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Special Features This Issue
1998 World Multihulls Symposium
Escapade...Resurrection of Pedal Power



messing about in BOATS

Volume 15 - Number 24

May 1, 1998



messing about in BOATS



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In Our Next Issue...

I'll bring you my report on the "Maine Boatbuilders' Show" which missed this issue due to photo processing delays.

Rick Klepfer reminisces about "Doubling Cape May"; Dick Harrington reports on a fleet of Wayfarers having a "North Channel Affair"; and Lewis Freeman motors right into that same North Channel back in 1924 as he continues "By Waterways to Gotham".

Tim Weaver looks at the broader issues raised at the "Amistad Keel Laying" at Mystic; Pete Cartier tells about "The First Canoe"; and Ron Magen continues his "Boatbuilding" series with "Things They Don't Tell You".

Adam Zielinski presents his latest design, the "Pocket Cruiser *Sinbad*"; John Thomson brings us Part 3 of his "Boat Design" series, "Boat Modeling"; Richard Carsen continues his "Dreamboats" series with "Look Ma, No Mast!"; and Phil Bolger presents a "Beach Cruiser Concept".

On the Cover...

Action at the 1998 World Multihull Symposium: Jim Luton's camera records the new Wilderness Systems Rave flying on its foils in about 12 knots of wind. More on all this cutting edge stuff from Jim Luton in this issue.



Commentary...

Let me tell you about my granddaughters. Well, only a little bit. That's them above in the two Cockleshell kayaks I built about ten years ago. Every Spring a vernal pond forms in the hollow down behind the barn and the Freeman sisters, Laura and Carrie, ask gramp to get out the kayaks from the shed so they can go paddling. Sometimes one of their cats comes along, reluctantly.

The granddaughter on the right, Carrie, was born in June 1983. This magazine was born in May 1983, so they are about the same age. As I complete this final issue of Volume #15, *Messing About in Boats* turns 16. Carrie will follow next month. Her presence in our lives is sort of a marker for me of the passing years with this magazine. We all say about our children, and grandchildren, "My, don't they grow up so soon!" Well, I feel the same about this magazine. Has it really been 15 years now? A rhetorical question, more of a marvelling.

My previous publishing ventures, *Cycle Sport* and *Trail Rider* lasted 20 and 14 years respectively. *Messing About in Boats* has now surpassed the latter, but has five more to go to catch up with the former. I believe it will surpass it also, check in with me in May, 2003. Better yet, stay with me until then and share the achievement.

Some differences exist amongst my three major publishing ventures of the past 38 years. Both the earlier publications were monthlies, but both grew to much larger sizes, 80 to 120 page issues, as the motorcycle industry and sport grew and prospered. I ceased publishing each, not because of the economics or my health, but because I was growing old enough to become irrelevant to the younger generations entering into motorcycle sport and competition. I sold both to younger new owners.

Messing About in Boats will not ever present me with that irrelevance, for this is an enthusiasm that attracts all ages. As long as my brain remains reasonably clear I can keep on going, for modern technology has been easing the actual mechanics of publishing every two weeks, and my daughter (the Freeman sisters' mother) now manages the subscription list (4,500 names) and does much of the page production layouts. Nice. She gets my drudgework and the concomitant income share from what the magazine now generates.

We laughingly envision me at 85, now

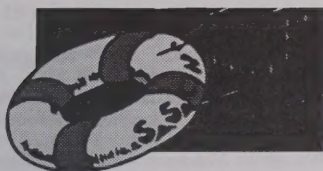
semi-sedentary, nodding out my choices of articles for the next issue from the pile she presents to me. Then off she goes to produce the 760th issue of *Messing About in Boats*. That's 400 more than right now. Yes, this issue you are now reading is the 360th, we've turned out since that May 15, 1983 16 pager.

No I do not grow jaded yet, nor do I yearn for "retirement". To me retirement has always been an escape from a life reality that was less than satisfactory. With this definition in mind, I "retired" in 1959 when I walked away from my engineering position in the semiconductor industry, bored out of my mind, and started my first publishing venture. Jane and I had two small children and a mortgage, and the more security addicted acquaintances and family members questioned the "responsibility" of my action.

Well, the kids grew up, one went to college, both found gainful employment, the mortgage was paid off in 1968, we never had any medical insurance worries, we never needed it. Still don't. And now look, here I am finishing off the 360th issue of my "latest" publishing venture.

But I know when to draw a line. My recent interest in mountain biking led me into producing a newsletter for the New England Mountain Bike Association (1994-1997) which grew to 32 pages, pro bono for my sport. So friends wanted to know if I planned to start a mountain biking magazine. Nope. In the early years of *Messing About in Boats* when it was not generating even our modest income needs, I undertook to publish (1985-1994) a 24 page monthly for the National Woodie Club (wooden "beach" wagon collectors) and for a shorter time (1990-1994) the Wooden Canoe Heritage Associations' *Wooden Canoe* club magazine. Both these supplementary efforts provided needed income in their time but when *Messing About in Boats* grew to a size generating sufficient income and work, I resigned from those other efforts.

So now as I start on the 16th year of publication, my life is easier than ever, my enthusiasm undimmed, my support team in place if needed, and my health unaffected by advancing years. This is too much fun to retire from, and so I do anticipate that we might indeed get to that 760th issue, if enough of you stay with us, and others like you join in along the way.



Small Boat SAFETY

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

Insurance

I spent last evening, or more properly part of last evening, in the dreary process of paying bills. This month's batch included no less than three from insurance companies. My first reaction was annoyance at how many years I had been paying premiums with never a dime in return. A second reaction was gratitude that, in all those years, I had never needed to make a claim.

Anything to avoid writing checks, so my

mind wandered from insurance to "insurance," and the following true story came out of my subconscious.

I had been visiting grandchildren in New Orleans when the phone rang. A former student had died of hypothermia. Would I conduct the funeral?

What had happened was this. The young man and a friend had been duck hunting in the Louisiana marshes. A combination of low tide and a strong offshore wind had pushed the water out of the marsh, and towards sunset they were grounded. Even though a Coast Guard SAR helicopter passed overhead, they could not signal. They were in camouflaged clothes in a camouflaged boat and had no flares. By dawn one was dead and the other had severe hypothermia.

What has this to do with insurance? Two obvious answers spring to mind.

First, if their boat had been through a free Coast Guard Auxiliary Courtesy Marine Examination, the lack of flares would have been pointed out. A \$10 investment in visual distress signals could have saved a life.

Second, while a VHF radio is not required to earn the "Seal of Safety," any good examiner would have stressed the advisability of having one on board. A 5-watt handheld can be purchased (with careful shopping) for

about \$100. A 25-watt "standard" marine radio with a good antenna will cost only a little more. I carry a handheld on my boat as backup for the standard radio and in case of battery failure. I have had it for almost six years, so my "premium" is less than \$20 a year. Since it gets reasonable care and I always run the battery completely down before recharging, it will probably be good for at least another six years.

The point, of course, is that for a very small investment in additional safety equipment, one life could have been saved and extensive hospitalization for the second boater could have been avoided.

When I began serious "messaging about," no one ever told me about the Auxiliary CME program, and the very concept of a marine radio was beyond my imagination as well as my pocketbook. I did have flares on that elderly cruising catboat, but it never occurred to me to see if they were "in date." Probably they were not.

Because of good luck rather than boating skills, I survived those early years. But we do NOT have to be ignorant. Free and solid advice is just a phone call away.

Call your local Auxiliary and get a Courtesy Marine Examination. It just might be the best "premium" you ever "paid."

"The Old Ed Stories"

By Eric P. Russell



Readers wishing to contribute stories to the *Old Ed Stories* can send them to me at 2664 E. 18th St., Apt. 3F, Brooklyn, NY 11235. Those accepted will be cited in print and will receive a copy of the book when published.

A Fisherman's Tale

All fishermen are liars - Anonymous
Truth is stranger than fiction - Lohr

I don't know whether my friend Greg Rose was telling me the truth when he told me this. He recently took a business trip to Alaska. Greg flies all over the world on business. He is not, however, one of those businessmen whose lives are all business. He knows how to take a little time off for fishing wherever he goes.

Since he makes a lot of money, he has no problem hiring a fishing boat for a day or two and going out to have a little fun. He also has no need to exaggerate. There are plenty of trophy fish on the walls of his home.

In Alaska things tend to grow very large very quickly. There are stories of apples the size of your head and lettuce heads the size of a watermelon. Even so, the Inuit captain whose boat he hired in Prince William Sound advised him not to go fishing in a certain area. When Greg asked why, he was told that something very old and very large lived there. The captain would not or could not say exactly what it was. This got Greg's attention and, being a sucker for a challenge, he offered to put up a

bond equal to the value of the boat just in case there was a problem. Once his family was taken care of, the captain agreed to go out.

After nearly a full day of fishing with no result, Greg hooked something. While it wasn't exactly logy, it hadn't the usual fight he would expect of a large fish. It was more a "don't hurry me, here I come" movement. After a long time the head of the animal broke water, followed by its body, or at least some of the body.

Greg's description closely matches that of the serpent seen off Boston from 1638 onward, except for size. The head was rather horselike and the part that he was able to raise showed long finny coils for about 50 feet. There was no real neck and the body was about 6 feet across. The part that broke water was about 60 or 70 feet long.

The beast gave Greg and the fishing boat a rather contemptuous look, gave itself a shake, dislodged the snagged hook from its neck, and dove. Neither Greg nor the captain thought to take a picture before it disappeared. They were

so shaken that they called it a day before something really serious happened.

The week after his Alaska trip, Greg had the opportunity to visit the Naval Observatory in Greenwich, England. A visit to the map room and a talk with one of the old cartographers helped clear up some of the mystery. The thing he snagged is a well-known beast known as "Vitus," after Vitus Bering. The Inuit have a name for it but, as it is magical, they do not share it with non-members of the tribe.

The public story about the Equator, the Prime Meridian, and the International Date Line is smoke to hide the truth that there are several of these creatures out there. The Midgard Serpent is the best known. He and his kin guard the significant lines of latitude and longitude and bind the Earth together. There are mounds in the Midwest of America memorializing them, and some people believe that the coastal mountain ranges known as "The Ring of Fire" are fossil remnants of some of the really large ones that accidentally came ashore when the land rose from the sea.

Greg is usually an honest man. He hasn't lied to me in any way I have ever been able to catch. He is, however, a fisherman.

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ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

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

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (617) 934-7555.
Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Activities & Events Organizers '98...

The new season is now here, so it seems that it's time that many of us will be thinking about what we might want to be doing as we get back on the water.

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

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

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

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Lake Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

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

ONE DESIGN SAILING

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

PADDLING

- ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.
Wooden Canoe Heritage Association, P.O. Box 255, Paul Smiths, NY 12970-0255, (518) 327-3259.

ROWING

- Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (978) 774-1507.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

- U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (978) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

STEAMBOATING

- International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748. (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

- Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
Patuxent Small Craft Guild, c/o Bill Lake, 7520 Russell Ct., St. Leonard, MD 20685.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
Puget Sound TSCA, c/o Bob Tapp, 8209 200th St. SW, Edmonds, WA 98026-6734. (425) 775-4314. email: <morgantapp@worldnet.att.net> www: http://www.seanet.com/~jrweiss/tsca-puget
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

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

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

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (978) 356-3065.

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

TUGBOATING

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

WATER TRAILS

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

WOODEN BOATS

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

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

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

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Activities & Experiences

Good Old Boat

We are starting a new publication intended for owners of older fiberglass sailboats entitled *Good Old Boat*. The first issue, to be published in June, will include an in-depth look at thru-hulls by Nigel Calder, a piece on marine metals by Dave Gerr and a discussion of some of the controversies that have popped up on the subject recently in *Practical Sailor*. Don Casey will do a guest editorial extolling the virtues of the good old boats.

The issue will also focus on the Atomic 4 engine, have a feature on the Cape Dory 30 and her good old sailors, take a first stab at listing owners' associations and other contacts for specific boats, and begin a Q&A section. In coming months we'll be organizing a list of suppliers of equipment and services for good old boats.

Karen Larson, *Good Old Boat*, 7340 Niagara Lane N., Maple Grove, MN 55311-2655, (612) 420-8923.

Lightweight Boat Construction Course

I will be teaching a one-day workshop on lightweight boat construction for the University of New Hampshire Continuing Education at their Durham, NH campus on June 13th. If any readers are interested they can call (603) 862-2015 for information.

Dick Newick, Kittery Point, ME

Traditional Sailing Craft Scale Models Regatta

The U.S. Vintage Model Yacht Group has scheduled the 1998 Traditional Scale Model Sailing Craft Regatta for September 19-20 at Spring Lake, NJ. The event is for RC models of such traditional craft as schooners, skipjacks, Friendship sloops, etc. Owners of such models or those interested in them are invited to inquire for further details.

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Needs...

Ultralite Amphibian Hull

I've built a few small plywood boats over the years. I say it that way because if you say you build boats people get visions of 50' twin diesel cruisers. I've kept up on the technology and have been a Bolger fan for many years.

I've recently become interested in ultralight airplanes and have figured out that if they weren't surrounded by all that red tape they'd be extremely useful tools. Ultralights are used for all sorts of work but nobody ever talks about it because under present law it's illegal.

Anyway, sitting up here on the Straits of Mackinac there's lots of water and lots of woods, neither of which make good emergency landing areas for wheeled airplanes. What I need is an amphibian. Those around are pricey.

After thinking about the problem for a while I've decided I need plans for an ultralight hull using instant boat construction I've been writing around trying to get somebody to design one, but no luck so far.

I'd appreciate help in finding a designer to work with me. One idea I have is to use Bolger's step sharpie hull design. The characteristics he describes for these hulls seem to be exactly what would work in an amphibian I've wondered if his Bee could be stretched out and thinned somewhat and used for that purpose.

I've also discovered that getting people to cross disciplines like this is like pulling teeth. There must be a courageous soul out there somewhere with interests like mine who would come forward.

Ron Laviolette, Box 71, St. Ignace, MI 49781

Lightning...What to Do?

The recent letter by Dick Berger and last June's letter from Lawrence Hafl, both on the subject of electrical lightning storms and boats, have once again stimulated my curiosity in finding out what we should do when in a small boat and caught out on open water in a lightning storm?

Whether the boat is wood, fiberglass or metal, and whether it has a mast, a motor, or is simply a canoe or rowing skiff; what is the proper action we should take to protect ourselves and the boat? Should we lie down inside? Jump overboard? Capsize the boat? Swim away from it? Lie on top of it? Get under it? Or do something else?

I own a 15' wooden Albacore sailboat which was hit by lightning. The dacron sails were down and were melted where they lay over the aluminum boom; the crew's leg was burned where it touched the boom; both occupants were temporarily deafened; and a 6" hole was blown out of the hull about a waterline adjacent to the mast step. A close call!

Any readers have sound advice?

John O. Duncan 7800 Buckboard Ct., Potomac, MD 20854

Looking for Ragtime

I am trying to trace the whereabouts of the 61'8" loa keel yacht *Ragtime*, designed by the late John Spencer of New Zealand, where she was raced as *Infidel* in the mid-'60's.

She was sold to American John Hall, probably in 1971, where she was successful on the US west coast as an ocean racer, in 1974 winning the Trans Pac race from Los Angeles to Honolulu, again in 1975. She has twice won both the Newport Ensenada and the California Cup, as recently as 1991 the Lahaina to Honolulu race. Last heard of she was owned by Pat Farrah.

As a personal friend of the late designer, I am gathering material for a book on his exploits and his life, and seek contact with her US contacts for the purpose of obtaining a few photographs/clippings of the boat and owners' comments in the USA chapter of her life, particularly a recent picture of her.

I would be most grateful if anyone can help.

Mark Steele, 42 Trinidad Rd., Forest Hill, Auckland, New Zealand

Opinions...

Reprint, Old Ed & Multihulls

How about a reprint of *The Compleat Cruiser* by L.F. Herreshoff in serialized form like the original? Mr. Bolger says the book includes not even half the original. I'll bet that somewhere amongst the readers is someone with a complete set. I have read the book and loved it and would like to read more.

The Old Ed Stories are very good.

I agree with you about *Multihulls* magazine. Interesting but out of reach for most of us. James Wharram cats are more my style.

Dan Rider, Duarte, CA

Editor Comments: Reprinting of that series, if it could be obtained, would likely still involve copyright holder permission, which usually comes only with a fee paid that's far beyond our resources.

Useful Information

Can This Be a Chinese Lug Rig?

Tim Weaver's MASCFC article in the January 15 issue has a picture of me in my Bolger Windsprint, *Otter*, with the caption, "Can this be a Chinese lug rig?" In answer: I don't think so. It is fully battened, and it is a balanced lug, but the battens are much more flexible than those on a traditional Chinese rig, and there are none of the control lines leading from the battens. It is a handsome sail, though, made for me by Brent Benson of Coopersburg, PA. Readers who would like to see more pictures of *Otter* (the blue boat with the yellow mast) can visit the web page <http://members.aol.com/PWCrockett>.

Patrick Crockett, Durham, NC

Calling All Webheads

I've just finished putting together a website for WindHorse Marine, which turned out to be much like building a boat. You start with some sketchy plans and end

up changing everything. Anyway, she's in the water now and floating rightside-up. It's also a place to show my favorite photos.

Now, I'm trying to expand my links page. One of the great features of the web is the ability to link to anybody else in the world who's interested in the same kind of things. So this is an open call to all you webheads out there. If you've got a working website (with a stable address) that relates to messing about in small sailing boats, I would love to hear from you so I can include links from my site to yours.

The easy way is to visit my site and click on the e-mail link. Give me the address of your site, especially if you've got any good pictures (love them pictures)! Check me out at www.windhorse1.com (that's a numeral "1" jammed right on the end of windhorse).

As long as you've got your browsers in gear, surf on over to *Messing About in Boats Online* (say what?) at: <http://mims.com/maib/> You'll be amazed.

Dan Leonard, WindHorse Marine:
dan_leonard@m5.sprynet.com

I Just Can't Breathe...

Rob McAdams' experience with western red cedar sawdust is not unusual, one in twenty people are allergic to it. For this reason OSHA set the eight hour exposure limit to western red cedar dust at 2.5mg/cubic meter, while the limit for other wood dusts is twice as high. But even 5mg/cubic meter is not much dust. In a 20'x 20'x 10' high shop it would take only a half teaspoon of dust uniformly distributed to produce that concentration.

Lauan dust affects some people also. Dynamite Payson wrote me, "I just can't breathe any of the dust without half choking." When Sandy Mitchell was sanding lauan ply for a fiberglass duckboat in Nelson Silva's shop over a dozen years ago he developed a severe rash all over his body with an accompanying fever.

Over 300 varieties of wood are known to cause dermatitis. Heartwoods are worse than sapwoods, perhaps because of the natural poisons they contain that make them more decay resistant. It isn't just synthetics, natural products are full of poisons.

Paracelsus got it right back about the time of Columbus. He said, "Everything is a poison. It is just a matter of the dose."

David Carnell, Wilmington, NC

Cockleshell Plans Available

Yes, Cockleshell plans are still available. My moving from university to university to pursue my new degree has made it quite difficult for people to find me to buy these plans. Now that I'll be hunkered down for a while doing my graduate studies I'll be less of a moving target.

Last June I brought my two personal Cockleshells to the WoodenBoat Show and was thrilled to meet many who had bought plans in the past. Those now wishing to reach me can be assured they will be able to do so at this address.

Eric Risch, 38 Hayden Point Rd., S. Thomaston, ME 04858, (401) 782-6760, email: eris7405@uriacc.uri.edu

Handbook for a Cheap Boat Derby

I bet there have been many articles along the lines of "a boat from a sheet of plywood" over the years in *Messing About in Boats*. What would it take to throw them all together for a kind of handbook for the cheap boat derby? Or perhaps an invitation/competition for some new designs? I'm sure all you need is another project!

David Beede, Gainesville, FL

Editor Comments: Putting together a compendium of bygone articles from 350 back issues is a project I indeed do not need, and no staff exists to carry out such a research/production effort.

Shapely Lugsail Rigging

After reading Reed Smith's article, "The Shapely Lugsail", I'd like to pass on a suggestion I found helpful to me. As my rig is a standing lug, not his balanced lug, it may not work for him.

Run a small line from where the halyard ties onto the top spar around the starboard side of the mast, then back to the halyard from the port side of the mast, through a small block at the halyard, and back to the starboard side of the mast to a cleat on that side.

What this does is pull the top spar against the mast and hold it there whether reefed or not. I adopted this from the sail plan for a North Atlantic 29.

Tom Arnold, 2617 Roosevelt, San Antonio, TX 78214

More on Trailering Without Problems

Jim Thayer raises some good points in his account of trailering problems, and I would like to add mine, the results of trailering my San Juan 21, Pelican, and Lido 14 up and down the West Coast for thousands of miles.

Before you leave, make sure you have wrenches that will fit all the nuts and bolts on the trailer, including the lug nuts. Vise grips are not an acceptable substitute.

Either carry a spare set of bearings and races or put a slip of paper with the part number of the bearings and races in your glove compartment. Parts stores have a much easier time with the part number than trying to find a bearing for a "1970 Road Wanderer". I usually carry something to pry frozen bearings off the axle, one of the flat steel prybars works great, and a file to smooth up the nicks etc. I've never had to

use it, except in my garage, but it would be invaluable.

Wire strippers, small wire nuts, and extra wire take up little room. Grease gun and grease, or at least good waterproof wheel bearing grease.

If you can't remember when you last did it, repack the bearings. If you have Bearing Buddies, fill with grease until clean grease comes out the inner seals. It's a lot easier to clean grease off the bottom of the boat than to replace a bearing on the edge of the freeway. If you must immerse the wheels to get your boat off and on the trailer give a shot of grease before immersing and always afterwards.

Jim makes a good point about using the largest wheel and tire combination possible. Sadly, on many small trailers the fenders interfere with the next size wheel, but you might consider going to the next size larger tire. On 8" wheels, the 5.70 tire will give about a 10% reduction in wheel revolutions over the standard 4.75 tire. Carry a spare. Check lug nuts before leaving and when on the road. Every time you stop, feel the hubs to detect any heat buildup. If hot, pull the hub and check the bearings for grease and adjustment.

Trailer lights are always a problem. The so called "submersible" lights can be counted on to give trouble. A much better solution is to build a light bar that can be fastened to the back of your boat. This puts the lights up high where they are easily seen and you don't have to worry about them getting wet. A good light connection on the towing vehicle is a must. I try to use the heavy duty ones available at RV supply stores, and always use a separate ground wire. When buying a boat and trailer, always check the bearings on the trailer before leaving the sale site. Nothing sours you on your new purchase quicker than having a wheel come off on the way home.

Happy trailering! Bob Smithson

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Utah Lake

By Jim Thayer

For a change of scene, we took the northern route to Utah Lake this year. This gave us a chance to fill up with cheap gas at the Indian (Native American) reservation and to check on Starvation Reservoir. The developed camps at Starvation didn't look too suitable for a boat meet, but the primitive camping at Indian Cove was just the ticket, with gently sloping sand and camping at the water's edge. Not a boat or a camper in sight.

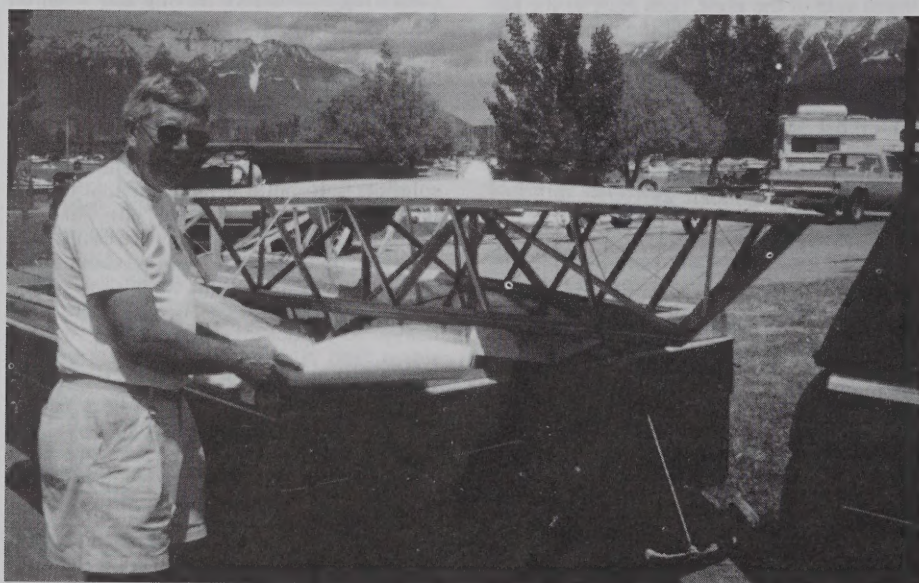
Arriving at Utah Lake State Park, we were disturbed to note the mob of people, but still lucked into our accustomed spot, and the



Left: *Limpet* and scooter boats.

Below top: Dewitt Smith with *Super Blinit*.

Below bottom: Smith brings in the *A Duckah!*.



day trippers soon cleared out. All was not well, however, since the air was filled with incredible clouds of some small, stupid, clearly unwarranted evolutionary mistake of a bug. They did nothing but hover or crawl over every man or manmade object in sight. Well, they did doo (sic) something else.

Saturday dawned clear and mild, a perfect day. It was soon ruined however, when my mate, who had reservations about coming in the first place, discovered myriads of little green spots all over everything. Far into the future, when campfire discussions turn to horror stories of gnats or mosquitoes, she will recount the ghastly night of the Green Poo Bugs. It will become part of the Thayer epic. She swore to never come again.

After much washing and wiping, we were sufficiently squared away to go sailing. At Pacific Sail Expo I had bought a nifty electronic log, a Speedtech, which has a minuscule rotor which trails astern on about a 10' cable. The thing seemed to give reasonable and consistent readings. With 5 to 6 mph of wind, I would get 3 to 3.5 mph of boat speed for the *A Duckah!* Minimum readings were .3 to .4, below which, I think the cable was hanging down at too steep an angle for rotor action. A hull mounted rotor is available which transmits through the hull to an inside mounted pickup, which would be the way to go if you only want to use it on one boat.

We had a long, pleasant sail, but the wind began to fall light, so I ran into the harbor to let Janis and little Jessie off on a float. I then had to beat back around the breakwater to our camp. I have a predilection for pinching and trying to get around things that could better be given another board. In this case, it looked like we would make it without admitting defeat and using the paddle.

The wind nearly died and the board began to drag. Then I noticed the cable running out. My high priced gadget was at risk. I grabbed the paddle and tried going astern. Of course the board is not designed to go that way. To add to the festivities, a big thunderboat came by, turning the lake upside down. I finally extricated myself without holing the boat and with only a small nick in the rotor. Hopefully it can be recalibrated. The lesson, of course, is to stay out in the water where boats belong.

Later in the day, coming back from some excursion, I found a truck and trailer parked in front of my outfit. On the trailer was an obvious Platt Monfort project about ready for the covering. It reminded me of the Blivet Platt had at Clearwater some years ago. Before long the builder turned up and, sure enough, it was a Blivet, somewhat modified for strength and speed.

Dewitt Smith turned out to be a refugee from the rust belt where he had run a repair shop for wooden powerboats. Dewitt plans to put foils on this baby, and with plenty of canvas, get it to fly. Looks like a fun project, and I'll have to keep up with it.

I sent Dewitt out in the *A Duckah!* and he came back much enthused. A number of people stopped to look at his project, including a couple of powerboaters who were interested in sail. We also had a chat with a fellow who had his Flying Dutchman rigged up and was waiting for crew. The Dutchman isn't recommended as a beginner boat, but the 300 clam asking price overcame that caveat, and he has stayed with it while having a lot of fun.

The wind was continuing to build, probably about 15, so we decided to go out for a romp. Dewitt, with a lot of small boat racing experience, had the tiller and I was on the rail. We had a fine ride out and were reaching back when the rudder let go. A chunk had pulled right out of the half-inch ply. It wasn't rotten, just wet, which reduces the strength considerably. After I cleared away the wreckage, Dewitt called for an oar and we proceeded apace, with me playing the sheet.

Rudders, like centerboards, are subject to much greater stress than one might think. Consider that the load on the sail is balanced by the CB and the rudder, and you can see what sort of force is involved. Add in the trauma of grounding, and it is clear that you must design for worst case conditions. If you use plywood it should be high-grade imported stuff of adequate thickness and well-sealed to keep it dry. The hardware must spread the stress over a wide area, one of the failings of the design in question.

Having had enough excitement for one day, Dewitt headed for home and Chip and Sharon (nee Thayer) hove into view. The wind was getting more robust all the time, and then the ranger came tearing around on his four-wheeler warning of predicted 50 mph winds. Deja vu all over again (see July 15, 1996). We hit the Pizza Hut for supper.

Sunday was a beautiful day and the only GP bugs in sight formed a small cloud over the picnic table. The *A Duckah!* was out of action, so the Limpet was cranked down off the Nissan and the Palmers, Jessie, and I went for a sail, with just enough breeze to keep us moving nicely.

Consider this happy group, surrounded by maniacal PWC freaks and murderous thunderboats. We went blithely on our way, sticking close to the shallows and dodging through the bushes. My approach to teaching sailing is to give the neophyte the helm as soon as we are clear of the land. Forget explanations, diagrams, theory, and all the rest of the nonsense. Offer minimal advice only if they are clearly puzzled or frustrated. Chip soon became fairly adept at keeping us moving.

Now here we are, three adults and Jessie, just four, in a 10' boat making 1 to 2 knots. Dullsville with kiddie complications the scooter people must think. To the contrary, there was a discussion of water problems in the west, while Chip and Jessie had the added diversion of "fishing." There were a number of reed fragments floating about, and these "fish" had to be closely approached by Chip so that Jessie could catch them. Jessie was having great fun and Chip was getting good practice.

Occasionally one of these "fish" had been dead too long and the slimy thing was flung back with cries of disgust. Any boat where they can't reach the water is too big for little kids.

Just a veiled plea for suitably scaled boats for family use. The only thing more fun than dragging stuff in the water is playing on the beach. A keel boat just doesn't cut it with the sandpail set.

GP bugs to the contrary, it was a fun weekend. Unfortunately, some of the stalwarts were off doing things like running the Escalante or chasing around England looking at boats. Still, we met some interesting people and had an excuse to go sailing.

See you at Starvation next year.

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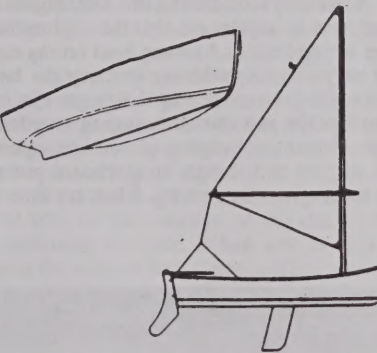
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The small group of Les Cheneaux is the only American section of the Great Lakes comparable for insular beauty to the wonderful "Thirty Thousand Island" waters of Georgian Bay, toward which I was now headed. "The Snows" are studded thickly with summer homes, clubs, and hotels, all of which I found in active state of reconditioning for the imminent vacation season.

The advance guards of guides, boatmen, and servants were the predominating element, all highly friendly, especially in the matter of beckoning in a water vagabond to a seat at innumerable appetizing breakfasts, which flooded the narrow channel with the savory fumes of steaming coffee and frying bacon. Ready to stow a breakfast a mile after my early start and the invigorating run in the snappy morning air, the necessity of keeping moving while the going was good held me inflexibly to my course down mid-channel after pantomiming thanks and regrets with a wave of the hand and a drooping shake of the head.

Reaching Muscallonge Bay, to the west of Marquette Island, the open waters of the lake again became visible through the narrow passage of the Middle Entrance. Heeding the reiterated injunctions to keep under cover, I put aside the temptation to save time and distance by the more direct and more open course and doubled the north end of La Salle Island into Government Bay, the 25 to 30 fathom soundings of which are the deepest of the completely land-locked waters of "The Snows." Here again the lake lifted an inviting finger beyond the sprawling form of Boot Island, and once again I turned my back on the siren signal and sought security in the saw-tooth channels separating Government, Coryell, and Hill Islands and the attenuated sliver of Island Number Eight.

Nosing into the restricted channel leading to Scammons Harbor, I became aware of a thickening blur of brown completely closing the way. Puzzled by the appearance of what I took to be shoals in a channel charted as deep and open, I ran on cautiously at half-speed to find my advance blocked by a raft of logs, extending unbrokenly from island to island. A disabled tug moored against the right bank told the story. Deprived of its way, the raft had swung broadside until its head had grounded on Government Island and its tail on Island Number Eight.

A raft which blocked a whole channel.



By Waterways to Gotham

The account of a two thousand mile voyage by skiff and outboard motor from Milwaukee to New York, through the Great Lakes, Trent Canal, St. Lawrence, Richelieu, Champlain, and Hudson Rivers.

By Lewis R. Freeman

Chapter VIII Into Canadian Waters (Part II)

A hearty voice, booming through a megaphone from the tug, expressed regret over the traffic jam. They hoped to have the engine kicking in a few minutes, however, it added, and if I would run across to the other side there ought to be enough clear water opening up to let me through.

A spatter of fleecy steam tufts from the tug, followed by a series of sharp toots, informed me that the head of the raft was being swung. So much of this motion was absorbed in the loose mass of the logs that it was all of two or three minutes before the tail began to edge away from the sharply shelving beach. Running into the opening as soon as there was room enough to use the oars, I was perhaps two-thirds of the way past the end of the encircling boom when the tug spat forth another series of toots, this time high-keyed and insistent, like the warning of a locomotive to an auto driver who has failed to "Stop, Look, and Listen."

Correctly interpreting this later signal as an attempt to apprise me that the engines had gone wrong I again, I swung hard on my oars in a very serious endeavor to carry the boat clear of the jaws of the trap that began closing upon it as the raft started swinging broadside again. When the banging of oar tips against logs to port and shingle to starboard put an end to progress by rowing, I lost no time in

scrambling onto the boom and trying to run the boat out of the narrowing strip of green water by towing.

There was still 50 yards to go when the slowly but relentlessly moving boom jammed my trim little craft against the beach and made further towing impossible. When, principally because I could not get the footing for a steady heave, an attempt to lift it out on the logs failed, I gave up the fight and waited to see the pretty shallop crushed against the pebbles as a peanut shell flattens under a brogan. This made the surprise all the pleasanter when, instead of grinding the boat to matchwood as I had expected, the logs simply shouldered it out upon the slippery shingle as gently as, and far more expeditiously than, it could have been done by hand. A seed popping out of a squeezed lemon could not have moved more smoothly.

That was another landing made possible by a tilting outboard motor. The propeller of an inboard would have been driven through the pebbles and almost certainly injured beyond all hope of repair.

A few minutes after another toot, this time of reassurance, had told the tug was functioning again, the water lane opened up, and I towed my hastily launched boat beyond further menace. I was heartily rejoiced to be in open water once more. Gratifying as that providential shoving up the beach had been, I was not anxious to have it resorted to again, especially as a slightly sharper slope to the shore or the presence of a rock or two might well have encouraged my spirited little skiff to brace itself and offer resistance to the Juggernaut advance of that floating forest of pine. It was a strong little boat as boats go, but never intended to pit its strength against a half-mile of logs driven by a wind-pushed Great Lakes tide.

A sharp loop around the northern end of Coryell Island brought the open lake again into the picture, this time through the broad, straight Middle Entrance. The captain of the Mackinac Coast Guard station had marked me a more conservative course inside of Strong Island, but it had the disadvantage of continuing the circuitous zig zaggings which had already cut down my easting so materially. With the sky still clear overhead and the open water still calm and unruffled, it seemed that the time had come to leave off sightseeing and accelerate progress toward Detour, at which port I had planned to tie up for the night. So, leaving Strong Island to port and Gravelly Island to starboard, out I went.

With the barrier of "The Snows" removed, there was a clear horizon across Huron, and I saw for the first time the malignant mass of sooty cloud smeared along the southern skies like the smoke-pall of a great forest fire. Masked lightning flashes shot in shimmering lines behind the vaporous mass, with barbed darts of fire breaking through above and glinting like the spears of an advancing phalanx. Sinuous spirals and tormented coils of streaming nimbus kept boiling upward, but ever to tumble back into the caldron from which they sprang.

That was the one reassuring element of the situation. The predatory horde was halted in its march, probably waiting for the winged word from the higher command before charging into the area of lowest barometer where it could do the most harm.

The satiny sheen of the sallow green

water was under-run by a pulse of long swell which gained its momentum from winds as yet unfelt along the north coast of the lake. Apparently quite clear and unclouded, the water was still lacking in the clear crystallinity which had characterized that of Lake Michigan. Captain Goodreau had mentioned this differentiation in warning that I would henceforth have to keep a sharper lookout for shoals.

Little things like that have to be learned by experience, of course, and I received my lesson at Surveyors Reef, just outside the East Entrance. With no breaking seas to give warning, and only the scantest change of color, I ran from 80 fathoms of water to a bare one foot in less than 300 yards. It was, indeed, the actual uncovering of a rock in the trough of a wave rather than a brightening green that told me I was in the shallows, and I shut off and tilted my engine just in time to avoid the sharp, barely submerged ledge onto which I was heading. That little scare was just what was needed. A more careful study of the chart and a closer watch ahead kept me out of serious trouble from shoals for most of the rest of the day.

The coast for two or three miles to lakeward was plastered almost solid with shoals. Farther out they were plentiful but more scattering. With the cloud hosts to the south still marking time, I had no hesitancy in laying my course through the clearer water. I was running dead to eastward now, and it was wonderful going, smooth and even like tearing silk.

Whitefish and Beaver Tail Points, with their deeply indented sprawling bays, dropped rapidly astern. At noon I was abreast St. Vital Point, with the lighthouses flanking Detour Passage looming straight ahead. Even without a chart one could not have mistaken the important traffic lane by which practically all of Lake Superior's shipping plies to and from Huron and Michigan. The line of steamers in either direction was continuous, and at points with scarcely greater intervals than those between the units of a battle fleet running in line ahead. It was an impressive example of the magnitude of Great Lakes shipping.

Up to this time it had been my intention to run north through Detour Passage, on across Potagannissing Bay with its fantastically beautiful Harbor Island, and then easterly into the North Channel along the shore of Drummond, Cockburn, and Mantoulin Islands to the entrance to Georgian Bay. This route, though somewhat circuitous, had been especially recommended because of the many protected stretches all along the way.

When noontime showed the long-expected storm no nearer breaking than in the morning, I decided to save the 40 or 50 miles that would result from standing on straight along the southern shore of Drummond Island and into the North Channel by False Detour Passage rather than following the course originally laid out. The chart showed a villainous barrier of reefs all along the south coast of Drummond but, by way of compensation, several well-protected harbors into which to run for shelter. By keeping two or three miles offshore I would miss the worst of the shoals and still not be too far off to beat bad weather to a place of refuge.

I was not more than halfway along the broken southern line of Drummond Island by mid afternoon. Progress had been a good deal

slower than I had anticipated, due partly to a freshening headwind, but principally to the fact that the reefs were far more extensive than the small-scale chart by which I was now running had led me to believe. Rocks kept cropping up out of the water several miles from land, especially at the extensive Holdridge Shoal, the soundings of which were not given on my chart.

The submergence of the sun in the now aspiring southwesterly cloud bank threw a somber light upon the waters by which it was more difficult than ever to detect indications of shoaling. To play safe, therefore, there was nothing to do but shut off the engine when nearing exposed rocks and proceed under oars until there was no further doubt of depth.

The east-south-easterly wind which had sprung up appeared to have no connection whatever with the main artillery massing to the south, but rather to be a local afternoon breeze that was snatching the opportunity to blow while it had a clear field. It served a useful purpose in helping to reveal hidden shoals, but this was more than offset by the short, ugly cross seas it kicked up to run athwart the course of the long swells from the south. This resulted in a crazily reeling, drunken-man sort of a progress that was neither swift nor comfortable.

When the clutching finger of vapor Captain Goodreau had mentioned began to claw zenithward from the camp of the cloud cohorts at about the same time an increasing rockiness of the coast threatened to make for difficult landing conditions, I began to get nervous. Reassurance came when the scouting streamers fluttered to tatters and melted to nothingness in the graying sky overhead, reviving ebbing courage sufficiently to induce me to hold the boat on her slap-banging course toward the sheltered lee I expected to find in the narrow passage called False Detour.

Evidences of the treacherous nature of the coast had been cropping up ever since I came abreast of Drummond Island. I was rarely out of sight of a stranded wreck from the time I sighted the first one, the skeleton of a large steel steamer beyond Island Harbor. Several of these appeared to have been modern ships, but most were ancient wooden hulls, beaten to an almost silvery whiteness by summer rains and the batterings of winter ice.

Wrecks are only picturesque from the land side or the vantage of the deck of an unmenaced steamer. When one is skating along the edge of foul water and foul weather in a craft that is a possible candidate for initiation into the ghostly, ghastly brotherhood, old hulks are just about as cheering and picturesque as a skull and crossbones.

The sight of a little lumber steamer disappearing into a narrow inlet a couple of miles ahead was highly heartening at this juncture. Assuming that she was headed into False Detour, reached an hour sooner than expected, I promptly turned into the widening wake and tagged along after. That highly intelligent piece of navigation took me well into Scammon Cove, with a net loss of six miles of distance and 40 minutes of time.

There was no mistaking False Detour Passage when I finally came abreast of it an hour later. Clear, deep water stretched unbrokenly through to the wide North Channel which I was striving to reach. The gradual altering of my course from east to northeast brought the wind abeam, and then on the star-

board quarter. The seas grew sharper and steeper for a mile, doubtless due to the slight current from the Superior drainage meeting the wind from Huron in shoaling water. Then the surface smoothed as I closed in and made a lee of the high rounded hills of Cockburn Island, which flanks the passage to the south.

A clearing on the upper slope of lofty McQuaig's Hill and the scar of an occasional logging road were the only manmade marks visible as I coasted the rocky shore of Cockburn Island, looking for a possible camp or settlement. The chart indicated Tolmansville, at the northeastern corner, as the only port on the island, but night was approaching now and with it the ominous cloud bank from the south. Ready to make any port in a storm, I was still anxious to reach a point where there was better protection from the imminent onslaught than could be found upon the open beach. So, with the waters darkening through clouded violet to purple-black, I held on through the charged, humid twilight, lapped in coiling, writhing airs, for the still distant harbor.

Once, drifting while refilling the gasoline tank, human voices came to me across the water and presently I descried a large boat gliding through the shadows of a jutting point toward the mouth of a rocky inlet. A half dozen men, lumber-jacks doubtless, were rowing and singing as they rowed. I could catch the rhythmic throb of the song, but not the words. That left me free to fancy they were singing the incomparable "Canadian Boat Song." Timing them to the flash of the distant oars, I hummed the hauntingly beautiful words while the last of the day's sixth filling I ran tinklingly into the tank.

"Listen to me, as when ye heard our father

Sing long ago the songs of other shores;
Listen to me, and then in chorus gather
All your deep voices, as ye pull your oars...

From the lone shielding of the misty island

Mountains divide us, and the waste of seas—

Yet still the blood is strong, the heart is Highland,

As we in dreams behold the Hebrides."

The song, of course, was probably never sung at all by real boatmen, save in Gaelic, yet English verse knows nothing more liltingly beautiful than the translation, the very authorship of which is in some doubt.

Trying to follow the boat and the song into the inlet where I felt sure there must be a safe and comfortable camp, I found the way blocked by a reefy barrier so beset with rocks that threading it in the failing light was out of the question. That left no alternative but to stand around the north end of the island to Tolmansville, which friendly little port I reached just as the curtain of darkness was dropping its last dusky flap.

A dozen hands reached from the rickety old lumber dock to catch my flung painter, and a few minutes later I was snugly moored alongside a stanch fishing launch. Not until I had stepped ashore into Canada did it occur to me that I had been specially cautioned in Mackinac to land at Detour and have clearance papers made out in proper shape before venturing over the line. Just how enormous an offense I had committed in the eyes of international law I had no idea, but visions of at

least a heavy fine were in my mind as I headed for the Customhouse to make a clean breast of the affair, with the possibility of more serious punishment of deportation for disciplining at the hands of my own government.

The Customs Officer was milking his cows when I presented myself at his office, and so I took the occasion to curry what favor I could with the powers that were by helping his wife at the cream separator. Easing a tired

back at the handle of a separator had never failed me before, though I had to confess to myself that it had never been tried with anything comparable to a sentence for an offense against the Laws of Nations at stake.

But the old sure-fire stuff was as good as ever, as the sequel proved. The Customs man, when he came with the last fragrant bucket of milk to pour into the shining tank of the separator, simply clapped me on the back, took the

handle and ordered me to run over to Mrs. Pateman's for supper.

"Pauline Pateman runs the boarding house, you know," he added by way of explanation. "We sent word over for her to prepare for a stranger as soon as we heard that smart little motor of yours popping round the point. If I don't miss my guess, Pauline will have something rather tasty waiting for you. Heard firing in the woods this afternoon, and the chances are that Jim has been attacked by the deer again."

Grinning at this cryptic remark, His Majesty's Royal Customs official bent over the handle of the separator, leaving me free to walk out through the gate with a clear name. He had not even asked me for the name of my boat, a fortunate circumstance in view of the fact that she did not have any, just yet.

(To Be Continued)

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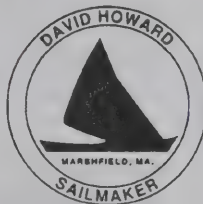
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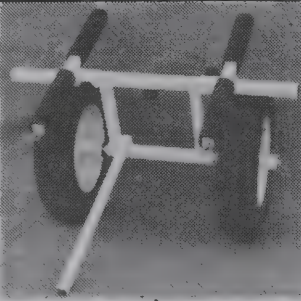
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One of the best things about our house here is the incredible views that it affords and the resulting ability for us to keep tabs on all shipping that comes in from the north and east. We can look down on L'Ansecoy Bay, although we can't see the yawl at her mooring since the shore is thickly lined with large coconut palms. Outward from the bay we can see the Pillory Islands, Birdshit Rock, Bequia and, in the distance, St. Vincent. On a clear day, we can see St. Lucia which is 65 miles distant.

We keep a pair of binoculars on the table of the wall-less dining room and a meal has never gone by that we didn't find some cause to pick them up; frequently a second pair would be most welcome. We can easily see the fishing boats as they go out to the fishing grounds in the morning, our lunches are oftentimes interrupted by the maneuverings of the dive boat dropping off divers near the wreck of the *Antilles*, and our dinners are enlivened by the last stragglers coming in to port, followed by the mesmerizing lights of St. Vincent.

We also get an early warning as to when the supply boat with our groceries is coming, since we can see her making her way to Mustique about an hour and a half before it gets here. One of the finer views to my mind is seeing an old coasting motor vessel making her way out to sea, picking her way through the many rocks as her bow starts to plunge to the larger offshore swells. On rough days, these old-timers take considerable water over the bows and we can chuckle at the thought of some of the crew who are probably trying to work off a hangover under these conditions.

One blustery afternoon, four sail came into view; framed by two of the Pillories as they beat over from St. Vincent to Mustique. Two of them appeared to be the typical, uninteresting, white-on-white charter boat that one sees everywhere. The other two were worth study, even though they were too far off to make much of. One was a sizable gaff ketch with a hooked bowsprit and a pleasing sheer line. The other was what really caught our attention though, since it was a small cutter with tanbark sails and a very salty appearance. We are instinctively drawn to vessels like this, since we have one that closely fits this description and are quite lonely for her since we had to leave her behind.

The seas were rough and we watched for nearly two hours as first a charter boat, then the gaffer, then another charter boat, and finally our little cutter worked themselves far enough to windward to make the reach to Mustique. As the cutter rounded Point Lookout, we drove down to the beach and had a good close look at her through the glasses; she looked like a Lyle Hess design; small but stout and with all the accouterments of a long distance cruiser, including a steering vane and solar panels. She was on a run now and the seas were regularly swallowing her up from our view.

Fascinated, we then drove down to the anchorage where we could see her pick up a mooring. This took her three tries and in the process, she turned her stern to us and we could make out that she was the *Pelorus Jack* out of Charleston, SC. We studied her for a long time; she looked to be of fiberglass, but with weathered teak bulwarks. We guessed about 28' in length with another few

Musings From Mustique

By Rick Klepfer

feet of bowsprit.

Not wanting to intrude upon the two fellows who made up her complement, we decided to leave them to sorting out their gear after their rough crossing. Our plan was to swim out to them the following morning; we had a hundred questions for them: What route did they take to get here? Where were they bound? How many days out? What sort of vane were they using? How did they like voyaging in such a small boat? And on and on until they might get glassy eyes and ask us to leave.

It was not to be however, there isn't much to keep a cruising boat in Mustique; very few amenities and high prices on what they do have. Don't really even have a taxi here if you should want to travel around a bit. And, with so many other islands in the distance beckoning, what cruiser can resist? I had to work that morning and I had hoped to finish by noon and then swim out; but, as I was getting ready to leave the jobsite, I could see a set of tanbark sails rolling her way to Bequia. I guess that this is a lesson to me; get over this lackadaisical island attitude and do things when they are available!

I could always rationalize it away though; there have been jelly fish in the harbor for the last few weeks and they are passively malevolent. Our good friend Kerstin from Sweden was swimming out to a boat last week and had a jelly fish brush her back and arm; she was in convulsions by the time she made it back to the beach and had to have immediate medical care. In the ten minutes it took her to get out of the water and to the clinic, she became white and was convulsing so violently that it took two men to hold her still enough to get two life saving shots into her. She recovered in a few days, but it was a near thing.

Mustique has what is considered one of the best beach bars in the world; Basil's Bar and the Raft Restaurant. This collection of palm-thatched huts with bamboo walls sits literally in the surf of Britannia Bay and one can see, and sometimes feel the waves passing under the gaps in the floorboards. During the winter months, when there are a large number of visiting yachts in the harbor, the bar is the spot for Mustique's "jump-up". This is a wild night of dancing drinking and listening to local bands as they attempt to blow the rafters off by sheer decibels. Jump-up occurs on Wednesday nights, which makes for some interesting Thursday mornings since the festivities don't usually subside until two or three in the morning. Perhaps the best part about jump-up is that it is the only activity on the island where the local fisherfolk can get down and rabble-rouse with the rich and famous.

A good friend of ours was returning to Sweden for a month or so, and we decided that a proper send off would be a night at jump-up. We piled into our jeeps and mules and drove the twisting mile or so to the bar. We could navigate purely by sound if we hadn't known where to go; so intense is the sound emanating from the dance floor. Once

there, we squeezed ourselves through the pulsating mass of gyrating bodies and, by chance, found a table.

From our seats by the seaward railing, we could see the merest paring of a moon casting its meager light over the thirty or so yachts in the harbor. This was a soothing and peaceful sight until we noticed that the boat closest to us was wallowing about much more than it should be, given the sea conditions. After studying it for a few moments, we concluded that the boat's fin keel was aground on the reef and that the wave action was grinding it into the bottom.

We approached a few likely-looking people and tried to make ourselves heard over the din of the band. This proved fruitless and we were about to despair of getting the right party's attention when the band stopped and one of the singers took the mike to tell everyone that "de people what have de boat just so; she be on de reef." With this, two inebriated young fellows leaped up on the railing and dove into the water; swimming furiously for the boat.

By now, everyone in the bar was watching this new entertainment as the men got aboard, got the engine going and started rocking the 35' boat side to side to try and break her off. This went on for some time and it was pretty obvious that it was not likely that they would get her off this way. In a hurried conversation, it was decided to see if the moorings tender, a Boston Whaler, could be gotten out to her. Failing that, the monstrous *Robert Jr.* was sitting at the nearby jetty and could be used to pull her off.

By now the band was at full volume again and were weaving the plight of the boat into their songs. I was convinced that the boat could not be pulled off by rocking and that the use of a huge motor ship would rip out her bottom as she came off. A fishing boat was pulling from the bow now, and getting nowhere.

I figured out that the only way to save this boat would be to take the main halyard and have a boat use it to pull her right over until her side deck was awash; this would rotate the fin keel up and permit the boat to be pulled forward and off the reef by another boat. Just as I was making plans to go out with the moorings tender though, I heard a loud cheer and looked over to see that the boat had finally managed to work herself off and was sheepishly motoring out to deeper water.

I don't know if the people on this boat realize how fortunate they were to get off in time; the swells coming into the anchorage would have eventually damaged or broken off the keel. Sailing conditions in the Grenadines are deceiving to the uninitiated; it may appear that you are sailing in an idyllic part of the world, but there are no aids to navigation and the charts are not necessarily as accurate as one might find in the US or Europe.

We soon returned to our night of partying and by the time we departed in the wee hours, our ears were ringing with the effects of the blasting speakers. I'm sure that we were party-poopers, but we had jobs to attend to in the morning and a few of us had to catch early flights. Still, a night like this is good from time to time and we will look forward to the next one; even if it doesn't have a foundering yacht as a floor show.

I know two people who didn't have to wait for the new Florida net ban amendment to take effect to stop gill netting.

One is an old buddy and ex-employee of mine who told me what happened. When he worked for me, his most notable adventure was when he decided to cut the top out of a 55-gallon drum that used to have lacquer thinner in it...with a cutting torch. Everything went fine until he pushed the little lever and blew that oxygen down in the drum. Later, in the hospital, he said that it didn't stay in there very long. Later still, he said that it was a minor calamity next to his last trip as a commercial fisherman.

The other fella is Mrs. Sinclair's son. He sort of plays at working. He used to have a cropduster, then he had a bulldozer, then a boat dealership, then a snapper boat, and finally a fancy bird-dog net boat, a big house in a small Gulf Coast fishing village, and my old employee. Some people say that Mrs. Sinclair partially subsidizes his businesses. I only know that when he had the bulldozer, he didn't like to get on it before about 11:00 in the morning.

After the lacquer thinner drum blew up, my old buddy was never quite the same. He never was the most agile thinker in the first place, but he didn't have that crazy look to him like he does now. He is still the most loyal and willing helper in the world. He will eagerly do anything for you, but they say you have to tell him exactly what you want these days. He doesn't show much initiative anymore. He was the perfect partner for Mrs. Sinclair's son at the time of this gill net incident.

My buddy (Buddy) and Mrs. Sinclair's son (Sonny) lived at this little fishing town down at the coast. They called themselves commercial fishermen, but they were the only commercial fishermen in town with a \$200,000 house and a 250 hp outboard motor on the net skiff, but Sonny bought a lot of beer and they were hail-fellows-well-met down there for a while. That job with Sonny was working out so well that I thought I would probably never see old Buddy again, but I did. After about a year or so of that commercial fishing, Buddy showed back up at the sawmill to see if we needed a little help on the logging crew. He said he needed a safer job.

He told me that Sonny had decided to go out fishing one night in the early fall when the mullet were with roe and the Japanese were with money. It was pretty choppy on the 4-mile trip out there to the offshore bar...choppy and dark. Sonny was proud of that 250 hp and that brand new all marine plywood bird-dog tunnel boat, so he and Buddy pounded out onto the flats and struck a thousand feet of brand new monofilament gill net.

It was so dark that they didn't notice a little water in the bottom of the boat until after they finished racing around running out the net. When they slowed, the bow settled and sank right out from under them, leaving them in the water with nothing but a white plastic bucket, a sheen of gas, and a line of little orange floats stretching a thousand feet into the dark.

What happened was that the engine, well up in the bow that holds the motor and keeps the water out was built for about 40 hp. On the trip out there, it had succumbed to the pounding and the weight and thrust of that 250 hp and had come un-nailed and hopped completely off its big hole in the bottom of the

Gill Net

By Robb White

boat. When they stopped, the bow came down and kept on going down. Sonny and Buddy didn't know all that at the time, all they knew was that they were in a hell of a fix.

They swam around in the sheen of gas, hanging on to the white plastic bucket, looking at the orange floats disappearing into the dark, having an earnest discussion for a long time before they noticed the specially painted camouflage transom of the boat barely above the surface a short distance away.

It turns out that the boat was hanging, bow down, by the air pocket under the net platform nailed across the transom. The net was tangled up in the engine controls and steering wheel on the fancy stainless steel bow pulpit that Sonny had had custom-made in Jacksonville. When the pull of the net slackened after the boat stopped, the air under the stem had pulled the boat up, but the platform was not airtight, and the bubbles told the tale.

Just as Buddy and Sonny got to the barely floating transom of the boat with their white bucket, swimming through the sheen of gasoline...it sank. Only desperate work with the bucket managed to bail enough air into the cavity to bring it back up. Sonny and Buddy spent the night working hard to keep it in sight. They tore the hem off of Sonny's *Party Naked* t-shirt and tried to caulk the worst air leaks by poking the shreds into the crack with the car key (their only tool). Air is harder to caulk in than water is to caulk out though, and they spent most of their time dipping air under the net platform with the bucket...all night long.

As they were doing this, and talking about it, the outgoing tide working on the thousand feet of net pulled the boat miles and miles out into the Gulf. Sonny and Buddy didn't have any wives back at the house to be worrying about them, so nobody called the Marine Patrol or the Coast Guard. They were on their own out there in the middle of the Gulf in the middle of the night, but they weren't completely alone. A thousand feet of gill net doesn't stay empty very long. All night it caught Spanish mackerel, ladyfish, and small jack crevalle.

The air dipping had become routine by 3:00 in the morning. Buddy and Sonny were tired, waterlogged, and disgusted. Even though their faces were burned by the continuously renewed sheen of gas from the vent of the custom-made aluminum fuel tank, and they knew that they had no loved ones back on the hill to call the authorities, they were hopeful. At least the water was warm. They were talking about how many fishing boats were fixing to come out first thing in the morning, and looking at Sonny's genuine Rolex to see how long they had to wait, when something forcefully pulled the transom of the boat way down under the water. That was the end of the optimism.

Finally the transom of the boat barely re-appeared some distance away and the air dipping became really frantic. Conversation was at a minimum. In spite of the warmth of the water, their teeth began to chatter. Every now and then the same thing would happen. The boat would give a little twitch like the

cork on the fishing line of a cane pole, and then be snatched violently from them and submerged beyond the reach of their feet. Sometimes a big belch of gaseous air would climb from the depths, up their naked legs as the boat was pulled sideways. Buddy and Sonny would go through the horrors and spin around like freaked out water ballerinas for a few minutes desperately looking to see if the boat was going to come up again.

When it came, they would beat the water into a froth trying to get to it before it sank. Then they would bail air like, well, like their lives depended on it. Not just to keep enough air in it to keep it afloat like before, but all the air they possibly could so that it might have enough to emerge the next time. When they had some spare time, they frantically dove trying to find the place where the net was attached to the boat 18' beneath the surface, or the "Rambo" knife stuck between the frames in the rail way up (now down) in the front of the boat. Buddy said that Sonny told him to swim out to the first float, pull up the net and try to gnaw them loose while he stayed with the boat and dipped air.

He told me, "You know, I ain't never refused to do what the boss told me to do before but I said, 'I tell you what, Sonny, you better be the one to go out there and let me stay here with the boat. My teeth are chattering too bad to gnaw.'" He said that the resulting hard feelings didn't make much difference. "Couldn'ta got no worse than it already was nohow" was what he said.

Finally morning came, a beautiful early fall morning, blue sky, wind out of the north, light chop on the sea. They couldn't see land but they *could* see the sharks that had been cutting the fish out of the net, and there were plenty of them. After the sun came up, a little school of jacks took to hiding around the boat. Buddy and Sonny were exhausted, but not so bad that they couldn't scramble frantically around to the other side from the sharks that would, every now and then, come to look at the jacks.

They eagerly scanned the horizon looking for the fishing boats that were sure to come. They had to scan the *whole* horizon because they didn't know where they were or what direction the fishing boats were coming from. Altogether, they had a lot of looking to do. The sun cooked the gas-burnt skin on their faces and made them even more miserable, if there is such a thing as misery in the face of terror. By 11:00 they were in such bad shape that they didn't notice the helicopter until the downblast hit them.

Somehow, the Coast Guard had had someplace to go in a helicopter that just accidentally took them right over this calamity. In minutes the cable was let out with the little seat on it, and Sonny had established his rights as boss and his ass in it. Buddy, though, for once, showed a little initiative and established himself on top of Sonny and up they went.

Epilogue: The Marine Patrol went out and found the net from the Loran numbers. They called the Sea Tow people who salvaged the whole mess and surmised the details of the problem. There were over a hundred shark holes in the net. Sonny wound up with a pretty good-sized bill from them and also from the hospital where he was treated for exposure and gasoline burns in the eyes. Buddy got on the bus and came home to his Momma. Neither of them ever went gill netting again.



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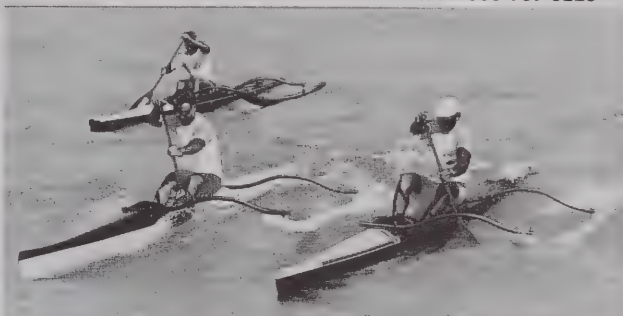
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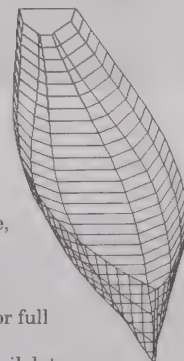
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My interest in multihulls has really grown, and for the past two years I've tried to make it to this event, but found neither the time or the money. Third time's a charm, they say, and this year I found the money and stole the time. The event was organized by *Multihulls Magazine* and hosted by the Strictly Sail portion of the Miami Boat Show on the grounds of the Miami Yacht Club.

The roster of speakers this year included a hefty percentage of those designers and builders important to the multihulls industry, with a few notable exceptions (like Dick Newick), and those in attendance came from as far away as Australia and Indonesia. Unfortunately, space prohibits my coverage of all the speakers and boats, so I'd like to comment on just a few of the (in my biased opinion) highlights.

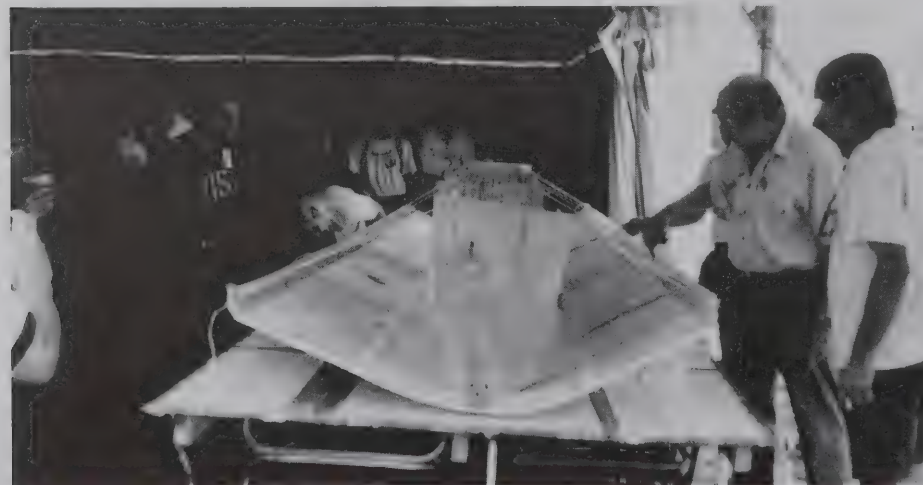
The two day symposium was divided into morning and afternoon sessions, with time in between to meet the speakers and have lunch. We were set up in a breezy tent adjacent to the multihulls lagoon, which featured an "in the water" collection of mostly large cruising or racing/cruising type multis. Friday morning's session, the "designers' forum," was kicked off by multihull pioneer Jim Brown.

Always a generous and engaging speaker, Jim highlighted various points in his career, from the early Piver days to his recent involvement with Wilderness Systems as designer of the Windrider trimaran. He also spoke of the Austronesian expansion from Indonesia



Sam Bradfield and Jim Brown talk shop.

Derek Kelsall (second from right) and crew folding up a KSS catamaran hull.



The 1998 World Multihulls Symposium

Story and photos by Jim Luton



Mike McGarry in *Rave*, flying in about 12 knots of wind.

throughout the Pacific beginning some 3000 years ago, and described their outriggers and double canoes as "escape vessels," and further carried this analogy to the homebuilders of Piver tris and his later Searunners (for somewhat different reasons) during the '60s and '70s and beyond.

Following Jim was his former partner John Marples. John spent a bit of time showing slides and talking about his little 3-meter tris like the Micro Moxie. There is a healthy interest on the West Coast in racing this developmental class. They are small and cheap enough that the average builder can afford to experiment a bit with them. I have to admit the idea intrigued me as well. He offered a

challenge to anyone showing up next year with one to race. John also showed slides of some of his big charter cats and discussed his "constant-camber" building method.

With the distinct odor of polyester resin wafting through our tent, British designer Derek Kelsall delivered a somewhat breathy report of his activities. Derek and crew were attempting the on-site construction of a catamaran hull, using his proprietary KSS (Kelsall Swiftbuild Sandwich) method. He was sweating because (true to form for this type of on-site project) things just weren't going his way. It seems that the whole load of materials for this hull showed up a day late, so Derek and crew were up all of the night before trying to get the project underway.

He was running behind schedule with a big curious crowd looking on. (This building project is taking place just at the other end of the tent, so all the time he's talking, he's looking up, trying to follow the progress.) He did speak intelligently about his design history, which goes way back and includes some very notable ocean racing achievements. By the time I left on Saturday afternoon, they had just about wrestled this hull into shape!

Also speaking in this designer's forum were Kurt Hughes, Chris White, and Pete Melvin. Melvin is the recent winner of the A Class Catamaran Worlds, and his firm, Morelli and Melvin Design, works primarily in the high stakes, ultra-tech world of large ocean cruisers and racers. Chris White showed a lot of his recent work, much of which I was not aware of since the "Juniper" days. I was very interested to see his new work; very crisp, beautifully realized large cruising boats in his "Atlantic" series.

Kurt Hughes, another designer that I'm particularly interested in, was forced to rush through his presentation due to time constraints. Kurt is a very technically oriented guy, full of great information and computer savvy. He came prepared to speak about a lot of the gnarly details of design work, like recognizing and addressing load paths, fiber orientation, and secondary bonding.

So its here I'll stop and offer my greatest criticism of this event. There just was not enough time in this venue for all these interesting people to make a good presentation of their work. Plus, the surroundings were a distraction. As nice as it was to be at the boat show, surrounded by all the boats and activities, we had planes overhead, reggae bands over in the beer tent, people wandering in and out immersed in their own private discussions, and way too much light in the tent for proper slide presentations.

I personally would rather see this symposium held at some "Holiday End" conference room with half the number of panelists and some real quality time. But then I guess nobody would pay to attend. Is there some middle ground?

Day One concluded with a session of builders of production boats, including Gemini, Seawind Cats in Australia, and Corsair Marine (the Farrier tris), among others. Curiously in this lineup was Jace Hobbs, who presented his "Mastermold" concept, another time-saving proprietary building method using standard curve molds to produce a variety of panels for cruising cats. Jace, also a victim of time constraints, used up his allotment on his lead-in, and never was able to really describe his design concept. He had several scale

models of boats built to his design, and attracted an interested audience out in the wings.

Day Two redeemed the whole experience for me. John Shuttleworth presented a concise report of his ideas, complete with drag curve comparisons for various hull forms, real meat for designers. John's very dry, British sense of humor kept us all chuckling to ourselves. But the highlight of the whole shebang was Hydrosail's presentation of their recent work in foiler design. Sam Bradfield has been working in the design and engineering of foil-borne structures for many years, and his company has designed Windrider's new RAVE foiler.

Hydrosail's presentation was delivered by associate Mike McGarry, and included video footage of RAVE at 30 plus mph (the chase boat couldn't always keep up!). RAVE is a twin-cockpit, roto-molded trimaran that utilizes inverted "T" foils for lift and lateral resistance. The boat is designed to be user friendly and relatively inexpensive; a perfect follow-up to Jim Brown's Windrider tri.

You've got to hand it to Wilderness Systems for having the vision to produce these boats. They have a real knack for hooking up with excellent designers, and the manufacturing clout to put the boats out there in an affordable package. Rick Jones, Wilderness Systems' R&D guy, is an integral part of this process. Mike McGarry attributes all of RAVE's styling to Rick, and I know that he is responsible for pulling all of the disparate elements into a manufacturable whole. Rick knows an awful lot about making things work, and is generous with his time in explaining it all.

I've only just scratched the surface of the ideas presented here at this symposium. It's a good forum for those who crave information and who are willing to sit through some adverse conditions to get it. Will I go next year? Probably not. It's an expensive proposition for me, and now that I've had the pleasure, I'll politely decline. To be quite honest, I couldn't wait to get out of Miami and be on my way to the Everglades. But that's another story!



Mike McGarry, foil-borne in Rave.

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One Legged Alien Or.... Go Fly a Hull!

By Jim Luton

(Portions of this article have previously appeared in *The Blade*, the newsletter of the Sebago Canoe Club.)

Ever since coming to the Sebago Canoe Club in Brooklyn, New York a few years ago, I've been totally captivated by canoe sailing, almost to the exclusion of everything else. I have ample opportunity to sail with friends on keel boats and larger dinghies, but almost always opt for the pleasure of my own boats in Jamaica Bay. As my experience with canoes has grown, so has my awareness of the enormous potential for this deceptively simple craft. Even a cursory glance back through our own recent history, from MacGregor's Rob Roy, through Rushton, Uffa Fox, the ACA, and the 10 square meters (to merely scratch the surface) reveals a huge range and diversity of form and style. And then of course, there's the Polynesians...

I love to use the oft quoted line of Dick Newick's from *Wooden Boat* magazine a few years ago. He said, "When the pioneers of the ballasted tradition were experimenting with ways to preserve the oxhide planking of their coracles, the Pacific Islanders were exploring a fifth of the globe's surface in craft that have just recently been discovered elsewhere." He's referring, of course, to the outriggers, double canoes, and proas that have developed and spread throughout the vast Pacific Rim over the last few thousand years, with the recent "discovery" being the modern multihull.

I've taken a cue from both of these sources. From the great Pacific seafaring people came my inspiration. But for hull form, connectives, and construction methods, I've looked to the modern multihull. In my club's newsletter a couple of years ago, I outlined a plan of my own for a single outrigger sailing canoe. I thought I might have it done by that spring (1996), and here we are in 1998! The best laid plans..., etc. Actually, I put the idea aside long enough to build a new kayak *Eclipse*, with Balogh sail rig and a new racing canoe *Alien*. It was indeed a busy two years boatwise, but I finally managed to settle down and get to work on the outrigger. Here, then, is my design brief for *One Legged Alien*.

Rather than create a brand new boat for the purpose, I would use my existing ACA 5 square meter sailing canoe. This boat, like most that sail and race in the ACA (American Canoe Association), is built on a bare glass hull (a Mohawk Ultima in my case) that I bulkheaded and decked over forward and aft. The Ultima is a little over 18' long, with a beam of 38 inches over the hull. While we use a leeboard for lateral resistance, the boats are thoroughly modern. Many are rigged with travelers and multi-purchase sheets and vangs, with mostly Harken or Schaeffer hardware and through-hull bailers.

It was important that the addition of the outrigger not compromise the boat in any way, either through a violation of class rules (which of course do not permit outriggers of any sort),

or by adding unnecessary weight, etc., to the hull when not using the outrigger. I opted for the single float hull (as opposed to a trimaran configuration) for a variety of reasons. Launching from our club dock would be easier, with the main hull (canoe) right alongside. There would be less time and money committed to the project (one hull to build instead of two). Most importantly, I felt that the speed potential was greater with only one float. By shifting crew weight via the hiking platforms, it would be easier to keep the float hull unweighted or even flying.

I also realized, however, that there might be a downside to this lateral asymmetry. The helm balance could shift from one tack to the other due to different hydrodynamic forces acting on an alternately loaded and unloaded float, and there would surely be a different "feel" on either tack, the one with a buoyant force (submerged float) providing righting moment, and the other with ballast (the combined weight of float plus crew out on the hiking seat). I also had to decide if the boat structurally could handle the increased stability of the outrigger.

A typical 5 meter canoe has a rather modest righting moment, and when hit by a gust will heel quickly, spilling air and thus unloading the rig. Our outrigger, of course, adds greatly to the boat's stability, so that the force from a striking gust can be utilized as drive rather than lost. This increased drive translates directly into increased stress on the various components of the hull and rig. And, I was increasing sail area to boot!

I was, however, able to resolve most of these issues to my own satisfaction. I've sailed these boats pretty hard over the last couple of years with very little structural failure, and so have a good sense of their limitations. As for the "balance" issue, I'd only find out by doing. So I began the design and construction. I first had to establish some basic design parameters such as overall beam, float hull dimensions, aka (crossbeam) sections and placement; all this based really on a "gut" sense rather than on lengthy mathematical formulas other than basic hydrostatic calculations.

I came up with a beam from outside of main hull to outside of float of around 8'6", aka length is 9'3" and extends about a foot outboard of the canoe on the side opposite the float, to carry an "offside" hiking seat. I figured the float hull to be around 12 feet long and 10 inches wide amidship, with a submerged displacement of around 245 pounds. There would be a trampoline seat on the float side, extending outboard of the main hull about 2'6".

The offside seat is a cedar plank of "T" section, set several inches outboard of the canoe to provide clearance for the leeboard. I increased the sail area beyond the 5 square meters with the addition of a jib set on furling gear (which I already have), and moved the shrouds outboard and slightly aft to the akas.

The float hull is built of 3mm tortured ply, stitched and glued together. I started out with a computer model of a hull with the right dimensions and of a shape that I thought would be achievable with the skin thickness chosen. I then built a scale model of the hull in .8mm (1/32") aircraft birch ply, and from this was able to fine-tune the keel and sheer profiles. I scaled the model dimensions up to full size, cut the panels out and built the hull. The full size hull folded up exactly as planned. I was



In the water.



Midship bulkhead and forward aka socket blocking.

Setting up float hull.



very happy with the amount of shape that we got from the flat panels. To hold the deck shape, I bonded in a center bulkhead of 6mm ply, and three deck beams. In the meantime, I had already laid up the akas. I built these as hollow box beams, with upper and lower laminated flanges separated by several small "mini-bulkheads."

Solid blocking was bonded in where necessary for bolt locations, and the sides were skinned with 6mm ply, cut to the aka profile shape. The aka spread was determined, and the float, akas, and canoe were carefully set up in the correct relationship with one another and clamped down. I figured that, at rest, the float hull should just touch the water, so I blocked it up the 3 inches or so to the main hull waterline. Yes, it draws very little in racing trim! From this setup, I was able to mark the exact location of the aka sleeve/bulkhead assembly, and so back to the shop to bond them in. I filled and faired the float hull, decked it over, and fabricated the little bit of hardware necessary to bolt this whole structure to the canoe.

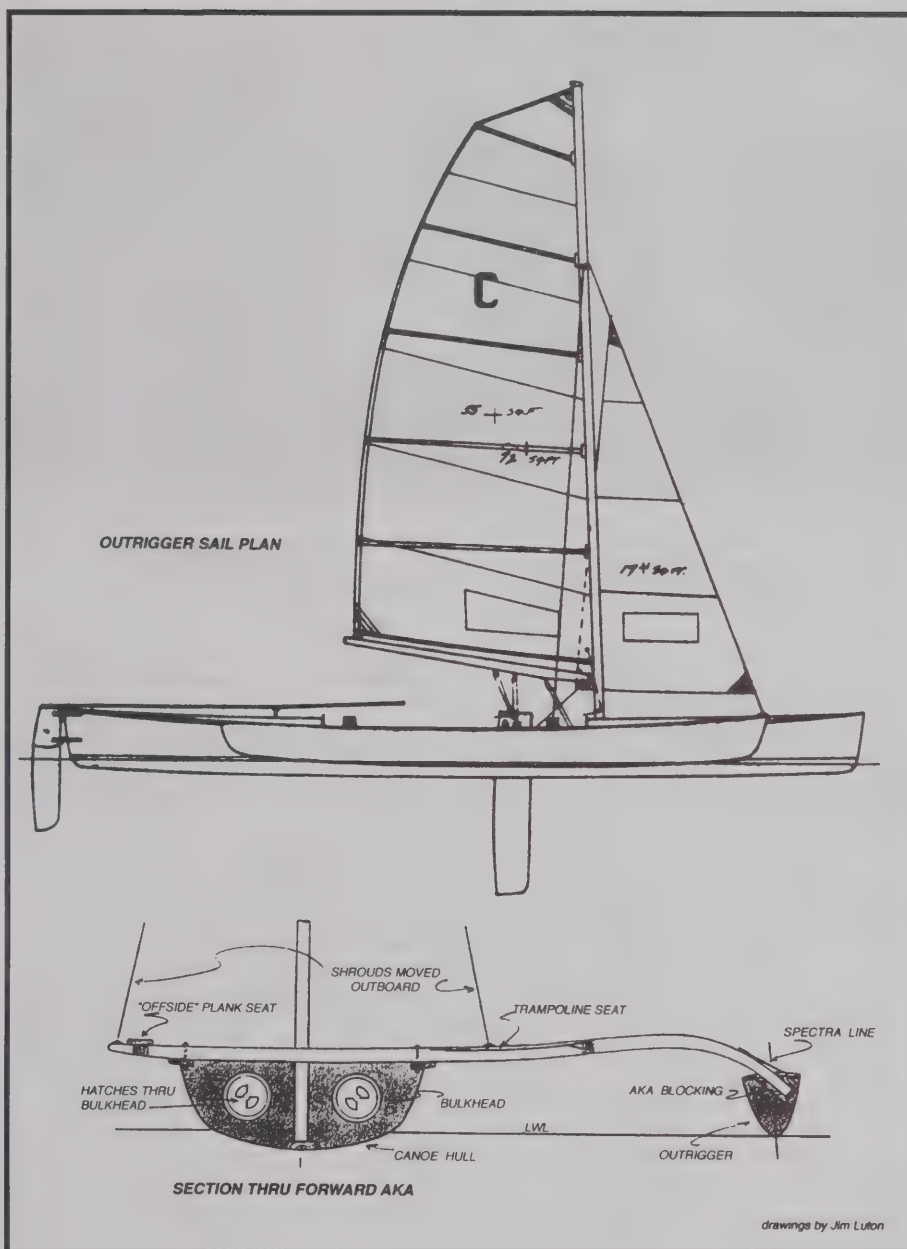
The only alteration to the canoe that I made was to add a bit of blocking to the inwale (sheer clamp) in way of the aka. I further tied this blocking to the inwale and outwale with a sandwich of 3mm ply, and then bonded in a light "knee" under the inwale to dump the aka load down into the hull.

I've already learned a good deal from this process, even before the boat is launched and tested. The akas are, I think, overdesigned and overbuilt for the loads they will likely encounter, and they were very time consuming as well. Fellow sailor Chris Sears is also building one of these rigs for his canoe, so we'll have the opportunity to alter the aka design somewhat and then compare the two on the water. We've also achieved a more optimum shape in the ends of his float by increasing the keel fillet radius there. I'm mostly interested from this experiment, to determine how far I can push the sail area as regards the righting moment (from a single outrigger) and also how well our leeboard arrangement fares structurally with the increased loads.

I'm thinking ahead already to the next boat, and have bought another canoe hull to experiment with. The next one will not race (at least not in the ACA), so I have no "rule" limitations in my way and will be free to think about a pure outrigger design. There is great potential here for performance, comfort, and stability in a cartoppable package, whether daysailing, racing, or even camp cruising. It's an idea that lends itself to a variety of canoe forms and sizes, large or small sail plans, from simple to complex.

For me, the sailing canoe has proven itself as a great platform for exploration, and I hope this new outrigger will expand our range and capability. We're currently working on a plans set for the outrigger, which will include rudder, leeboard, and rigging details for the canoe as well as a couple of rig options. Stay tuned for a report from the performance trials.

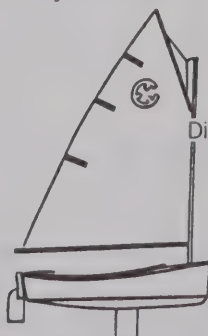
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drawings by Jim Luton

The Picnic Cat

by Com-Pac Yachts



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Your latest infatuation seems to be outriggers. You may recall my past article about the 12' Malibu outrigger. The 18' model has essentially the same rigging as the outrigger shown on page 19 in the February 15 issue. The 18' Malibu is of 1950's vintage, but it still carries a low Portsmouth number. Here is what the original sales brochure had to say about this multihull:

"The Malibu Outrigger has become an exciting new racing class in Southern California. The Outrigger is fun to sail anywhere, but is particularly suited to coastal

The Malibu Outriggers

By H. Douglas MacNary

sailing. She is light, fast, easy to handle in the surf and can be beached anywhere. She accelerates quickly, a characteristic which is the key to navigating hazardous surf.

The rig is a modified lateen type, which is quite flexible and thus excellent in gusty

airs. Performance to windward is excellent. The flexible rig and "arms" enable her to span swells and stiff chop with ease. She is truly an exhilarating boat to sail.

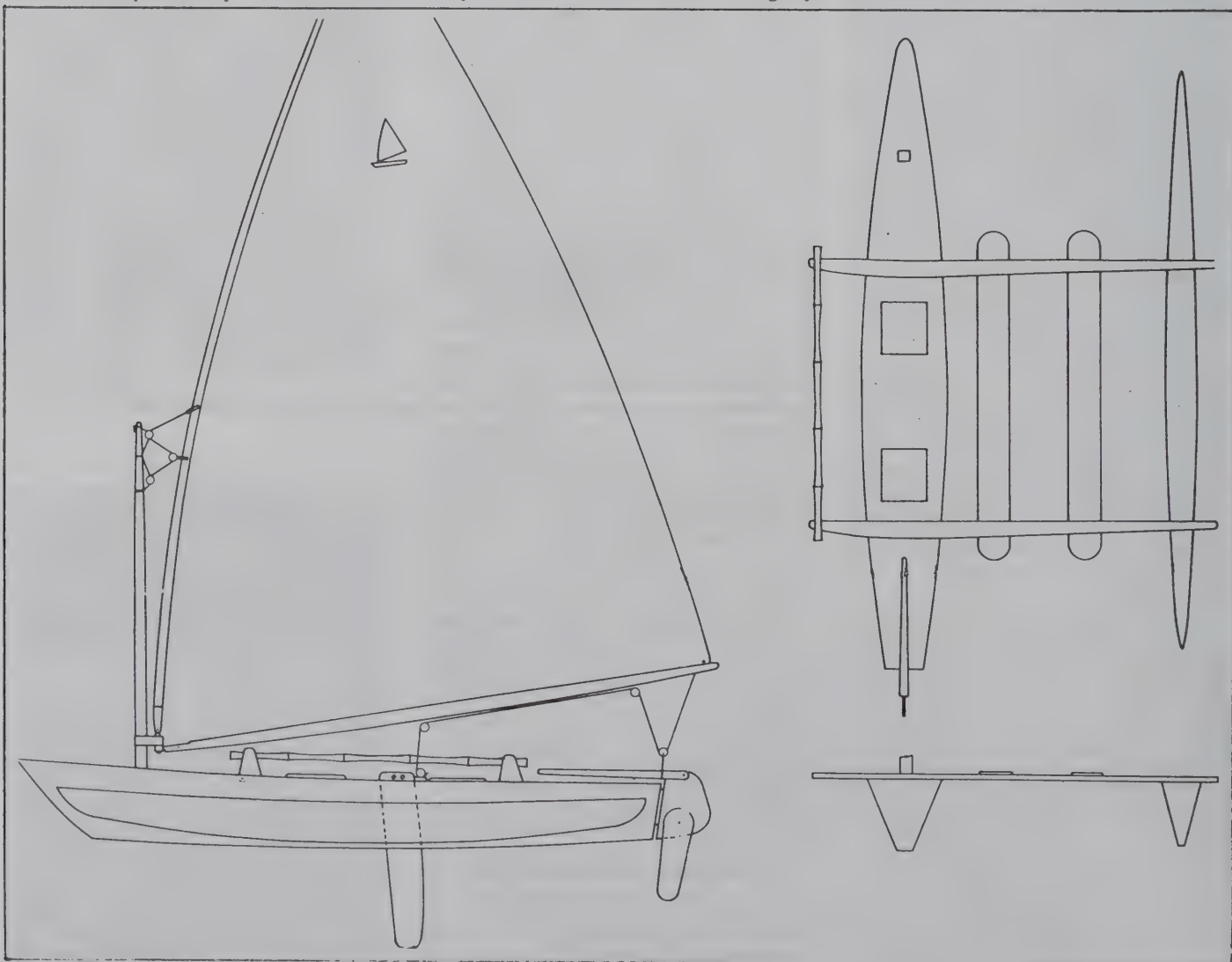
The Malibu Outrigger is very fast, easily attains speeds in excess of 15 knots. In the first Pacific Coast "One of a Kind" race, the Malibu Outrigger won both boat for boat and on a handicap basis. In class competition, Outriggers built by Malibu Boat Company's master craftsmen have won approximately 90% of races since 1958.

Construction is of the "deep chine" type with the least wetted surface possible with this section. Both hulls are made of fibreglassed mahogany plywood. Spars are of spruce and fittings of stainless steel. The Malibu Outrigger can be quickly disassembled and trailed anywhere. Its light weight provides easy handling."

Specifications:

- † Length Overall - 18' 10"
- Length of Float - 17' 0"
- Beam - 11' 8"
- Draft (daggerboard up) - 5"
- Draft (daggerboard down) - 4' 5"
- Weight, rigged - 400lbs.
- Sail Area - 192sf

The plans are available from John Able, 20494 Royalstone Dr., Malibu CA 90265, (310) 456-8384.



Escapade...Pedal Power Tried Again

The History of Nauticraft Corporation: In the early 1980's Garry Hoyt, yacht designer from Newport, RI, designed a pair of pedal boats. The first of these, called the Waterbug, was a small capsule-like craft with cockpit space for one rider and little other carrying capacity. It was built in limited numbers and sold mostly to water theme parks. The second boat, called the Mallard was larger with a yacht-shaped hull and increased interior space, which provided for one or two passengers in addition to the pedaler. This boat had the potential for broader based appeal with pleasing lines and space for increased creature comforts.

Unfortunately the Mallard was practically stillborn. Harken, Inc., world famous yacht hardware manufacturers, built these boats in their Vanguard boat division. The sale of this division and its subsequent move to New England left the pedal boats without a manufacturing home. The Waterbug was never made again, but there were two unsuccessful attempts to manufacture the Mallard in Canada and France. The boats were then put into mothballs in Harken's shop in Pewaukee, Wisconsin. There they stayed until the summer of 1994.

Early in 1994 Curt Chambers, an injection molder from Muskegon, Michigan, became aware of this project, and through ensuing negotiations with Harken and Garry Hoyt, he obtained molds and a license to build the Mallard. This project was moved to Muskegon and, in the workshop behind Chambers' house, updated development work was done on the Mallard. The injection molding business was sold, and construction was begun on a new manufacturing building to be shared with the affiliate business, Dynamic Conveyor.

A new company was formed, Nauticraft Corporation, and the Mallard name was changed to Escapade. Chambers' evaluations revealed that these boats were too costly to produce when made by the traditional fiberglass method. It was determined that rotational molding was a viable alternative, and in the fall of 1995, in conjunction with the move into the new building, Tom Parker of Parker Designs was contracted to convert the Escapade to the rotational molding process. Subsequently a rotational molding machine was ordered from New Wave Kayaks of Middletown Pennsylvania, and molds from Lakeland Mold of Brainerd, Minnesota. The machine and molds were delivered in April, 1996.

Ensuing plans called for development and field testing of rotomolded boats through the summer, and limited production to begin in the Fall, 1996. This was done and the Spring of 1997 saw the actual production of the rotomolded Escapade and further updating of the drive train from chain drive to belt drive with the use of injection molded roller bearings.

In early November of '97 The St. Pete Sail Expo was the introduction of the Escapade to the Florida market with one unit



Specifications

- Hull Construction: Rotomolded polyethylene
- Drive Unit: 1:4 ratio twist belt design
- Propulsion: 16" two-bladed propeller
- Length: 12'2"
- Beam: 4'
- Draft: 20"
- Weight: 325lbs
- Speed Potential: 5.3mph

on land and three units in the water for demonstration purposes. It was the "Hit of the Show" according to a local reporter.

A frequently asked question is whether the Escapade will be made with a motor. The answer is that the boat was designed to be an aerobic exercise craft and, with a plethora of powered boats already on the market, it would be unwisely redundant to put another boat in that market, especially when there are precious few good aerobic boats available.

Warning! As an aerobic exercise machine, prolonged use of the Escapade can result in reduced size of thighs, hips, and waist. It can also cause a rosy-checked, tanned and healthy appearance in the user, along with an upbeat cheerful demeanor. Non-using associates are hereby forewarned!

Accommodation: The Escapade's cockpit has space for the operator as well as one or two passengers and/or traveling gear and supplies. Extra storage areas are designed in, one under each seat, and along both sides. A dry shelf in the front holds items such as towels, blankets, camera or electronic items. There is plenty of space for mooring gear, safety equipment, and personal items, as well as food and beverage.

The operator's form fitting recumbent-style seat is fully padded. It is also adjustable fore and aft. Comfort is such that long excursions remain thoroughly enjoyable. Swimming off the craft is possible due to the molded-in swim platform and reboarding hand holds. Yet this is a dry boat, no need to wear swimming attire if you choose not to.

Propulsion: A specially designed drive unit mates bicycle pedals and crank arms with an industrial toothed belt and sprockets. The belt makes a 90 degree twist between large and small sprockets, which gives an incredibly simple, yet ef-

Options

- Side Storage Retainers
- Mounted-in Bilge Pump
- Hidden Storage Compartment
- Bimini Top
- Launching Dolly
- Storage Cradle
- Trailer (Single or Double)

Nauticraft Corp., 5980 Grand Haven Rd., Muskegon, MI 49441.

fective, power transition to the propeller drive shaft. Sprockets are mounted on corrosion-proof ball bearings.

A large diameter, relatively slow moving, propeller drives the Escapade through the water efficiently and quietly. The smooth, sleek shape of the hull permits the craft to move through the water with easy grace.

Maneuverability: The Escapade has a smooth, quiet drive system which gives effortless forward movement by conventional bicycle-type pedaling. Stopping and reverse movements are accomplished by reverse pedaling.

A large spade-type rudder gives highly effective turning capability. It is controlled by conveniently located hand levers mounted on each side of the cockpit. The push-pull action of either lever provides quick and easy steering.

Efficient marine design and engineering give an unusually enjoyable pedal boating experience, one that must be experienced to be believed.

Safety: The Escapade's deep keel gives protection for the propeller and rudder. Since the keel is filled with ballast, the craft is exceptionally seaworthy and ultimately self-righting. Positive flotation materials make it virtually unsinkable, and rotationally molded construction provides impact resistance and long term durability.

The sailboat-type hull positions the operator down inside the cockpit, giving a reassuring feeling of safety, security and privacy.

Model Choice: The Full Windshield model offers maximum protection from wind, waves and spray. The windshield arch also acts as a mounting header for the optional bimini top, which gives added protection from sun and rain. The Open Cockpit model has a partial windshield that still deflects most waves.

BOAT DESIGN

2. Boat Drawing

Notice that this looks about as complex as building the boat itself! **NOT TO WORRY** It's just a guide for understanding the process. With a little experience, a drawing like this example should take about a minute to draw, and a few seconds to trace.

I've been drawing all my life, and have been teaching it, at the university level for thirty years. I like it. It's fun. And useful. So useful that it's the *universal* tool in *all* areas of design; architecture, industrial design (my area), fashion, stage, etc. etc. It's by far the best means of getting an idea out of our heads and down on paper where we can see it, and modify it and refine it, and show it to other people. Our brains just aren't set up to compare one image with another, let alone the scores of alternative images needed to design anything as complex as a boat.

It's only been the last two hundred years or so that we've used drawings for designing boats. Before that for another couple hundred years, we used models. But models, while giving more information than drawings, are slow to

Procedure

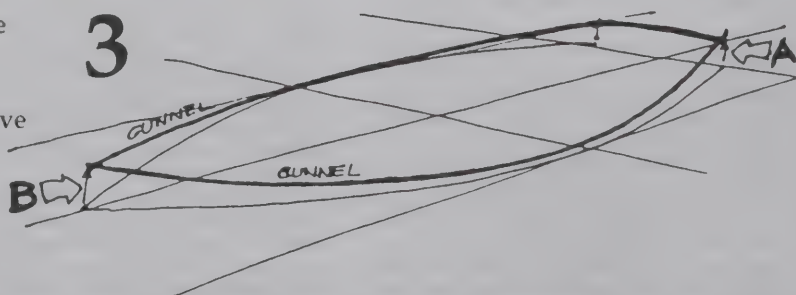
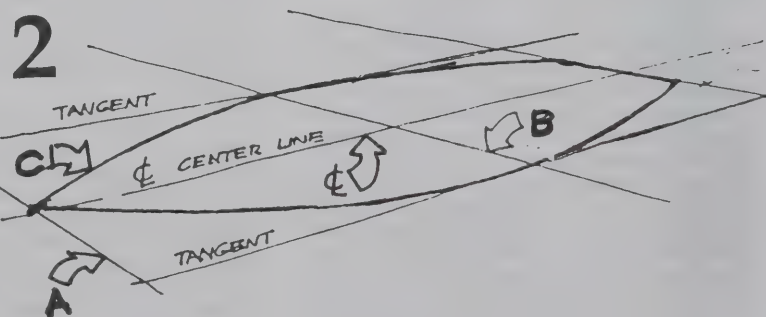
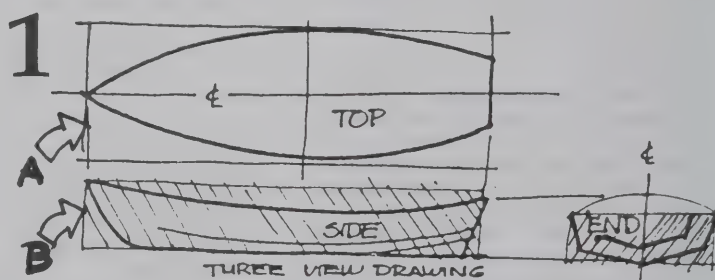
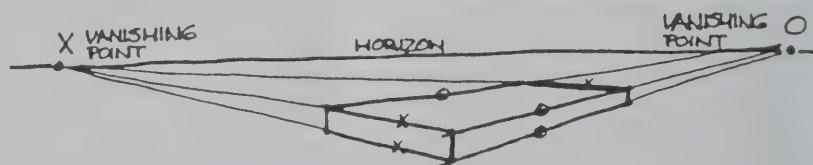
1 Do a three view scale drawing of the boat with a rectangles (A&B) drawn around the top and side views. You're going to have to do a three view drawing sometime in the process, and it's better to do it first. That way you'll have an accurate idea of the general proportions of the boat.

2 Draw the rectangle (A from the top view) in perspective with it's sides tapering to vanishing points on the horizon. Draw a line across the rectangle where the beam is widest (B). Since this line is parallel to the ends of the rectangle, it will taper to the same point on the horizon that they do.

Draw a center line tapering to the same point as the sides of the rectangle.

Lightly draw the top view, the gunnels(C), in perspective in the rectangle with fair curves from the bow tangent to the sides of the rectangle at the beam ends, and back to the stern. This is a situation you usually run into when drawing complex shapes that don't have parallel lines. They're really hard to draw in perspective, but you can always think of them as being enclosed in a rectangle. The rectangle is easy to draw, and the complex shapes can be drawn inside the perspective rectangle.

3 Raise the stern corners (A) and bow (B) to give the boat it's sheer, and draw fair curves through these points and the beam ends. Notice how the near gunnel line is much more curved than the far one. This is the hardest part of drawing a boat to get right without something like the above process.



make. (more on models next issue)

You can't make many models of variations on an idea before you run out of time and patience. Before that we did it out of our heads, with the help of a massive dose of tradition. It was an approach to design which, over of hundreds of years of trial and error, produced exquisite designs, but it certainly limited innovation and creativity.

There are two types of drawing commonly used in design: two point perspective drawing which gives the best picture of what the idea really looks like, and three view (engineering, or mechanical) drawing which can be drawn to scale, and therefore gives the true dimensions. Almost all designers go back and forth between the two.

1. mechanical drawing

I won't go into much detail here because most people know the basics, and that's all you need. It's useful to stick to the conventional relationship of views as it's much clearer. (A detail seen in the top view has a clear relationship to the same detail seen in the side view), and saves a lot of measuring. Once you lay out the length of a boat in the side view, you automatically have the length of the top view etc, etc. Pick a simple scale (like a half inch = one foot) such that the drawing fits on your paper.

2. Perspective drawing

This can be confusing, but there is one cardinal rule: **Lines that are parallel on the object will taper to the same point in a drawing.** If what you are drawing is horizontal, (and most stuff is) this point will be on the horizon. The horizon is the

same as your eye level. Vertical lines are drawn vertically. Of course, boats don't have many parallel lines, but I'll get into that.

An aside here on tracing. We think, from about third grade, of tracing as something you do if you can't draw. **Not so.** Design, when the Muses are smiling, is simultaneously exciting and frustrating because the ideas flow faster than you can draw them, and you know that if you don't get them down fast, they'll evaporate like dreams (**very** like dreams) and be gone forever. Damn! So tracing is a way of speeding up the process, so fewer ideas escape. Once you get the basic boat drawn, variations (and variations are the name of the game), can often be modified tracings. Look at the design process I showed in the last issue of Messing, and you'll see that a lot of those drawings are tracings of each other.

4 Lay out the rectangle (A, shaded area) which encloses the side view (B, shaded area in the side view). The bottom of this rectangle will be the keel, and the ends (B&C) will be drawn vertically down from the bow and the center of the stern. Judge the proportions of this rectangle by referring to the side view which shows the true proportions since it's drawn to scale.

Draw the bow and stern profiles (D&E), judging them by eye from the side view.

5 Draw another rectangle across the beam corresponding to the shaded area in the end view. The bottom line (A), at right angles to the keel, can be located by dropping a vertical line (B) from the intersection of the center line and the beam. Drop verticals (C) from the intersections of the beam and gunnels to complete this amidships rectangle.

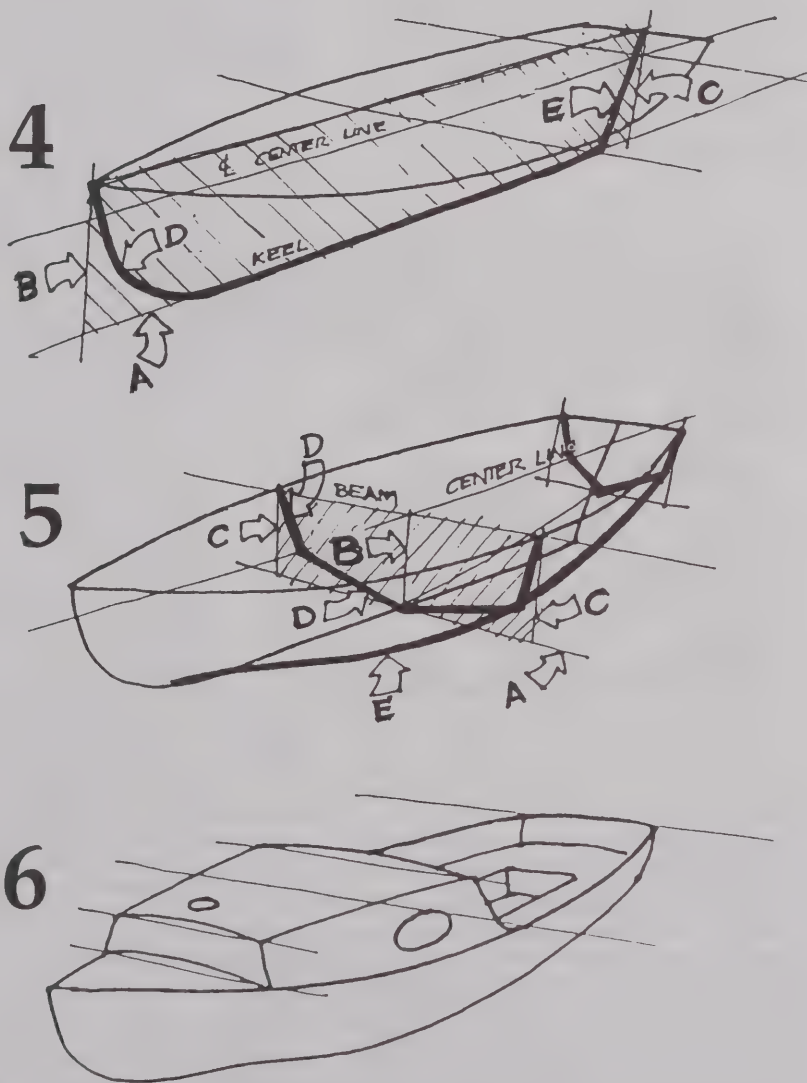
The amidships cross section (D) can be transferred by eye into this rectangle from the end view.

Do the same procedure at the stern to form a transom.

Complete the hull with a fair curve (E) tangent to the bow, amidship section, and transom.

6 Additional shapes can be drawn in perspective fairly easily, as there are now several lines tapering to vanishing points on the horizon to guide you.

Once you get comfortable with the whole idea, you can forget all this business about horizons and lines tapering to vanishing points, and just do it.



John Thomson
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The battling back and forth over last year's series "Building Paradox" has both given me a chuckle and prodded me into action. I agree with most comments both pro (... series ... quite helpful), and con (... dulllest ... most boring ...). If it is accepted as an entity in itself, all information is eventually useful.

Don Elliot's series was an exercise in ego; all your articles are and the responses as well. That is what is so unique about *Messing About in Boats*!! The fact that you get responses from Bolger, Payson, the Gougeon Brothers, and other known designers, architects & manufacturers, indicates the value of these many voices and ideas.

Where some of the "Building Paradox" detractors went off the mark, and to some extent Don Elliot as well, was not really reading the information, and in accepting everything like a thesis by C.A. Marchaj. I clipped the entire series, even the parts I had no interest in, for the sake of completeness. The series started out a bit pedantic, and early on the hidden agenda was stated outright: "I intend to... use this as a basis for a book."

For that reason, and to plead my case for publishing another potentially boring ego trip, let me state my reasoning up front. Don Elliot used his developed ideas, his choice of materials, skills & techniques, and his final results. What I would like to illustrate is one philosophy which may help you use your skills; your mind; your hands; and the materials you have around you and your available time.

I started the building process in the late fall of '96. The idea of writing down notes and ideas was to help me both mentally and to track progress and processes; the intent was (still is) to build and sell; and my mental health. By writing notes in a chronological order I kept track of what I was doing, good and bad, and the outcome, positive or negative. The main idea is the process, not the specific boat (or structure; nobody says you can't use a technique on your home, car, bicycle, etc.

The rough and sometime cryptic notes have been smoothed out. Dynamite Payson's personal philosophy is that he wants the plans he sells to be built and on the water. The same can be said for an endeavor like this. I want it to be read so I've tried to make it a fun read. Rather than be pedantic, or talk down to anyone, or apologize for my own acquired intelligence, I simply believe that anyone who reads *Messing About In Boats* does so out of choice. They therefore have enough smarts to do whatever they want. Maybe this will be the poke in the ribs that we all need every once in a while to begin something.

Remember, everything is useful. If you don't like what I say you can always line the birdcage or wipe a paint brush with it.

Beginnings (sometime around November 1996: I've had it in mind for a long time to build a small boat; several years in fact. I'd dreamed about it, read about it, thought about it, read books about it, collected articles about it, acquired tools for it; everything but do it!! I have been out of work (except for occasional part time, temporary stuff), for five years so the one thing I didn't do was throw money at it. About six or seven years ago I acquired three Bolger plan sets

Boat Building

Chowder; Philosophy; Strong Coffee (and a Little Bit of Black Rum for the Pirate in All of Us)

Big Dreams In Small Packages

By Ron Magen

from Dynamite Payson.

After so many years, so many interviews, so many vague responses, and a few offers that were withdrawn before I even started, I came to a realization. I was over-educated, over-qualified, and over-40! I even stated this after reading a VP who was interviewing me. His immediate reaction, visibly and awkwardly backtracking, told me I should have said, "Got you!"

Needless to say the depression was getting, "thicker that a Gloucester fog"; my self confidence was also quickly eroding. I've always been handy and now I had to be; can't afford the plumber, electrician, carpenter, or other repair people. However much personal satisfaction comes from fixing a toilet, it's not something that you stand back, look at, and have your emotions swell with pride and accomplishment (well, a little maybe; you're not standing in a puddle).

The local and national news hadn't been exactly cheery either; or the commercials. Drive-by shootings; shootings coming from family arguments; employees and former employees running amuck at the workplace; and TV advertisements where you basically put your house on the block because of accumulated debt and missed mortgage payments. Although I have both the equipment and opportunity it's not my style.

It may be naive, not in fashion, and foolish, but I always try to think positively. I also know enough psychology to realize that to create something useful, tangible, recognizable, with potential to earn positive external feedback (money) was what I needed. The few dollars I had put aside would also slowly evaporate into nothingness as well.

So I sat down, made some cost notations, sucked up my guts, and started. Every project has a time line. We may not realize it but the mind makes one even if we don't consciously write it down. Although not necessary, the more complex the project the more important it is to chart and plan. Especially when there is no money!

I am an unregenerate rag picker (that's my grandmother's word). My wife calls me a packrat (takes one to know one!). I like to think of it as superior scrounging or the politically correct recycling specialist. Don Casey, in his book, *This Old Boat*, recommends carrying a notebook with your continuously updated wish list in it, the idea being that you have it with you at boat shows and other bargain emporiums of chance. I make lists; sometimes I have them with me, sometimes not. Sometimes it's just putting an idea together with a target of opportunity.

You would be surprised at the size and quality of the wood some people throw out; or how they will help you. Someone two streets away built a new porch. I saw two 2"x 8"x 3' pressure treated scraps at the curb. I asked for them, and got not only

those but 10 more up to 5' long! And he helped me load them into my vehicle, a total stranger.

The same goes for home improvement and construction; big pieces of AC ply. They also offer good empirical tests. For months, over the bad winter weather, I would pass a commercial building reconstruction site (I had a part-time temporary job in a local industrial park). Snow, rain, cold, even a bit of flooding. What looked like a packing case, or protective plywood shell, was over a telephone terminal box.

Sometime in early Spring I noticed it lying on it's side. I pounced! Asked for it and got permission to take it. When I went over to it I found it wasn't 1/4" ply but 1/2" and 3/4" and 2"x 4" framed! And bigger than the back of my small pick-up. It was fastened with black oxide sheetrock/drywall screws. Went home, got my Black & Decker cordless drill/driver (got on sale a few months earlier; 7.2volt model more than strong enough for non-commercial use), and went at it. No problem taking it apart and loading it up. Saved the screws.

I know the history of these materials. I examined the wood and the screws. For all the weathering exposure (at least 90 days) the only effect was that they were dirty. No rust, no warping or laminate peeling. The wood still had it's grade marks; construction, exterior, BC ply. The screws were also obviously commercial construction (bulk) quality. Would I feel confident using these materials in a non-salt marine environment; especially where they would be painted over? You bet.

A caveat: We all live with or across the street from someone. While a boat can be constructed out of sight in a garage, or in plain sight on a carport or driveway, nobody likes to look at a refuse pile. Least of all your spouse. Even if all you have is your front yard, be neat. Stack the stuff nicely, off the ground to preserve it, and spend a few bucks for one of those ubiquitous blue tarps.

My intended construction site was the garage with its crushed stone floor. Not even, barely level, half-flooded in a heavy rain, and if you dropped screws, nuts, or anything you couldn't afford to lose, just forget it. Of course there are options; there always are. Practicality was another thing. I'd already built an upper level storage space in the garage, years ago from scraps of course. But it was the local winter-over spa for squirrels and mice and they will chew up anything (including a lawnmower gas cap, wire & fiberglass batting, and an oar). Oddly enough they didn't usually touch things on ground level. I've always thought about a cement floor, but the garage has no footings and a 5 degree list (no, I didn't build it). Because of the house-driveway-fence relationship I would need a pumper truck to deliver the mix. I envisioned a blizzard of dollar signs.

However ... a short distance away there was a lot belonging (?) to a building supply outlet. Off to one side a pile (not a stack) of wood pallets would grow, and recede, and grow again. I asked about it. Not necessarily theirs and I could help myself. The original idea was to break them up and use the wood to critter proof the garage. When I started lugging them home, to my wife's chagrin, I found that many were oak and

some were mahogany. If you have priced wood lately you have an idea of what the potential I saw in this was.

Pulling them apart was much more of a task than I had anticipated. My wood identifications were confirmed by a specialty lumber yard. I have since found that it is typical for local indigenous woods to be used ... and when the stuff comes from the far east or the southern U.S., it's what's at hand.

I wasn't about to give up, so I stacked them in the garage. As I looked at the two stacks the light bulb came on. Even if I had a concrete floor I intended to put down wood duck boards anyway; easier on the feet, saw blades, dropped tools, and I could nail things down. Why not just skip the concrete? So I moved everything, laid out the pallets until I had some semblance of flatness, lay some scrap sheets of old paneling from the previous home owner (we've only been here 15 years), and I had my floor.

About the same time the fellow across the street was doing some re-modeling and two doors appeared in his trash. One was a solid exterior style. Over Joanne's shrieks I dragged them into the backyard, like a little kid with a frog in his pocket. Free plans from Home Depot, some 8' stud grade 2"x 4"s, a handful of pressed steel brackets, and part of a sheet of \$10 lauan. I had my 7'x 3' heavy duty work bench with a fiddled lower shelf.

In addition, Joanne had the middle panel on the back storm door, replaced with a beautiful piece of mahogany (lauan) instead of \$60 worth of shatterproof plastic.

Our 110lb Malamute, and Mother Nature will give me a real time test as to the weather and abrasion resistance of the cheap lauan and a single coat of unfilled epoxy. Out of pocket so far, about \$20.

Yes, I already had the epoxy left over from a previous project several years ago. However, I had already decided, from an engineering/strength of materials standpoint to use epoxy rather than polyester; at least for structural seams and attachments.

Simultaneously I was trying to decide what to build.

When I originally ordered the plans from Payson I had a couple of telephone conversations with him. My original thoughts focused on "easy-to-build" and overall size/mass manageable for one person. His recommendation, the 12' Fisherman's Skiff. From his experience, the easiest to build, once the building form was completed. With the agreement I could exchange them for the 10-1/2' Skiff, I ordered them, Rubins Nymph, and Sweet Pea (3 plan discount).

In one of the boat show stories in this magazine I saw a picture and mention of Bolger's Bee. When the opportunity came along to get a set for \$15, I did.

Plans are available, in reduced size, in magazines and as study plans. These are of a size that is readily copyable. I glued some copies to some heavy paper stock and made some small models.

With Bee I got a friend to make full size engineering copies of the plans and was able to make a blueprint scale model. (I have since found that Kinkos can make copies of

large size prints for very moderate prices without the cost & trouble of vellum copy prints).

Bigger Is Better. While Payson and others say that a model made exactly as the boat gives a small scale practice, my intent was purely visual. And I wanted it quick and simple. The models of the 12' Skiff and 10-1/2' Skiff were from 8-1/2"x 11" study" plans. Although the measurements, from the actual plans, indicated differences in sheers and rocker the small models looked almost identical. I did the same with Rubins Nymph. I had decided on the beamier Rubins by laying a couple of dimensioned wood strips across an eight foot steel tape. That gave a feel to the logic of additional stability and carrying capacity. I had also checked with Dynamite and gotten assurances that my 6hp, 60lb outboard would not cause a problem. Of course with Nymph's severe rocker she's designed for rowing or sailing.

Now that my floor was down and I was working on the models, it was time to find out how much space I had to work with. I did a bit of cleaning up and shifting around. Got some more peg board hooks, cleaned & de-rusted and painted an old metal shelf (for solvents and fillers). I made a vertical rack for the sheet goods and flat scraps. Got the idea from *American Woodworker*. Modified it from free-standing to tied into the exposed garage rafters. Takes up less space and closer to the wall.

It certainly looks big enough ... and I am a verifiable packrat.

(To Be Continued)

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This is one of my boating ideas which I've tested and carried with me for thousands of miles. I got hold of an old discarded Campari inflatable dinghy, but any old inflatable will do as long as it's not the easy to rip type PVC child's beach toy. People throw old inflatables out all the time, just take a look around your local boatyards.

Then I picked up all the discarded polystyrene foam fishing trap marker buoys that were washed up on the beach. Also I asked people to save me all of their old throw away polystyrene coffee cups from the fast food chains like Dunkin Donuts and McDonalds. It's amazing how fast these mount up.

After I had collected all the polystyrene together I then cut the compartments of the inflatable open at the top above the waterline and stuffed all of the polystyrene foam inside. Before sealing the compartments shut again I fitted two, 2' long by 4" wide half inch marine ply backing bits of wood along the tops of the insides of the two side compartments. This was for

Unsinkable Survival Craft Made From Old Junk

By Davie Moore

making a good strong rowing position. Once the compartments were sealed I made holes right through the skin and fixed the rowlock positions into these backing pieces. I also used the same arrangement in the stern compartment for a steering oar for when the dinghy was under sail.

To seal the compartments up again I just sewed the two sides together, then glued patches over the tops of the stitching. After this I bought some foam aerosols, made little holes in the dinghy skin in various places and squirted the foam inside. If I were to accidentally rip the inflatable skin, all of the polystyrene would be stuck together by the aerosol foam and wouldn't just float out of the hole in bits.

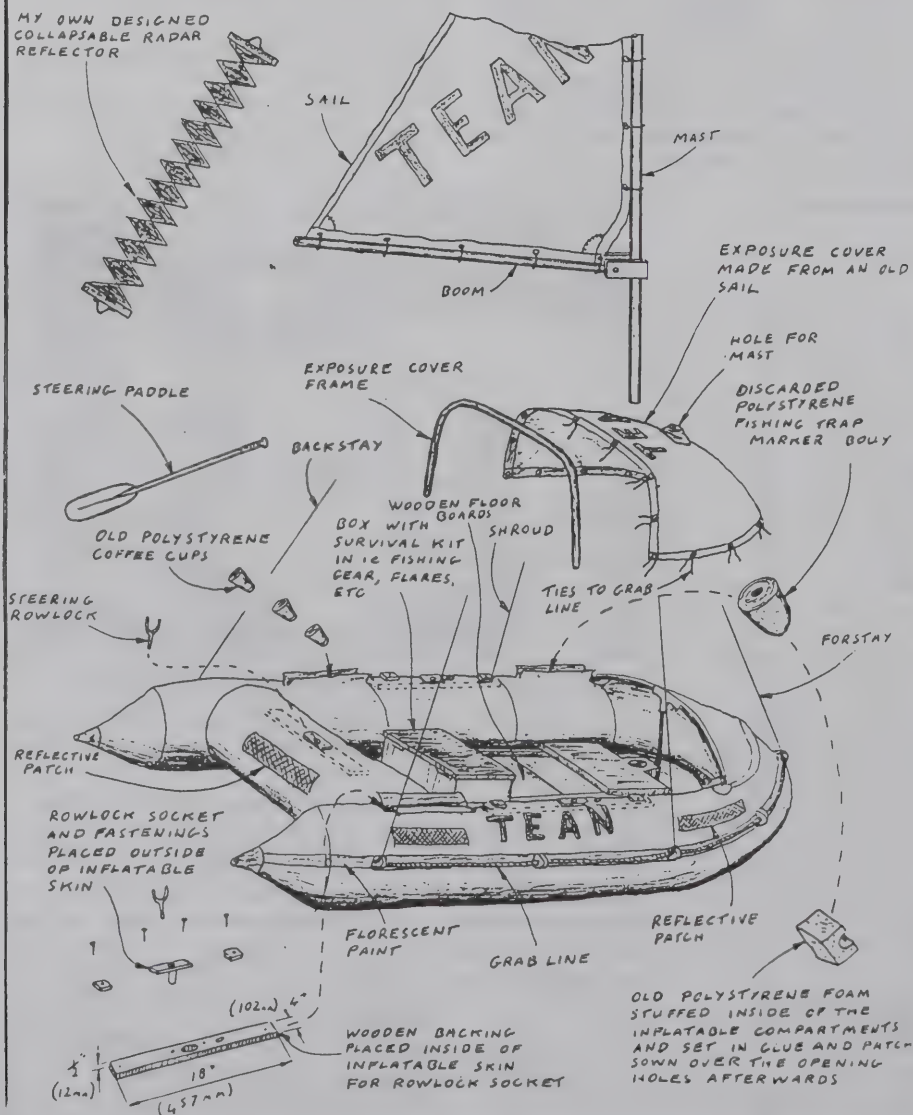
Once the dinghy was finished with quarter-inch marine ply floorboards, I made a box for the survival bits and pieces, i.e. fishing kit, flares, etc., and I secured this to the floorboards.

I made a collapsible radar reflector out of some old aluminum roofing flashing. The sails and exposure cover were made from an old sail which I had found. I used old nylon line for the rigging, the mast, just seven feet high, was made from an old oar shaft, as was the boom.

When I finished the construction of my survival craft I painted it brilliant white so that it could be seen better at night, and also stuck some reflective patches all over it. I then painted a big thick line around it in florescent paint, put my boat's name on the hull and on the sail in fluorescent colors to enable it to be seen better in the daylight.

When I launched and tested it the craft sailed and rowed quite well. It takes a bit of experimenting to get just what you want, but this is a fantastic little project that anyone can carry on throughout the winter months while your boat is in storage. Just think that it may save your life, there's no inflatable mechanism that might fail when you need it. If you make it right you can put a hundred holes in it and it will still float and it's all made out of other people's junk and old coffee cups.

DIAGRAM SHOWING THE UNSINKABLE SURVIVAL CRAFT THAT I MADE OUT OF MY OLD CAMPARI INFLATABLE



Sea Going Loading List For The Survival Craft:

Craft Itself:

- Sail, mast, boom
- Two paddles
- Four lengths of spare line
- Exposure cover
- Radar reflector.

Craft Kit Bag:

(This kit bag is an inflatable floating bag lashed inside of the craft).

- Tin plate, knife, fork, spoon
- One pint of drinking water (half a litre)
- Waterproof poncho
- Anorak
- Plastic bailer
- Penknife.
- Can opener.
- Pliers
- Plastic drinking pipe
- Plastic cup
- Two completely preserved meals
- Two army field dressings
- Two bottles of vitamin pills
- Wooly hat and socks
- Notebook and pencils
- Hand operated reverse osmosis machine (drinking water machine)
- Waterproof matches
- Fishing kit

Craft Signal Box:

(This waterproof box is also lashed down inside the craft).

- Heliograph (signal mirror)
- Four big bang flares
- Flare gun
- Three white flares
- Three red flares
- Spare flare gun chamber
- Flashlight spare bulb and batteries
- Florescent coloured kite and line

Davie's Been There

To dispel any reader assumptions that Davie's survival craft concept is that of a shoreside sailor, read the following news item from the *Cook Island News*, September 19, 1996:

Cook Islands NEWS

Thursday 19 September 1996

Rarotonga

British owner hopes to sell wrecked yacht

The British owner of the yacht stranded on the reef just to the north side of Avatiu Harbour has accepted the fact that the boat is not salvageable.

Harbour master Don Silk yesterday told Cook Islands News that the owner would like to sell the boat and its equipment, as is-where is, and hopefully raise enough money for his fare back home to England.

The yacht, which has no motor, was sailing across the Avarua coast towards Avatiu harbour on Tuesday night when it was pushed onto the reef when winds failed.

Initial attempts to free the boat failed leading to the salvage of equipment from the shore approach.

The yacht's owner is at the moment staying on another yacht in the harbour.

Captain Silk says the owner, who by trade is a ship's engineer, made his last port call in Panama before coming to the Cook Islands — a 150 day journey. — *Charlene Thompson*



The yacht "Teau" wrecked on Avarua reef after winds failed on Tuesday night — owner plans to sell for homeward fare. (More photos on page 4).

Tack and tape, stitch and glue, or wire tie building techniques are not the same thing. I tend to use the terms wrongly at times and have to back up and correct myself.

Phil Bolger boats like the Car Topper, Gypsy, and Bob Cat are all tack and tape boats. They are built usually upside down over a few forms that may or may not become a part of the finished boat. The forms are set up either on a strongback or attached directly to the floor. The bottom and side panels are tacked to these forms. The outside of the seams are taped and the outside is glassed before the hull is lifted from the forms.

Stitch and glue is assembled differently. Wire tie is one type of stitch and glue. I have designed and built several wire tie boats. This system is rapidly becoming my favorite way to build boats.

My wire tie boats require no internal framing to develop the shape. The shape cut into the bottom and side panels dictate what the general shape will be. The panels are wired together with all the ties on the outside. When everything is ready, the inside gets a fillet and a layer of tape or two, depending on the size boat.

Before taping, the beam and rocker can still be manipulated, it is up to the builder to make the final adjustments. The beam can be made wider but this will also increase the rocker. Make the boat narrower and you will

Tack and Tape or Wire Tie

By Mississippi Bob

remove rocker. A single temporary thwart will firm up the final shape and it should be installed before the taping begins.

A couple of years ago I began building a Bolger Car Topper for a customer. I had cut out the side, bottom panels, and transom from lauan underlayment before the deal soured. The parts lay around my shop collecting dust until I gave the pile to my oldest son.

I had been involved building a Car Topper once before. I worked with a writer from *Family Handyman* helping him build one. That boat got heavily photographed as he described to his readers how to put the boat together. The finished boat came out very nice, but it took four guys to get it on and off the top of his van.

When my son was ready, we decided to not add any of the sailing parts and to try to keep the boat simple and light. We agreed on building this boat as a wire tie version. Guess who got to help with the assembly?

All the parts were cut according to Phil's plan, but we were building the boat right side up with no framing other than a 48" 1x2 to

hold the beam close to what my memory said it should be.

The boat wired up very well except for a 3/4" gap near the transom between the bottom and lower chine panels. I may have cut the transom wrong, but we agreed that some extra beam aft wouldn't hurt, especially if he ever hung an outboard on the boat, so we left the gap there.

My rule of thumb for wire tie boats is plus or minus 1/8". A 3/4" gap is obviously beyond the limit, but not beyond the width of my duct tape. We taped across this gap, and also along other places where the gaps seemed large and proceeded to tape the interior. The fillets went in just fine over a duct tape base, and the interior got done just fine.

Our boat, when finished, will have a deck seat combination similar to another Bolger boat, the Sweat Pea. My experience tells me that we will need something to stiffen the sides, and what Phil did for the Sweat Pea should work on this boat.

This boat has gone together so much easier than the one we built for *Family Handyman* that it is hard to realize that it is, after all, the same boat minus the sailing parts.

Phil Bolger and many other designers tend to overbuild. This may come from their salt water upbringing. Here in the Midwest we can live with finer scantlings, but then, that's another whole article.

In Peter Marsh's wonderful article on Northwest kits manufacturers, he left out one very significant player. He is not to blame for this, there is no way he could have known, for while Common Sense Designs is well known in the boat plans market, we have just this month expanded into the kit market. This, however, is not a spur of the moment expansion. Common Sense Designs has wanted to add kits to its plans offerings since the company was founded in 1984, but this move always seemed just out of reach for a small company. Here's how it happened.

Jerry Estes, the owner of Stripper Craft Wooden Boat, a small boat manufacturer in Portland, was responsible for putting on the Portland Wooden Boat show this year. I watched how he put things together and ran the show, and was increasingly impressed with how well things were run. The only problem at the show was the incessant rain, but here in the Northwest we can't let that bother us or

New Northwest Kits Manufacturer

By Bernie Wolfard

we would never get anything done. I have known Jerry for some time, but had never seen him in action before. One thing led to another and we decided that it would be in our best interests, and in the best interests of our customers, if we joined forces.

Stripper Craft Wooden Boats brings the manufacturing skills and equipment to Common Sense Designs in a way that enables us to quickly and easily move into the kit market. We don't have to tool up from zero, and we already have a fleet of boat plans with a built-in demand for kits. We are currently in the process of kitting up the Common Sense

Designs boats that lend themselves easily to kitting, and not being deterred by a challenge, are looking at kitting those that don't easily lend themselves to kitting.

In addition to kits for well-known Common Sense Designs boats such as Micro, Pirogue, and Big Dory, Stripper Craft Wooden Boats has a line of skiffs and sea kayaks we are adding to the line. The skiffs, called the Fisherman's Skiff series, come in 10', 12', and 14' versions. These are such good boats we are calling them the Common Sense Perfect Skiff. These are the boats that, had they been available at the time, should have won the *WoodenBoat* magazine's perfect skiff competition.

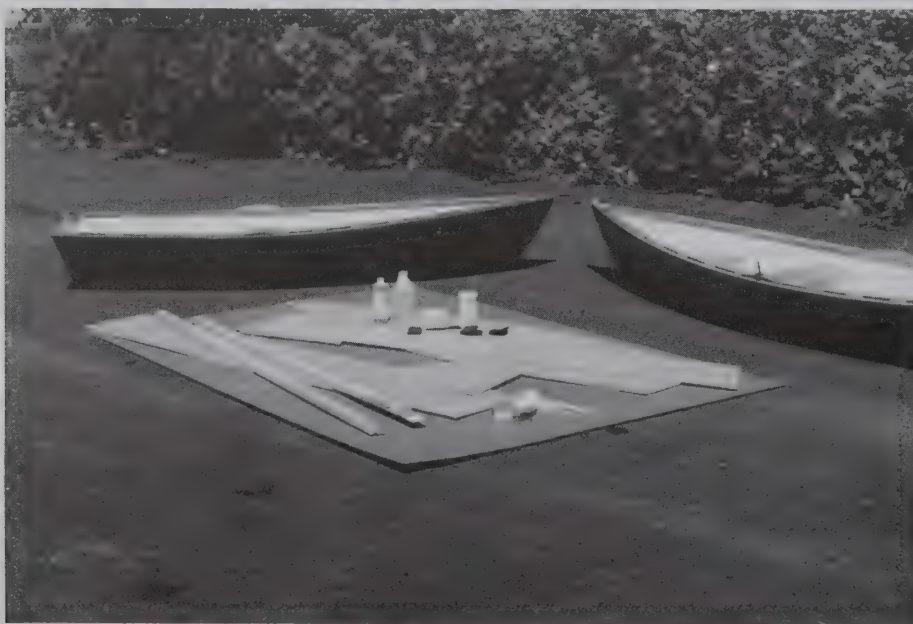
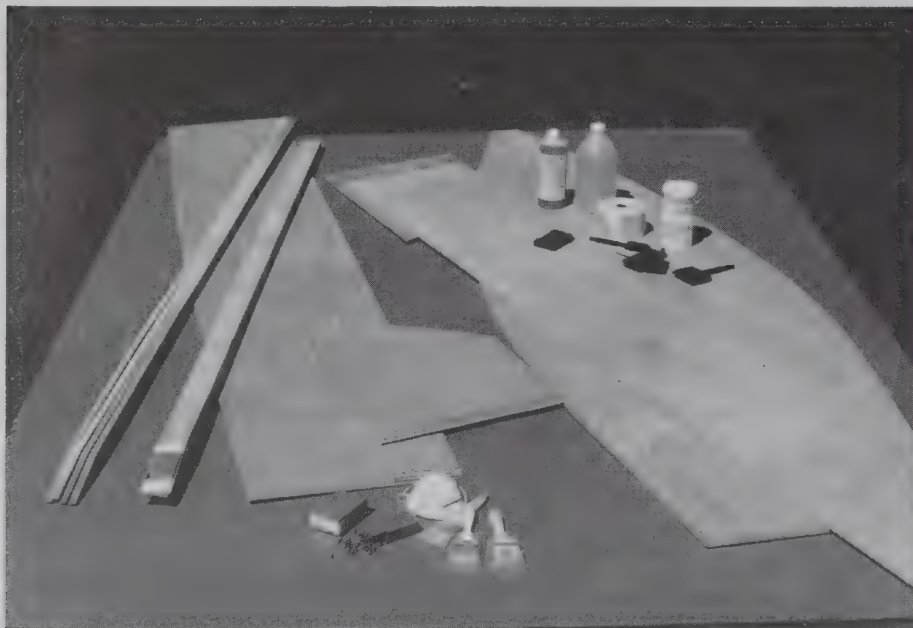
The reason is simple. They meet the requirements of the contest better than any of the boats that won. They are good-looking, are very easy to build, inexpensive, sturdy, they row, sail, and power well and are extremely lightweight. While this last criteria was not a part of the contest, we feel it is very important for a skiff. A light boat is simply easier to use, and hence will be used more often. Built using wood/epoxy, tack and tape building techniques, these boats are strong and durable as well as light.

A good skiff incorporates the most difficult of compromises. To be good it needs to be a work boat, a play boat, a row boat, a sail boat, and a power boat. Never mind the fact that most of these uses are mutually exclusive. It is the balance of all these uses that makes a good skiff. No one expects it to be the best at any one purpose, but it will be annoying if it is totally incompetent in any one use. The Common Sense Perfect Skiff, either as an FS-10, FS-12, or FS-14, is an almost perfect blend of compromises. It is the boat that everyone who lives by, or enjoys, the water needs. I am tempted to say it is the boat no one wants, but that everyone needs, but I am not sure that is good advertising copy.

In addition to the skiffs, we are adding two sea kayaks to the Common Sense fleet. These are the Seal Hunter 17 and the Walrus Hunter 19. Both are Greenland type kayaks, and before the politically correct police get after us for their names, we are trying to convey what the original designers of these boats had in mind. Both are designed to be comfortable and easy to paddle while providing the performance experienced paddlers demand. The 17' is a one person cruising kayak, the 19' is for larger paddlers and those who plan to be carrying supplies for extended cruises. Both are quick and easy to build using wood epoxy, tack and tape building techniques.

All of Common Sense Design kits follow our commitment to quality and value, being made up of imported marine plywood, cured hardwoods, bronze fasteners and fittings, and System Three boat building epoxy. We are offering two levels of kits, both of which contain all the materials needed to complete the specific boat. First we offer a pre-cut kit. In this, all the pieces that control the shape of the boat, or are difficult to form, are pre-cut and ready to assemble. Second, we offer our materials kit. This contains all the materials to build that boat, in additions to having all the plywood panels pre-scarfed. The builder cuts out the pieces of the boat themselves, learning a little more about the boat building process and saving money.

Common Sense Designs, 6140 SE 111th Ave., Portland, OR 97266.



Bolger on Design

#1 Cruising Cutter Concept 25'6" long; 11'6" Breadth; 4'6" Draft

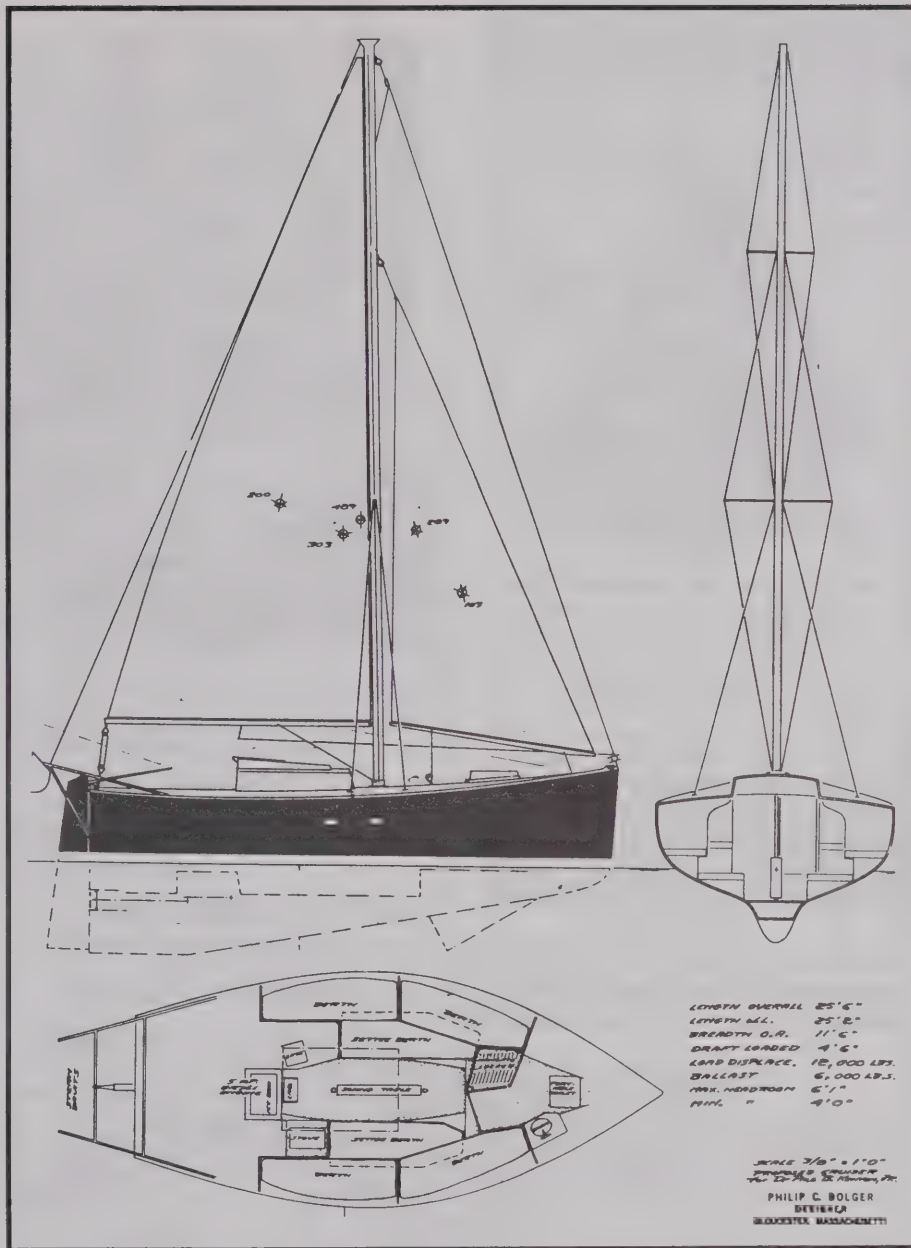
This study was made in the 1950's. At the time, Laurent Giles in England and Cyrus Hamlin in America were pioneering boats with an unprecedented height of freeboard, with spectacular advantages in reserve stability and buoyancy and in cabin volume. Both of them were doing it with reverse sheers to keep the height of the ends under control. The boats were very successful functionally, but their style was hard for many conservative people to accept.

It occurred to us that if the bow and stern profiles were kept vertical (there was plenty of traditional precedent for that), a traditional sheer could be drawn out from the high-sided mid-body to produce the flavor of something like a classical pilot cutter with low decks but high bulwarks. High bows and sterns were good for seaworthiness in any case, though not as important as a high mid-body.

Nothing more came of this particular study, but we've used the principle of raising the deck, of a type that used to have deep bulwarks, to the level of the bulwark rail cap in quite a few boats and vessels ranging up to the big, full-rigged ship *Rose*, the main deck of which was raised about six feet without losing much of her 18th century styling.

The commission for the small cutter was for a compact weekender in which four dedicated berths and two convertible settees, plus a fairly roomy washroom, were arranged along with space for six people to sit down at a table. The trade-off was a minimal galley and practically no stowage space. The wide beam was carried very high.

With the long waterline, her resistance is not great compared with her power to carry sail, this could have been a fast and weatherly as well as roomy boat. Nowadays we'd want to make her at least two feet shallower, to open up uncrowded anchorages among other advantages. We'd also want to give her a rig that doesn't depend on so much high tension wire so high aloft.



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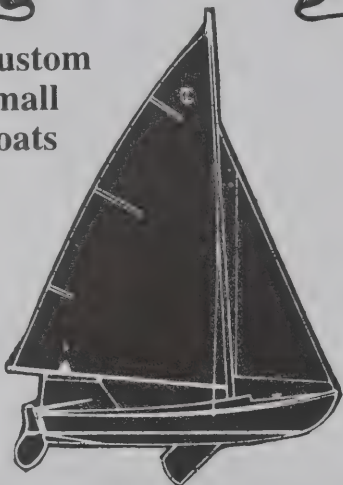
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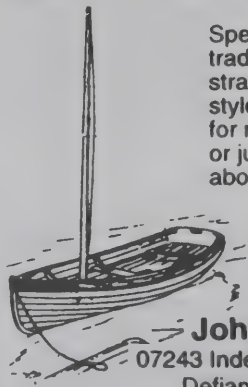
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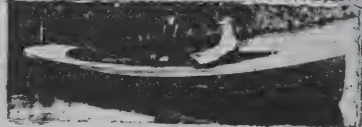
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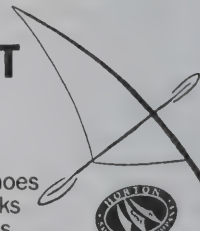
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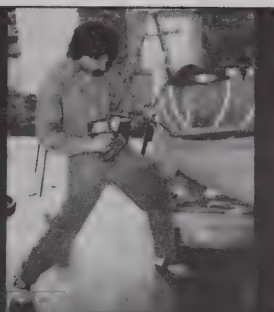
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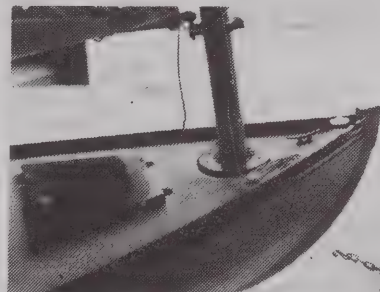
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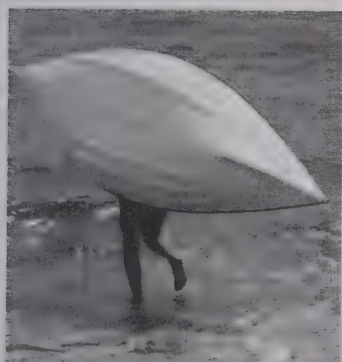
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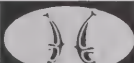


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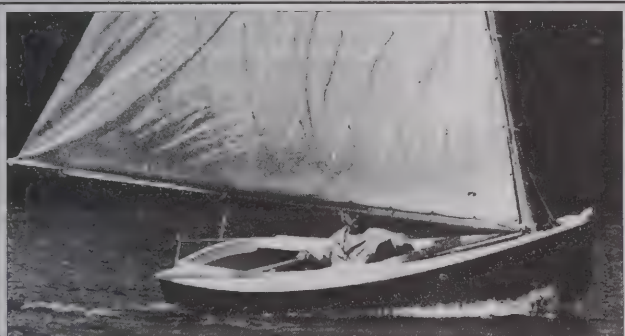
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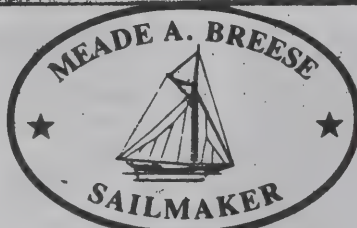


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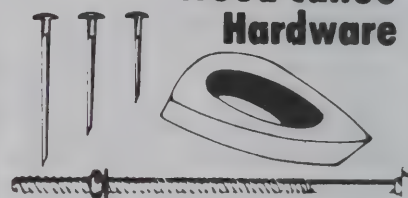
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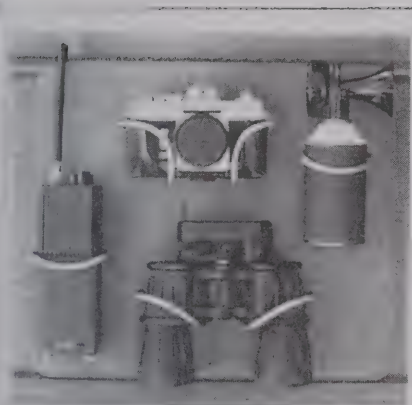


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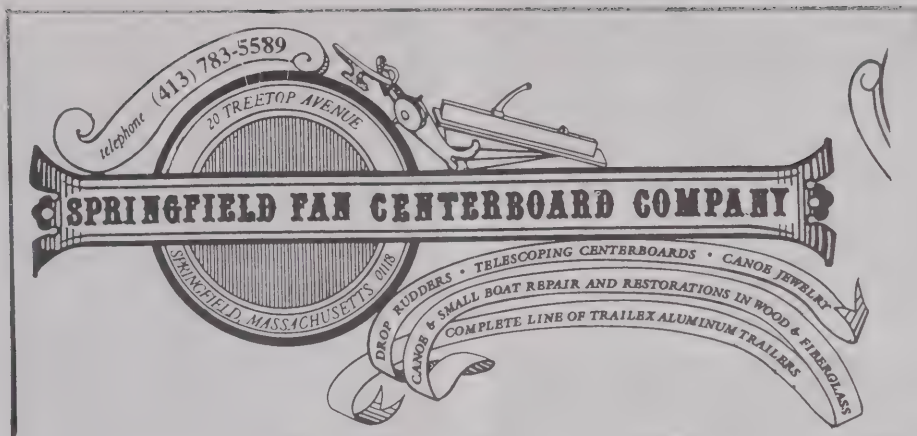
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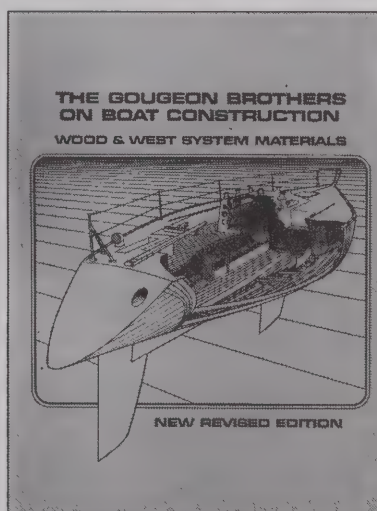
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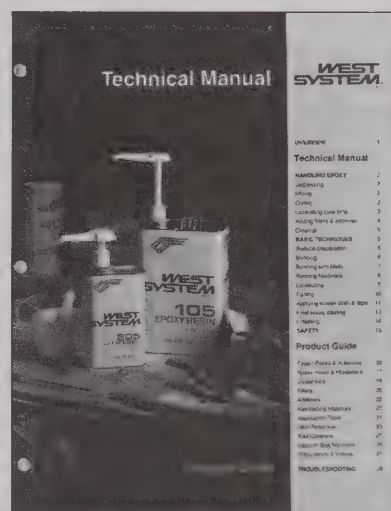
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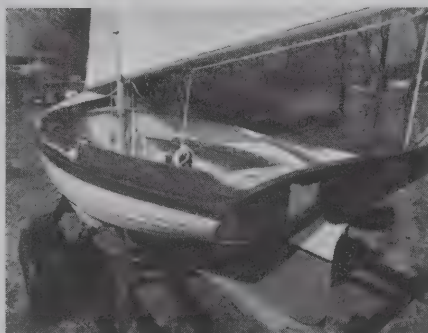
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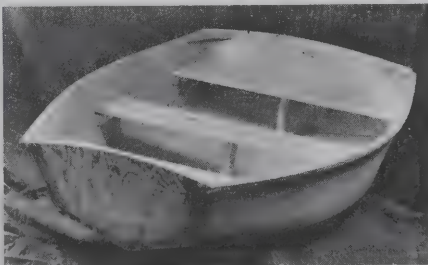
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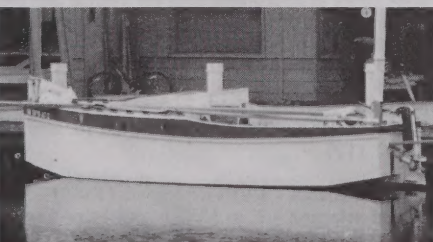
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WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

I Hear You Bought a Boat, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing.

TOM SHAW, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TF)

Navigation Charts, for British Columbia. Copies or originals.

BRUCE ARMSTRONG, Santa Barbara, CA, (805) 687-9457, email: hanalei@rain.org (1)

Steamboating, read the latest issue, an annual journal containing how-to information about acquiring, building, operating, maintaining & enjoying a steam powered boat. \$25 postpaid. Satisfaction guaranteed.
W. MUELLER, POB 100, Nobleton, FL 34661, (352) 568-1300. (3EOIP)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

Publisher Wanted, for my manuscript *Tales From the Cockpit of the Rubaiyat* (a Stone Horse sloop). This novel is a series of sailing stories covering 60 yrs of experience from a humorous and ironic perspective. If anyone can suggest a publishing company that might be receptive please contact me. Your help is appreciated.

DONALD P. ROTHCHILD, 60 Shadow Farm Way Unit 4, Wakefield, RI 02879. (1)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)



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DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (4/98EOIEP)

Cockleshell Kayak Plans, 12', 23lbs, bld in 3 wknds. \$35pp.
ERIC RISCH, 38 Hayden Pt. Rd., S. Thomaston, ME 04858, (401) 782-6760, email: eris7405@uriacc.uri.edu (4P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Skene's Elements of Yacht Design, exc cond, latest edition. \$55. *Yacht Designs by William Garden*, lots of small boat designs, perf cond. \$60.
OSCAR LIND, Seattle, WA, (206) 362-8610 eves. (1)

BOOKS & PLANS WANTED

Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.
THE BOAT HOUSE, 15 State St., Newburyport, MA 01950, (508) 462-2072. (TFP)

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SAM CHAPIN, 3A 12th Ave., Key West, FL 33040, (305) 294-3168. (TF)

Wooden Boat Workshop of Door County offers boat bldg shop space, advice & assistance. \$250/wk plus plans & materials. 2 person teams encouraged, second person half price. Bld to design of your choice.
WOODEN BOAT WORKSHOP OF DOOR COUNTY, 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955. (2P)

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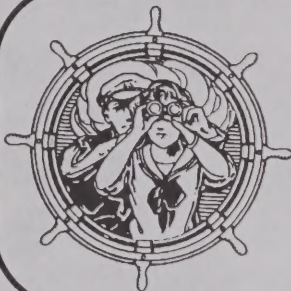
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The National Small Boat Calendar

An on-line database of organizations and events of interest to the nautically-minded.

<http://www.by-the-sea.com/events.html>



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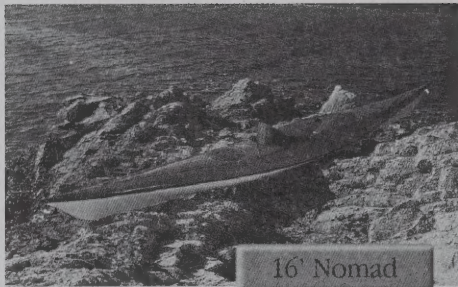
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