, because there are placed under the new cockpit hatches two 6V deep cycle batteries capable of around 215 Ah at 12V, enough to let those wipers run for a while, but actually mostly intended to run navigation lights and navigation and communication equipment, the radio cum CD player, and the reading lights, or to briefly light up your sails at night with a giga-lux spotlight should someone big fail to notice your existence. If you then spring for a small solar panel, you may be able to stretch out that one initial charge you poured into those batteries at home before your Cruising Chebacco left your driveway. At any rate, in these bins and those flanking the motor well, fenders, tools, spares, lines, extra fuel/oil, etc. would be secured here, out of the cabin, but in their place within ready reach.

Incidentally, we counter-intuitively hinged those 1/2" ply cum stiffeners cockpit bench hatches on the straight inside for geometric simplicity. Shaped as shown, they should open up, in, and down through 270 degrees, to end up hanging more or less vertical when open. To lock them down reliably, consider putting 1/4" studs into the four outside corner of these benches, i.e., out of reach of your behind, to tighten down each hatch on its neoprene gaskets with two wing nuts and washers. You might find a better solution, such as using those smaller but complete and O-ringed commercial plastic hatches. Ditto for those hatches now cut into the tops of the after compartments left and right of the motor well.

Whatever hatch and locking system you might pick, make sure to put two small screw-in plate openings into the overhead protected vertical of the cockpit, to leave open when she's left on the mooring, thus allowing adequate ventilation for those cockpit compartments without risking serious swamping from uncloseable openings when you are underway. Again, your imagination will take care of any questions. For the house/cabin, we would put one vent in the house top and an matching intake vent on the forward hatch to produce a good defacto solar powered ventilation circuit from the relative heat trapped in the glass house.

So here she is, warts and all, with greatly enhanced reserve stability from that house, much enhanced overall utility, a different look, and the promise of exquisitely independent gunkholing between the longer stretches of coastal, riverine, or lake cruising. She is a very light cruiser in all respects, but in terms of weight and absence of serious ballast, she also remains an unsinkable cruiser.

She'll easily do 70 mph on the highway behind your car, rushing from one great cruising ground to the next, on that lake one week and then around the bay the next. The distant canal system might appeal for next summer while the coming winter might see you and her down South somewhere.

The complete 11-sheet Chebacco 20 plans package of designs #540/575 costs \$250 US. The two sheets of Cruising Upgrade plans are \$50 US. Both plans are solely available from us at 29 Ferry St., Gloucester, MA 01930-4834.

Here are a couple of prints of the latest of my designs to get launched. This one was designed some years ago to meet a brief for a sailing cruising "canoe" large enough to sleep two under a tent, but light enough to cartop. I doubt the latter, although it can be carried by two, just, if one of them is me, the original 9-stone weakling.

The design is odd in that the daggerboard case is at the aft end of the large cockpit to maximize the space for sleeping; this makes for problems with the steering arrangements, since not only is the mizzen mast in the way, but the DB case is immediately in front of the mast.

In this one, No. 5, the first I know to have been built, the builder, Hugh Webb, tried a balanced rudder on the bottom of the daggerboard but this did not work, possibly because it was just too small. However, we found she steered perfectly well by manipu-

Dennis Davis's DD-18 Cruising Canoe

By Dennis Davis

lating the two sails, so we had an enjoyable maiden sail in about F3-4. She exhibited a good turn of speed with a small sail area and plenty of space for two adults and two children, although the crew tended to move too far forward, the large open cockpit rather invites this.

Hugh is going to fit a conventional rudder with, probably, an endless line attached

to a rudder head yoke to permit steering from anywhere within the cockpit. This works quite well on my 3-meter trimaran once you get used to it.

DD-18 Sailing Cruising Canoe Details

Loa 15'0"; lwl 12'0"; beam 4'6"; draft -7" and 24"; sail area 68 square feet in the form of two identical balanced lug sails, fully battened and to be fitted with lazy jacks.

Hull form is single chine, stitch and tape construction from 4-1/2 sheets of 8'x4'x4mm thick plywood. Buoyancy compartments are provided under the floor and at each end. Aft of the mizzen mast is a bailing well in which can also be fitted an outboard motor well. In the photo this can be seen on the starboard side just aft of the mizzen mast thwart, designed in this case to take an electric rotor.

The hull would accept a larger sail area quite happily, but the original brief was for a cruising canoe.

Plans and building instructions are available for \$44 including second class airmail. Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, UK.



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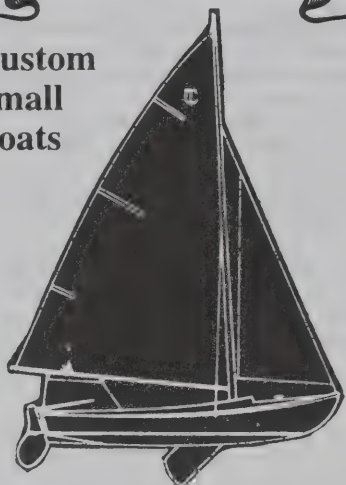
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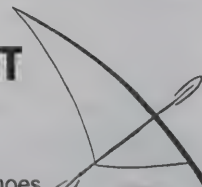
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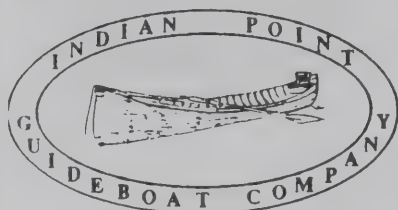
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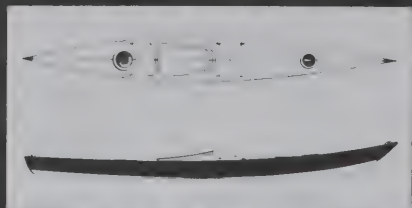
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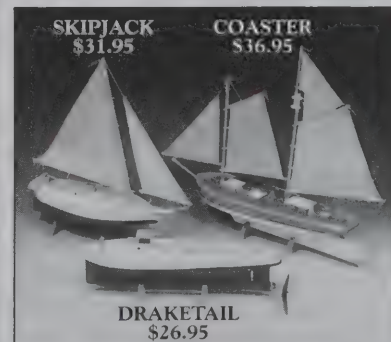
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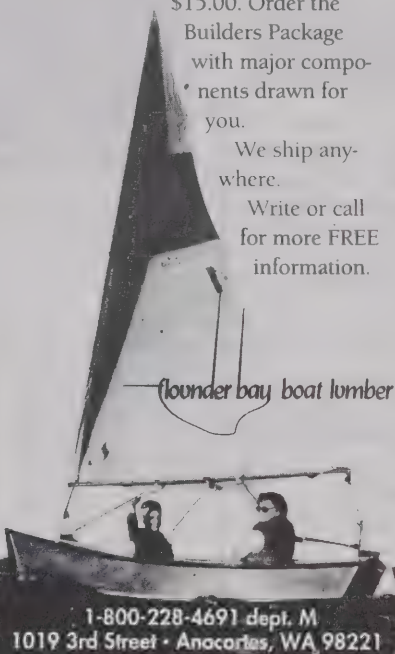
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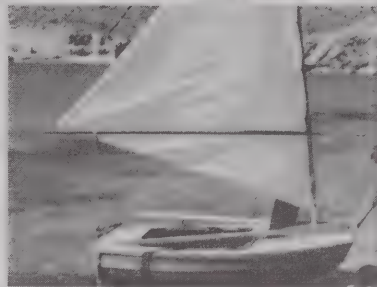
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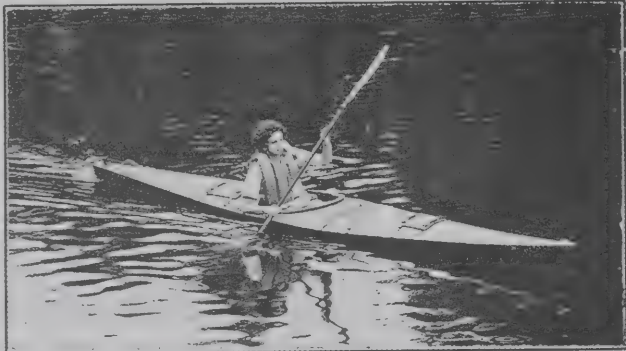
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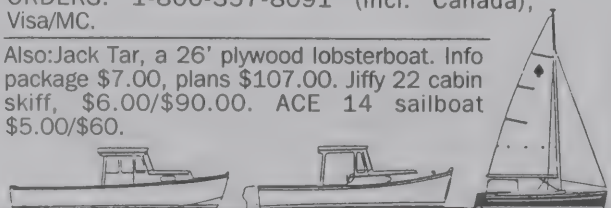
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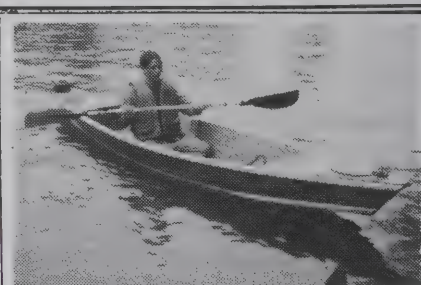
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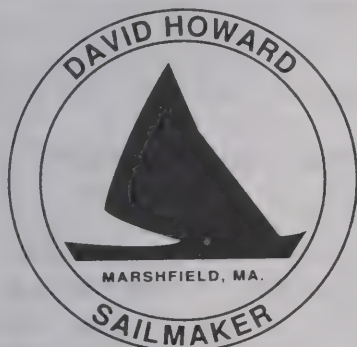
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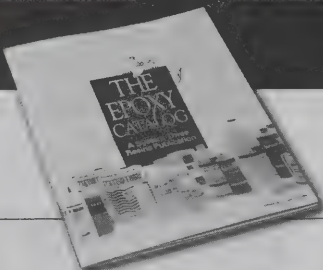
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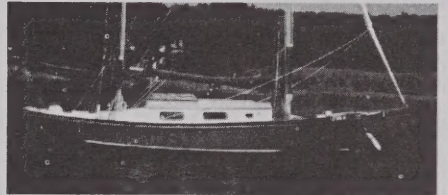
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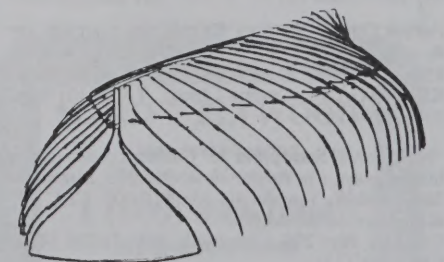
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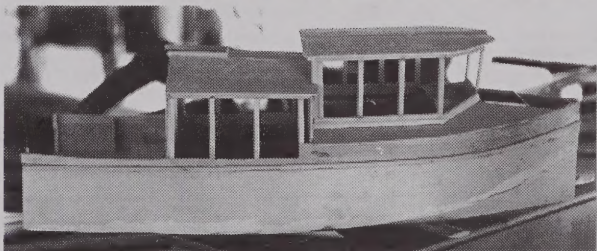


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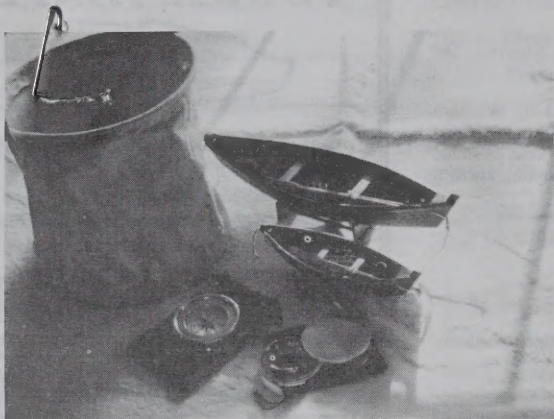
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