

Should
be
V. 16, No. 4

July 1, 1998



messing about in BOATS

Volume 16 - Number 5

July 15, 1998

6123198
Special Features This Issue
The Great PLAYS Symposium at Newport
The Great Plank Boat Regatta - What's Become of Jingo?



messing about in BOATS



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 US funds drawn on a US bank or by International Postal Money Order

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is (978) 774-0906, there is no machine.

Editor & Publisher is Bob Hicks.

Production & Subscription Fulfillment by Office Support Services.

Volume 16 - Number 5
July 15, 1998

In Our Next Issue...

I will have my annual report on "The John Gardner Small Craft Workshop" at Mystic Seaport and Ron Hoddinott tells us about his "Return to Cedar Key".

Rick Klepfer describes a childhood trip with Dad in "Doubling Cape May", and Lewis Freeman's "By Waterways to Gotham" motors on "To the Hudson".

Jim Hodges and Bill Zeitler report on progress of "Delaware's Replica *Kalmar Nykel*"; Hans Waecker describes how to get a boat built on a Caribbean holiday in "An Aury Punt for Culebra"; we learn about "Boatbuilding at Proctor Academy" in New Hampshire; Ron Mamerow announces a "New Boatbuilding Club in Michigan"; and Ron Magen carries on with "Boatbuilding - Part 6".

Bruce Gray presents his story and photos on his "Freedom Series Dinghies" for the disabled; Richard Carsen's "Dreamboats" looks at "The Damsel Fly-Fish", and Phil Bolger describes in detail "Topaz, a 31' Trailerable Inboard Dayboat".

On the Cover...

Two hulls are better than one? This was one of the themes at the AYRS Symposium in Newport, exemplified on our cover by the rowing catamaran, Rowing Needles, and the Canoe Sports Caribe, a Hawaiian outrigger canoe.



Commentary...

The guys in the photo above don't look awfully radical, and the rowing shells on the ground are fairly conventional in appearance, yet I took the photo at the annual Amateur Yacht Research Society New England Chapter Symposium at Newport, Rhode Island. Supposedly AYRS members are leading edge, or perhaps at times ragged edge, exponents of creative concepts in boat design, concepts that don't usually find acceptance by proponents of the conventional wisdom of yacht design.

The group of four at the right includes two professional naval architects, Frank MacLear at far right and next to him Dick Newick of worldwide fame as a multihull designer. The rowing shells are MacLear's creations. Next to Newick stands Keith Burgess, a professional in composite construction techniques. He and Newick are collaborating on a composite 30' dayboat trimaran for Burgess. The fourth member of the group at its left is chapter prez and symposium organizer Tom Blevins.

So here we have recognized professional designers mixing in with the amateur wannabees who join AYRS so their unconventional concepts can be shared with others who understand this urge to do it differently. AYRS is so nicely relaxed about its objectives that membership of professionals in the amateur organization is perfectly acceptable and understandable.

I was there to meet these people and learn what they are up to, not only to report on their doings as a journalist, but also because I share their willingness to fly in the face of the established wisdom when I think about what I might want to do in small boating. My immediate ongoing small gesture in this is the 17' kayak trimaran I have been sporadically putting together from a collection of used stuff, and I had been asked to bring it as an example of budget multihull potential for homebuilders.

While performance, chiefly expressed in terms of boat speed under sail, is a prime focus of the AYRS folks, this year there was some emphasis on affordability and ease of building, concepts that were not necessarily exotic in terms of sailing speed, but were inexpensive ways to achieve some on-the-water experience in a boat you built yourself.

The designing and building of conventional small boats claims a far greater audi-

ence amongst the tiny niche group in boating who like to do it themselves, but many hopefuls, facing the apparent skills level demanded for building one's very own lapstrake traditional rowboat, are intimidated enough to not have a go at it. Those with a bit more desire will sign up for a boatbuilding course before starting. AYRS types suffer fewer such doubts about going about doing what they want to do as they do not feel constrained to do it in an "approved" fashion.

As a lifetime enthusiast for seat of the pants engineering, of getting at the vision I have without first doing research or drawings or taking courses, I am attracted to this AYRS attitude. Oh yes, had I followed conventional practice I probably would have more to show for all my messing about, but there is just something about not knowing exactly how some wild idea will turn out that has proven irresistible to me.

One project that seems to have succeeded from such an urge is this magazine. I had no publishing or journalism experience when I started my first magazine in 1959 involving my then enthusiasm, motorcycle racing. Fortunately my audience was as unsophisticated as I was and I succeeded. By the time I started *Messing About in Boats* 24 years later I knew what I was doing in publishing a small special interest periodical, but it was still something of a fling to see if there would be acceptance of my notion of a small periodical devoted to our tiny niche in boating.

Having lived on the edge, as it were, for 35 years now, I am comfortable with pursuing any concept that gets my attention regardless of its acceptability by others in the activity. My recent infatuation with recumbent bicycles and my immediate re-engineering and rebuilding of a second hand highly regarded model to make it "better for me" is the current manifestation of this radical urge. The kayak trimaran is the messing about in boats manifestation.

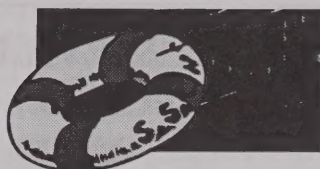
Still, as I write this a week before I go off to my 20th or so Small Boat Workshop at Mystic, I look forward as always to meeting and mixing with those who prefer the traditional ways in small boating. I do still find the boats a pleasure to view and to try and the enthusiasm of those who favor traditional small craft infectious.

Days spent at boat ramps doing vessel safety checks are never dull, but most are routine. The boater does or does not want a check, he does or does not have the necessary safety equipment, he does or does not need (seek) local knowledge. But there are exceptions.

I was at a ramp the other day when a really beautiful 25' 1984 outboard cruiser pulled up with a charming middle-aged "couple" ready to launch. I use "couple" in quotation marks because, as I spent quite a bit of time with them, I had to wonder if they had known each other for very long. Certainly, she had never been boating before, as became clear when I helped them launch and she was unable to secure a line to a cleat.

They were headed south to Myrtle Beach and since it was early afternoon, I wondered if they could make it before dark. "Got your charts?" I asked and was assured that they were aboard. "The channel from this ramp to the Cape Fear River can be a little tricky at low tide," I said. "You need to watch the markers carefully and keep an eye on your depth sounder." I volunteered, "I'll give you a radio check when you clear the marina since you have not used the boat since last season."

It was only because of that promise that I



Small Boat SAFETY

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

Innocence / Ignorance

watched them leave and saw them miss a channel marker some 70 yards from the dock and go ever further aground with the light south-west breeze making matters worse.

"*Risky Business*," I said on my hand-held, "this is Ten Juliet. Submit you need to get an anchor out right away. You will have a rising tide in 30 minutes."

"I think we can make it," he replied. He was wrong! Fifteen minutes later he was hopelessly aground in very shallow water, and even

a small jon boat that tried to help had to paddle out to the channel. Alternate propulsion is required on vessels less than 16 feet. He needed his this afternoon. When I left the marina an hour later, *Risky Business* was waiting for a commercial tow boat. At no point was he in danger, but his day was certainly ruined.

There are several morals to this true story. First, it's not enough to have charts aboard, you have to study them with care before you leave the dock. Second, know what markers you are looking for and what they mean. Third, make your "partner" a crew member rather than a passenger. That means teaching some basics before you start on a cruise, especially in unfamiliar waters. Have him or her take the Auxiliary Boating Skills and Seamanship course and be helpful, not just decorative.

Risky Business is a very nice vessel, beautifully maintained and with all required safety equipment. Sadly, on this warm spring afternoon, her skipper was "casual." If he was fortunate, he got a slip for the night at the marina from which he started. I'm quite sure he never made it to Myrtle Beach.

Perhaps tomorrow. He can leave at high tide. This time he will know the channel to the main river.

"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.



Hydrophobia

I know it is hard to believe, but there are people who are not thrilled by the idea of being out on a boat. My father is one of them. He went to sea in the army during the war on his way overseas, and even before the ship left the pier he was seasick. He stayed that way for the whole trip. After that (he returned by plane), the only vessel he voluntarily sailed on was the Staten Island Ferry.

One time I got him to go out with me on a centerboard sloop I had found and repaired. We were fine until we got to a bar just before the channel. As it was low tide, the board had to come up. That part went fine. When I told him to drop the board, he released of the pennant and it went down very fast, ripping the hardware out of the overhead. By mutual agreement, I have not taken him out again.

There is a passage in one of the tales of major cruises in which the narrator tells of the time he did a favor to the people of an island where they had been nicer than usual. There were about 20 who wished to go to market on another Caribbean Island. There was no regular service between the islands, and the local boats were too small for the passage. The women came out in one of the local boats, screaming and complaining and making nervous noises all the way. Once they were aboard, however, they settled down and even criticized the handling of the boat during the trip. In short, it seems that boat work

was seen as a "male function."

The third group are people who have been out once and decided that it isn't for them. My friend Rowena is one of them. Back in the '70's, when she was a college student in Trinidad, she took a course in marine biology. It didn't occur to her that, as this was a lab course, she should know how to swim. She could not swim a stroke.

The lab was a few miles offshore and the boat was a leaker. The grad student who led the field trip was also not really a boat person, and the boat was not checked out for safety or equipment before they left the dock. As they arrived at the island, the boat hit something and capsized. Rowena and the others were thrown into the water. One of the swimmers rescued her, and another righted the boat and got them all back aboard. It was then discovered that the boat had been holed and was taking water. Despite their bailing, the boat sank on the way back to the dock.

Rowena has always been game and went on with the course for another couple of weeks. Faced with the prospect of another field trip, however, she dropped out. She has not voluntarily been afloat in anything smaller than an ocean liner since that time, and still can't swim.

Rowena is unusual, though. Most non-swimmers can at least self rescue. The most common objection I hear when someone is invited out is "but I don't swim." The ques-

tion of swimming has become almost irrelevant to boating. There are two reasons for this. One, no one leaves the dock with me without wearing a PFD. Two, part of the object is to keep them in the boat. A large part of seamanship is simply avoiding getting into trouble. When a novice is out on the water, they only are out in selected conditions. Yes, there is always a possibility of an accident. Good planning can avoid almost all of them.

The final category of those who don't like boating are spouses who have decided that they don't like to go out on hubby's boat. This is a variation of the Caribbean women's attitude that boating is a "man's thing." Once the relationship is sanctified, they don't have to show an interest in the sport. This is analogous to suddenly discovering a dislike of hockey or football, except that the spouse is not expected to play hockey or football, just attend to game or watch it on the tube.

There has been a lot of discussion of how this happens, usually ending up with the statement that it is the bad old skipper's fault that his wife does not want to spend time with him and his boat. While there may be an element of truth in this, often it is the husband who slowly gets weaned away from the water in order to be with his family. It becomes a question of priorities and conflicting demands.

Fortunately, the pattern shows some signs of changing. A cursory look around most waterfronts will show that more women are becoming involved on their own, usually while single. Having lived aboard, I have noticed that this is not just a small boat thing. Many liveaboards are married. More and more spouses are as competent aboard as their husbands. Another factor is that, as much as I regret it, there are proportionately fewer wooden boats to be seen. When minor maintenance can be performed with a cloth, instead of having to wake up with the dawn to mop the dew off the wood so that the varnish doesn't get spotted, boating gets more user friendly.

The computer world has shown that when it is easy to use the product, more people will join in. This is a corollary of Gresham's law: Easier participation means more participation.

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.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

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.

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.

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

MARITIME MUSEUMS

- (Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Calvert 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, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

- Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966. (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.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
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, 2210 Finland Rd., 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.
Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.
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.

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/tsc-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 Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950.
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. (978) 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) 429-5847.
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

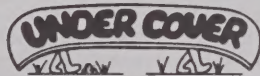
Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

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 LOR 1H0, Canada, (819) 422-3456.



canoe and kayak covers

Storage Covers—virtually waterproof yet still breath, blocks 99.8% of suns UV rays. Draw string ties on both ends. \$69.95+ up.

Travel Covers—100% treated polyester excellent protection. Draw string and tie down loops. \$99.95+ up.

A near custom fit for canoes from 12 to 18 1/2 feet.

Kayak Covers available from 14 to 18 feet. \$149.95 to \$159.95+ up.

Brochure with Order Form (800) 275-2580

Old Harbor Companies • Box 609 • Hyannis, MA 02601

1st Annual Great Lakes Small Craft Symposium

Held By Tri-City Amateur Boat Builders
Haitcho Recreation Park
Saginaw, Michigan
Sponsored By
Gougeon Brothers/ West System®
Saturday, August 22. 1998
10am – 5pm

Anyone with a wooden boat, classic, or hand built that can be hand launched; Skiffs, Canoes, Sailboats, Kayaks, Etc. (Sorry, no gas motors / park rules)

Boat building & Epoxy Seminars
Raffle for kayak and canoe
Participation plaque for pre-registered
Door Prizes (Cool Stuff!)

FOR FLYER

Phone (517)-781-3546,
Email: gmcquinn@alpha.delta.edu
Tri-City Boat Builders
2510 Sierra Dr. Saginaw, MI 48609
www.darksides-1.com/glscs/

You write to us about..

Activities & Events...

Cruise of the *Endeavour*

The *Endeavour* is a replica of James Cook's collier that he took on his first voyage. She will leave New York City in late June on the last leg of her voyage up the east coast which began in March at West Palm Beach, Florida. Ports of call will be Norwalk, Connecticut, Newport, Rhode Island, Boston and New Bedford, Massachusetts, Portsmouth New Hampshire, Bath Maine, and Halifax Nova Scotia.

Endeavour is a big deal in Australia, where she was built, since Cook's voyage saw the charting of Botany Bay and was the basis for the subsequent establishment of the penal colony and British colonialization. In the '80's a group of Australians financed the construction of as genuine a reconstruction as possible. Despite many dramas and difficulties they did finally succeed a few years ago and she's been sailing down under since.

She has since sailed off around the world via the Cape of Good Hope to Europe, then across the Atlantic to her present east coast US tour. A very interesting website explains all for those who can access it at <<http://www.greenwichuk.com/endeavour/naapro.html>>

Bill Robinson, Charlotte, NC

Latest Launching

On July 11th the Rockland Apprenticeshop will launch the last of three boats completed this past winter. The *Malcolm Brewer* is an 18' double ended old gaffer from a design by Murray Peterson. She will honor both her designer and her namesake, builder Malcolm Brewer of Camden, Maine.

In early May we launched *Ameriketaik*, a 38' traditional basque fishing boat, a gift from the Basque peoples of the Americas to the Basque country, the Atlantic coast between France and Spain. Then in June we launched *Humilitie*, the 21st of the 38' Atlantic Challenge gigs extant or under construction.

Rockland Apprenticeshop, P.O. Box B, Rockland, ME 04841, (207) 594-1800

Join Us at Lake Champlain

It is still not too late for small boat builders, professional or amateur, to register as exhibitors at our 10th Annual Small Boat Show here at Basin Harbor, Vermont, at our beautiful setting on the shore of Lake Champlain. The dates are July 11th and 12th, the fee if you wish to offer your boat for sale is \$25, or to display only just \$10.

We attract an evergrowing crowd of interested people and offer good food, live music and children's activities. A simple but hearty meal is provided Saturday evening for exhibitors and show staff.

Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2022

Experiences...

We'll See How a '50's Design Does

Last fall, too late to do much sailing, I finished an 18' Malibu Outrigger. With the exceptions of a borrowed Nacra rudder and daggerboard, she's built to plan. This summer the owner and I will get in some serious sailing time and get her tuned up for entering regattas. It should be interesting to see how a '50's design does in the Open Portsmouth Class. These days her number is high at .790 compared to .665 for the Hobie 20 and .640 for the Nacra 6.0. Could be very interesting. Well sailed "slow" boats often time out better than "fast" boats.

Marc Pauls, St. Louis, MO

Information Please...

Sailcloth for Aircraft Covering

Like many others, I am interested in both airplanes and boats. They have much in common. At this time I am working on an article about the history of aircraft covering fabrics for one of the homebuilt airplane magazines, *Experimenter*.

It appears that a number of early airplanes had their wooden frameworks covered with sailcloth. I assume this is because a light grade of it would have been strong and also closely woven so as to not "leak" air. Can anyone direct me to reading material on the subject of the sailcloths available in the 1910-1914 period?

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

Brooks Boatworks Runabout

I recently acquired a 17' bay runabout which was a 1940 kit boat. The design and structural members came from Brooks Boatworks located at that time in Kalamazoo, Michigan. To the best of my knowledge this company no longer exists. I would appreciate any information or leads to the history, literature, etc. of this company.

The boat is rather unusual in that the engine, a 1939 4 cylinder Gray Marine, is located amidships in front of the passenger compartment, unlike those I am most familiar with where the engine is located behind the passengers. The hull is planked with tidewater cypress.

Brooks advertised the boat as a sports/speedster and the closest to it I have seen that is similar in appearance is the old racing boat style of that era with the long front deck with passenger behind the engine. Unlike the two passenger compartment of that type, my boat will accommodate five people.

Robert Davis, 3205 Inverness Ln., Birmingham, AL 35243

Opinions...

Remembering Ron Oshier

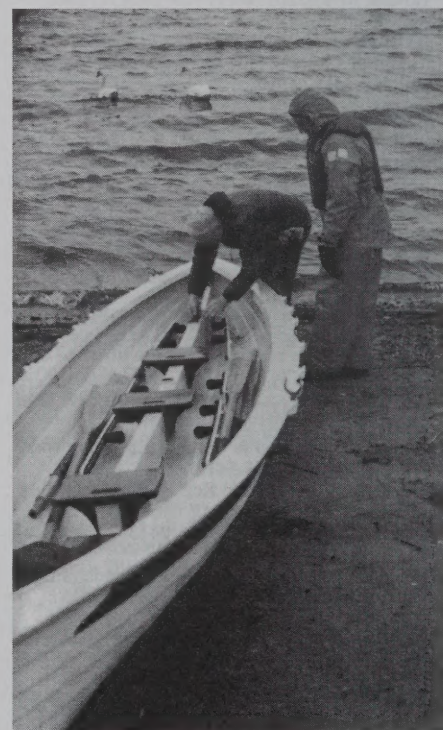
A good friend and talented craftsman, Ron Oshier, has recently passed away. Not only was he a builder of classic boats, he excelled in many forms of woodworking.

During the construction of my guide boat it became apparent to me just how knowledgeable Ron was when it came to woodworking. He could look at a log and know which way the grain was. He was instrumental in generating interest in wooden boats throughout the Southern tier and the Finger Lakes areas.

Most of his boating was done on the Susquehanna River in one of his Rushton designed boats. Ron was born and raised in Saranac Lake area from a long line of loggers and woodsman. He dedicated his life to woodworking and in particular, the making of custom wooden boats.

Peter Androsko

Projects...



The Third of Three is Launched

Perigee, the third of three similar pulling boats designed and built by and for the Connecticut River Oar & Paddle Club was launched on March 21st, joining *Apogee* and *Freshet* in the CROPC fleet.

Dr. David McCulloch, "boatbuilder" is shown making final adjustments. He had help from club members on the first boat, and a few gave him a hand on the second, but he finished *Perigee* all by himself after the partial hull sat around for two years with no work being done.

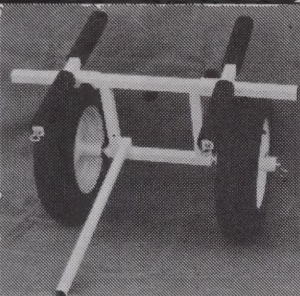
This was an ambitious undertaking for a smallish club, cutting lumber up for three boats, and without Dave none of them would have been completed. Dave just loves to build boats.

Connecticut River Oar & Paddle Club, Old Lyme, CT

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H



Call for Info **1-800-466-3131**

A & B Industries, Inc. 9233 N. 12th Ave. Phoenix, Az. 85021

- AFFORDABLE SAILS THAT WORK
- 20 YEARS EXPERIENCE
- NEW, REPAIR, MODIFICATIONS



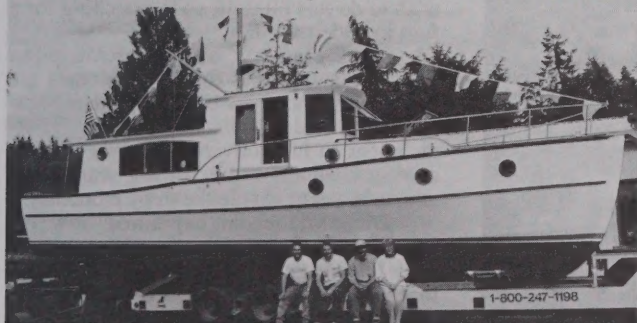
612 Plain Street
Marshfield, MA 02050
Exit 12 from Rt. 3

(781) 834-1382

*Devlin Designing Boatworks, Inc.
has built over 390 boats using
wood/epoxy composites.*

*When Sam and crew
spent 4300 hours
building Sparque,
they didn't use
just any epoxy.*

They used MAS Epoxies



MAS EPOXIES

To find out why -1-888-627-3769 or
www.masepoxies.com

Photo by Callea Photo



CANOE SPORTS

C A R I B E E

108 NORTH MAIN STREET P.O. BOX 639 • ESSEX, CT 06426
PHONE: 860-767-8665 FAX: 860-767-3223



**MANUFACTURERS AND SUPLIERS OF SOLO
OC-1 AND SIX PERSON, OC-6
FIBERGLASS OUTRIGGER CANOES.
DESIGNED , TESTED AND RACED IN HAWAII**

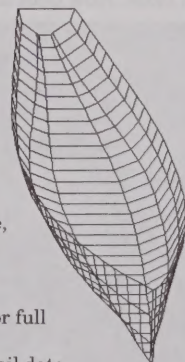
PLYBOATS® 2.01

Software for the design of small boats
State of the Art Timesaver for Professional or Amateur

Complete Unit Flexibility

Metric, Decimal Inches or Feet-Inch-Eighths

- Fast Sketch technique utilizes the equations of bent draftsman's splines. Curves are always precisely fair. No fairing procedures required.
- Calculates Displacement, heeling-righting moments. Displaced area centroid analysis provides insight into hull drag.
- Develop Sail Plan using two masts, 20 sail types and jib. Shows Plan center of effort. Sail lead of Sail Center of effort vs. Hull Lateral area.
- Flat panel layout for plywood stitch and glue, welded steel or aluminum.
- Isometric views, with vanishing point, wire frame and solid views.
- Model scaling: Provides all detail for model or full scale building.
- Print out all graphics, offsets, design table, sail data, coefficients, etc.
- Export to CAD; 2D views, 3D view, sail plan and/or plywood layout.
- 116 page 8 1/2" x 11" bound manual; over 80 example designs on disk.



RAY CLARK ENTERPRISES

7071 Warner Ave., #F, Huntington Beach, CA 92647
Fax or phone (714) 840-7284 • E-mail plyboats@ido.net
More detail at Website: <http://www.plyboats.com>
VISA, MASTERCARD, AMERICAN EXPRESS
\$145.00 plus S&H (CA residents include tax)
S&H: US \$5.50, Canada \$8.00, others \$12.00



Jim Michelson's Sports Caribe outrigger canoe was in use much of the afternoon.



Ron Rantilla of Aquamation forward facing rowing fame, gives Bob Kieronski's Rowing Needles a try, gotta get used to this backward facing rowing idea. A common comment from those who rowed this boat, "it's wet."

My 17' kayak trimaran on display with its just rigged windsurfer sail. With just one short pond trial of the new rig prior to the AYRS gathering, no wind much of the afternoon, and then a strong seabreeze blowing right into the rockbound entrance to the boat basin, I did not take it out. More trials first until I know what I am doing. The features that appeal include all up weight of 165 pounds, and all in cost of \$750, achieved by use of used components and my own labor. How does it sail? I'll let you know when I find out.



AYRS Symposium At Newport

By Bob Hicks

It was a smallish gathering, about 30 on Saturday when I was there, but an eclectic one as one would expect of members of the Amateur Yacht Research Society. Readers who followed Michael Badham's four part serialization about the AYRS in our February 15 - April 1 issues will have a good understanding about the sort of freethinking visions the members of this organization come up with and share amongst like minded fellows. For those who did not read the series, suffice it to say here that an eccentric Englishman started this group back in 1955 based on the premise that amateurs, unfettered by the "conventional wisdom" of the professionals, could come up with much better design concepts for boats, chiefly wind powered. The fortunes of AYRS have ebbed and flowed ever since. In New England they are flowing again.

The New England Chapter members on hand at Newport were, for the most part, fairly conservative in their presentations, with a significant emphasis seemingly on low cost design concepts. There were none of the esoteric mathematical exercises that sometimes fill the AYRS journals from England. A rundown of the scheduled program gives good indication of this.

The first indoor round table on Saturday morning concerned itself with paddle and oar powered concepts.

Mike Rowe discussed his easy and cheap to build Sneaker double paddle mini-kayak, Mike's emphasis with this design is to attract young people into small boating through their building their own easy, quick and cheap to build craft and then enjoying the fruits of their efforts. As seems fated for anyone with notions that are outside the "conventional wisdom", Mike has found little support for his idea amongst educators.

Bob Kieronski introduced and discussed his rowing cat, "Needles". While the idea of a sliding seat rowing cat is not new, Bob's design utilizing long sections of PVC pipe capped at the ends with molded plastic plugs and fitted with a strap on bridgework that supports the sliding seat rig and rower, is somewhat unique. Bob has spent the money to tool up for production but does not wish to do this himself, so is searching for a firm to undertake this.

Frank MacLear, a naval architect (an anomaly in AYRS is that professionals are welcome as members of this amateur organization) discussed his simple outrigger attachment to his conventional long narrow rowing shell for those rowing wannabees unable as yet to handle the tippy monohull.

Dick Michelson explained how his Sports Caribe outrigger canoes (one to six place) from Hawaii are not only great boats to paddle, especially the teamwork multi-paddle models, but are nautical cultural artifacts that need to be introduced into our east coast European small boat purvue. Dick is pursuing this task, he's not a designer nor a paddler, but someone who saw the potential for developing interest in an ancient Pacific watercraft here. The fact that some two dozen of the six place canoes will contest the

Blackburn Challenge in mid-July (double last year's entry) indicates that he is having some success.

Bruce Winterbon spoke on his canoe designs, "by eye & seat of the pants" light, tippy double paddle boats. Bruce has now built nine, no two are alike, and each succeeding one that has dealt with the previous one's shortcomings has in turn presented Bruce with further challenge in his backwoods design shop (Bruce is from rural Ontario).

I was surprised to find myself included in the paddle and oar round table discussion for I had brought, at request of Symposium organizer Tom Blevins, my 17' sailing kayak trimaran, more properly appropriate for the sail round table. So I confined my remarks on paddles and oars to how this magazine encourages and promotes the use of both.

Ron Rantilla was across the harbor at the Newport Used Boat Show, but did make an appearance in the afternoon with his AquaMotion Forward-Facing Rowing skiff.

The second morning indoor round table was concerned with sail powered boats.

Hal Robinson presented his One Meter Class radio-controlled sloops, built for low cost by utilizing, for example, lead wheel balancing weights for ballast keels. With serious RC models now selling for thousands of dollars, Hal is attempting to get back to basics with a quite effective low cost design.

Dick Newick (another "pro" in this amateur group) & Keith Burgess described their design for a composite trimaran with a crab claw sailing rig which they have renamed "delta wing". Keith, who is a professional in composite construction, gave Dick his requirements for his 30' dayboat tri, Dick came up with a design based on his world proven multi hull successes, and Keith is going with it from there developing the composite construction, already underway. The use of the delta wing is the most radical concept I was introduced to at the symposium, and both Dick and Keith look forward to developing its potential.

I was unable to attend the Sunday program but Tom Blevins informed me that the following topics were presented:

Wayne Pierce: T-25 and T-45 self-righting trimarans.

Keith Burgess: The common sense of advanced composites.

John Sieburth: *Endeavor* to *Excitor*, 229 years in the Land of the Long White Cloud (New Zealand).

Ray Haig: The proposed single-handed transatlantic/transpacific powerboat races (minimal fuel/highly efficient).

In addition:

An interesting video compiled by Dave Culp of AYRS on Speed Week trials, successes, and spectacular "learning experiences".

Literature on "Aeroskimmer", a Dutch catamaran that was the 1997 Speed Week Winner.

A video on "Voyager" the Duffy Electric Boat 60' experimental craft.

It was an engrossing weekend for those inclined to follow their own whims in small boating rather than the established way.



Hal Robinson captures the attention of an onlooker with his one meter class radio control model.



A fleet of slender craft on the green, from foreground a skin kayak, a racing shell, the same shell with an outrigger, and a short mini-kayak.

Dick Michelson (in shorts) at work, espousing his cause, broadening our European oriented east coast small boat viewpoint by introducing us to his Hawaiian outriggers.





The fleet, from left: 50-year-old flotsam boat, Henry Spalding plank boat, Dumas Star built by my son Bill (tall rig), old Star, and 42" S&S sloop.

The Great Plank Boat Regatta

By Joseph Spalding

It all started in late July when my nephew's 5-1/2-year-old twins arrived on a Saturday afternoon at the lake. They became enthralled with a model sailboat which was flotsam from my youth and had been rigged as a yawl by my middle son about 20 years ago. Unfortunately the sail cloth had rotted. I got involved in new sails and also made a sloop rig for a somewhat larger drift-in hull. The black sloop sailed well in light air and the red yawl did very well when it was breezy.

In fact, I predicted it wouldn't sail worth a hoot. However, when chucked into the lake with a 5-10 mph NW breeze, it sailed away. I ran for a canoe and paddled like mad before catching it. I wouldn't have gotten it if it hadn't fetched up on a moored party boat.

My other nephew's son, Luke, also 5-years-old, arrived shortly thereafter for the month of August. He was determined to build

The Star was basis for our plank boats.

a model that he could sail. His dad and he had fashioned a boat from flotsam which was sort of a cat design, and he was quite proud of it.

I told him if he would come and help, we could build a plank boat which I was sure we could make sail. He came up to the house at about 11:00 AM on Saturday and worked with me until well after 3:00 PM with a half-hour out for lunch. We made some progress, and his mom popped in from time to time to help and make sure he wasn't bored.

Each feature was a new creation, so it went slowly. We took a 2x8, laid an old Star model over it and traced the outline. I set the band saw at 15°, then sawed around the outline such that the boat tapered and met at a jaunty angle at the stem.

We puzzled out how to make a keel, again using the Star model as a guide to placement fore, aft, and depth. To place ballast on the

The S&S knocked down on the wind.

keel was a puzzle until I found I could pry a steel clip from a wheelweight and straighten out the lead. We then discovered that some magic stuff called E6000 did a great job of gluing three wheelweights about 5" long on each side of the keel. This seemed to be about as much ballast as the Star model had.

A slot was cut in the bottom of the plank and the keel was glued in, using more E6000 and a few slivers of wood to center the keel in the slot. E6000 is a lot like the various goops that are sold in hardware stores, except it flows better and seems to handle better. It really did a job on this keel deal and is something anyone can use. I discarded the idea of molding a plaster mold as Luke wanted to sail that summer. We cut out some pieces to make a stand as we now had a keel.

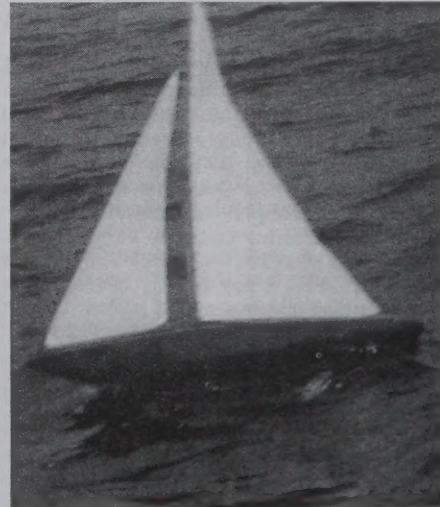
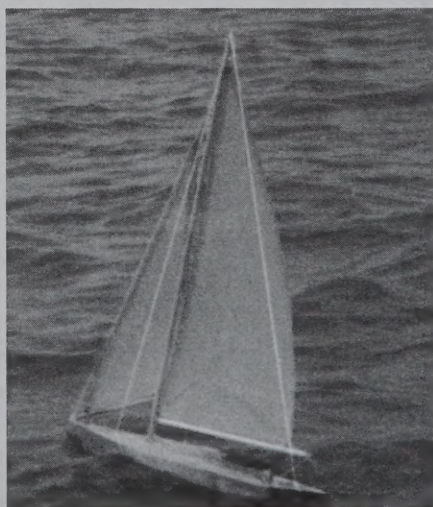
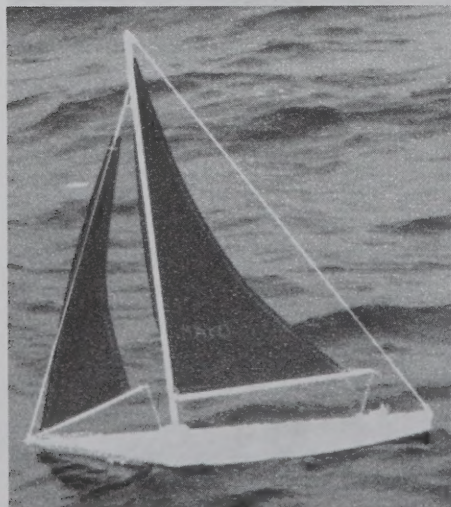
The next step was to cut a 1/2" dowel for a mast and a boom. We drilled the deck for the same. The rudder offered a real challenge. We went to my friend Bob's hardware store and found some hobby sheet brass, brass rod, and tube which just fit over the brass rod. I fashioned a rudder about 2"x 2" with rounded corners. I split the rod with a hack saw and soldered the rudder into the rod. I later found I could do a good job of splitting the rod on the band saw but I had to turn off the saw before removing the rudder shaft or it would catch on the blade and be ruined. I made a collar of some 1/2" brass rod I had on hand.

All that was left was for Luke to put in all the small screw eyes for shrouds and rigging and for me to make some sails. Then I made a matching rig for the old Star model, and we were ready to have a sail-off.

Well, needless to say, the plank boat did not sail as well as the hollow Star model, but it did very well and probably would have gotten away if we had been depending on oars to keep up with it.

Labor Day approached and my grandson Henry was coming, so back to the shop and the sewing machine to make a boat for him. My sons had built two hollow models, one 42" bread board to a Sparkman Stevens design and a Dumas Star. These were resurrected and the Great Regatta was set for the Sunday morning prior to Labor Day. Come 10:00 AM we had the red yawl, black sloop, old Star, two plank boats, Dumas star, and SS 42" sloop ready to go. The wind was 6-10 mph with 10-15" seas from the southwest. Two commit-

Plank boat *Henry* going like stink on a reach.



tee boats were ready with an electric trolling motor on a 10' pointy skiff and my 17' maritime tri-hull runabout. Video cameras and 35mms were at the ready. The whole mess-about fleet went to sea and the models were launched just outside the moorings

All the boats sailed somewhat differently: the 42" sloop hard on the wind and fast, the others somewhat slower and not so weatherly. It became obvious that it was a real job to keep track of the fleet. The skiff couldn't go fast enough to overtake the faster boats.

I was not worried as they would all end up at our end of the lake if they got lost. However, I wished I had attached a name tag with my phone number so someone could call me if one of the boats ended up on a beach.

The boys had a wonderful time, as well as the parents and grandparents. I have since made up two plank boat kits for the twins and hopefully their dad will finish them so that we can have a one-design regatta this summer.

The key is to keep the boats low-tech and cheap so that they can be completed in a few hours and the boys can use them without worrying about breaking something. They are rugged and easily fixed if something goes wrong.

Luke has sailed his boat on the mall in DC, and everyone wanted to get one. That was

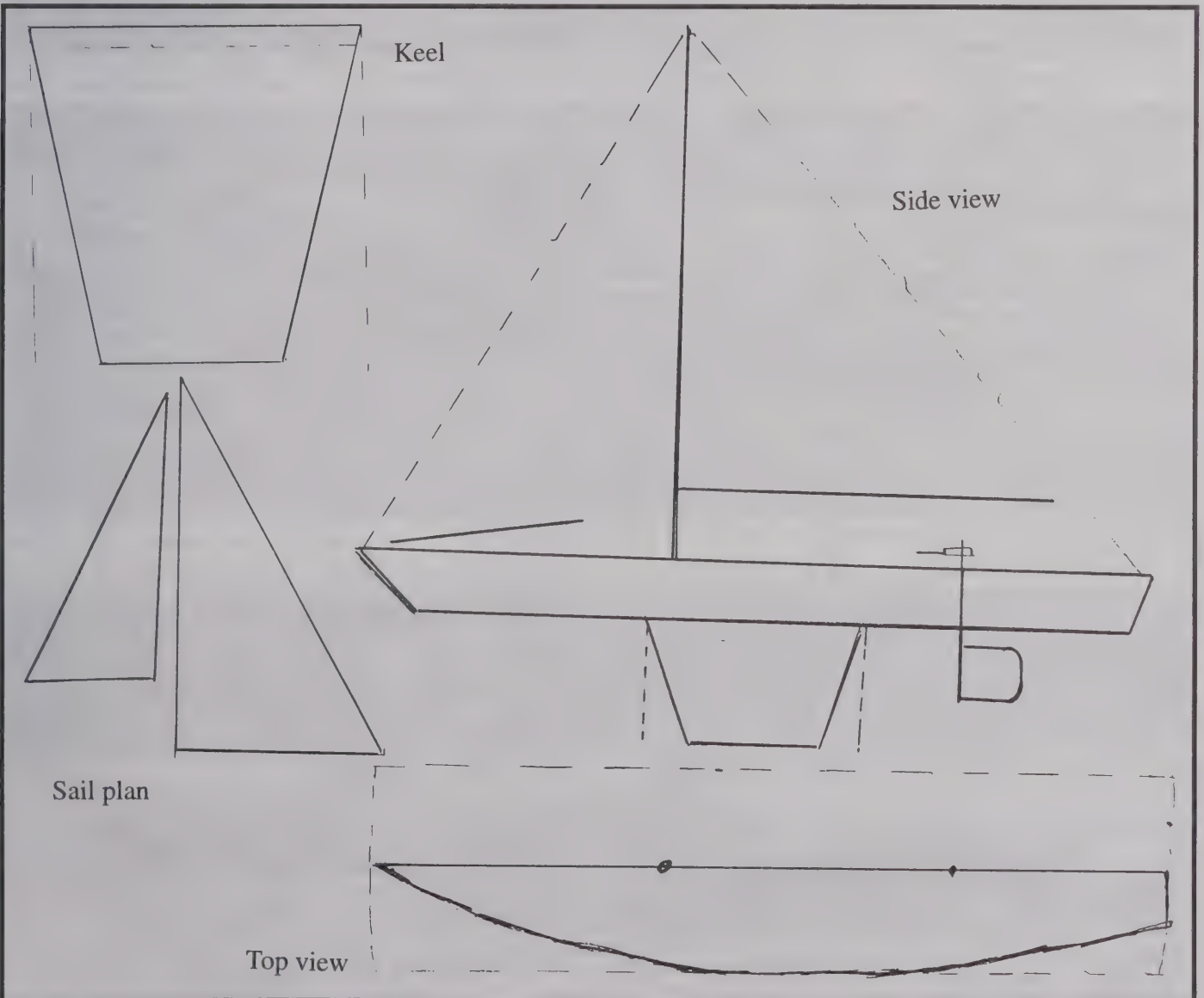


Grandson Henry (6 years old) with his namesake plank boat.

a great place as you could sail it across the pool and someone on the other side could sail it back. The following sketches will give some

guidance to making these plank boats.

J.W. Spalding, 110 East Lake Rd., Skaneateles, NY 13152, 315-685-6937.



Spring Comes To Pleasant Bay ...and the Rowboats Are On the Water

Bright sun and a brisk sou'westerly breeze encouraged some members of the Cape Cod Vikings Rowing Club to get on the water earlier this spring, and Barry Donahue caught some of their exhilaration in these photos:



John Aborn and his daughter Cindy pull across Little Pleasant Bay in his Monument River Wherry.



Adam Pettingill pulls through the sou'westerly chop that built up on Little Pleasant Bay.

Jeff McLaughlin pulls his Wellfleet built Old Wharf Dory alongside Pete Corbett off the shore of Sampson Island on Pleasant Bay.



I spread the morning's mail out in front of me the other day as I sat down at my desk to eat lunch. Not everyone in the boat restoration business eats out in fancy restaurants. Someone must think I'm rich, however, because I found I'd received the fall issue of the *Waterfront Living* catalog. One item, called the "Give Up Boating Plaque" (\$29.95), caught my attention because of the text, nicely lettered gold on a blue background as shown under the title. The text described it as being "a humorous way of stating the true meaning of life enjoyed on water." I began thinking about more than a few customers who expressed similar sentiments, but didn't think it was humorous at all.

I'm not sure if there is a clear-cut winner in the struggle between men and women, with boats caught somewhere in the middle. Not every couple disagrees about the purchase of a boat, or more often of **another** boat, but long ago I grew tired of hearing men claim that they'd buy this or that boat in a minute, except their wives would divorce them for sure. They'd probably climb Mount Everest, too, except their wives won't let them. One man recently wasted an hour of my time, and then gave me the line about his wife. I suggested that he bring her along the next time, and he replied that she had been waiting out in the car all this time and refused to come in.

Another wife probably wished she'd waited in the car. After having a loud argument with her husband in the middle of the boatyard, he got in their car and drove away alone, leaving her stranded here. I was about to offer her a ride to the Hartford bus station when her husband drove back up, about a half hour later. I never did find out what happened after that. Of course, I didn't sell a boat, but I didn't hear about it on the evening news either.

Laughing about disagreements that men and women have over boats is a cheap shot, in a way, because so many couples enjoy boating together, and in more than a few cases, it has been the women who wanted to purchase the runabout and the women who planned to restore it. Somehow I suspect that most of those boats actually got done. The percentage of female boat workers may be low, but the completion rate is high compared with men who often seem to bite off more than they can chew. I don't want to demean women, or imply that women don't enjoy boating. It's just that the old stereotypical roles are so amusing, and I see them so often, that I can't resist basing an article on them.

Some men play the stereotypical role to the hilt, naming their boat the *Mistress* or *The Other Woman*. Wives play the stereotypical role, too, giving their backhanded blessing to the purchase of a project boat, saying that "at least I won't have to go collect the bum from the bar for the next five years." Often it seems as if there is always another peace treaty to be signed. "You can have your boat if I can have..." One good-natured wife sent the payment for the boat her husband had purchased with a note saying, "Enclosed please find the check for my new car."

Over the years I've heard lots of cute and clever ways of saying "no" and quite a few for "yes," too. I recall a case a few weeks ago where a man asked his wife what she thought of a project boat he was admiring. "Your next wife will love it" was her reply. I remember an elderly man, quite a few years ago, who

Of Women, Men, Divorce, and Boating!

By Boyd Mefferd

*My wife says she'll leave
me if I don't give up
boating.
Damn, I'm going to miss
that girl.*

was totally smitten by a boat, probably the best original post-war 17' Deluxe that I've ever had or seen. He couldn't deal with the idea his wife didn't want him to take advantage of this exceptional opportunity. He simply turned his back and started to walk silently and slowly back to his car. She followed him, and I overheard her saying, "If you're going to pout about it for the rest of your life, go ahead and buy the goddamn boat." Later, when I delivered the boat to their place in Maine, she was more enthusiastic than he was about the boat. It was a sale I never forgot.

Some men see boating as a male activity. One elderly gentleman looked at a 16' Chris Special Race Boat (single cockpit) all over and told me that it "wasn't really a family boat, more something for a man and his dog." Then he paused for a moment and added, "or a man and his wife." We have one customer who had, at one time, five Golden Retrievers who raced each other to see who would be first in the boat. Each spring we tried to sand out the scratches in the decks and covering boards, so we had our fill of "a man and his dog(s)."

Sometimes the good-natured, or not so good-natured, bantering must turn seriously ugly. We've had to sell a few boats for people as part of a divorce settlement, but not nearly so often as one might expect, given all the jokes and threats. I'm not aware of any statistics that show that boaters divorce more frequently than the general public. Maybe it even goes the opposite way. I have been in the middle a few times when people divorce in mid-restoration and the wife ends up with the hull and the husband has the hardware.

This gives new meaning to the concept of "take your stuff and get out of here." He probably knows that the hardware is worth more than the boat, but when reality sets in and the project must find a new owner, buying the boat is doubly difficult. You'd think that they'd understand that the boat isn't worth much without the hardware and vice versa, but it never seems to work that way. I often wonder how often the boat is specifically cited in the proceedings. "I caught him in the garage working on his boat again," or something like that. We have sold boats to people who have instructed us to not tell their wives a word about them, and we have boats that have spent years "in hiding" here in storage waiting for the marriage to improve to the point that boats could be discussed, or deteriorate to the point that it didn't matter anymore. It's a strange business, men, women, and boats.

In my line of work I buy quite a few boats from estates and from widows. Some husbands have come back to life for a few minutes as I

am told about all the wonderful voyages and experiences they've shared in the boat. Other widows have been dumfounded when "that old thing" he had ends up being a 19' Barrelstern that pays for a new car with money left over. Probably the most poignant story came from a man who brought me his boats to sell because his wife was dying and he wanted no part of boating without her. I tried to comfort him by reminding him that perhaps he didn't know the future, and that he should hedge his bets by keeping at least one of his beloved boats. With tears in his eyes he told me that I didn't understand, and probably I didn't.

It was sad, but refreshing in a way, to be reminded that boats can be such an important part of shared joy. For every hundred jerks who blame their wives for the boats they don't have the courage to buy, perhaps there is one person like this man who took the experience and the cooperation to a higher level, and I'm thankful for it. Despite our attachment to them, boats really are just objects, but people being people, boats can bring out the best or the worst in us. As long as we can admire the former, and laugh at the latter, it's probably going to turn out all right.

COLUMBIA TRADING CO.

NAUTICAL BOOKS & ARTIFACTS

**Very large stock of used and rare
nautical books! • Free catalog**

1 Barnstable Road • Hyannis, MA 02601
(508) 778-2929 • FAX: (508) 778-2922

On-line catalog at: www.by-the-sea.com/nautical/
e-mail: nautical@capecod.net

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows
100% Cotton, Natural Color T's
Short Sleeve T \$16.50
Long Sleeve T-shirt \$21

50/50 Gray Sweatshirt \$26
Sizes M,L,XL - Shipping \$4
VISA & MasterCard

The Design Works
Dept MA, P O Box 880
Silver Spring, MD 20918
301-589-9391
info@designworks.com

Note: I heard most of this second-hand from a permanent resident of Dog Island, so some of the accuracy may be in doubt, but it ain't the kind of thing that is normally embellished too much and the details are all too bizarre to invent...all highly technical stuff, so if you ain't into that, better skip on. This is a long long story...takes about three hours, what with kibitzing, to tell it, but I'll try to cut it to the very bone.

There was a preacher from Missouri who got some supporters to outfit a missionary project, and he built a big pirate ship-looking thing to sail down the Mississippi to the Caribbean to save the heathens down there. He had already made it down the Mississippi, and east as far as he could go in the Intra Coastal, when I saw the ship docked in Carrabelle at the eastern terminus of the Intra Coastal Waterway where he was fueling up to head across the northeastern bend of the Gulf of Mexico.

You know, just that he had come all that way says something for the man and his ship. Errol would have been "in like Flynn" on that thing. It looked like the boat was almost 50 feet long, but it was hard to tell where the actual boat stopped and the decorative part started. It had all sorts of filigree, dolphin strikers, chicken beaks, and stuff up by the head, and some sort of balcony, artificial transom, windows, and stuff back by the stern, enclosing the head of what would normally have been an outboard rudder. The kitchen was way up in the forecabin...on deck with full standing room and a regular size cast iron wood burning range.

The living quarters were in the poop and had the rudderhead protruding up through the roof with a 20-some-odd foot tiller way up there seven or eight feet off the deck, worked by hauling tackles to a homemade spoked wheel at least seven feet tall, mounted on a preaching pulpit in front of the forward bay windows of the living quarters. The well-lit cabin must have been a delightful place with all those windows and all those Bibles, hymnals, and prayer books in shelves lining the walls.

There were two enormous masts which looked just like pressure-treated utility poles with varnish on them. I noticed an ingenious use of semi-truck mud flaps as chafing gear for the gigantic yards that were lashed to the masts and secured by braces and sheets.

The preacher was even kind enough to take me below to show me the stores and the engine room. I noticed hundreds of canned hams stored under a grating in the spotless bilge, and boxes of spaghetti in racks along the sides of the hull. Big pale agricultural liquid tanks glistened up in the bow. There were cardboard boxes of even more Bibles, prayer books, and hymnals secured with big rope netting.

The immaculate engine room had a little Perkins diesel engine, heat exchanger cooled, three-to-one velvet drive, 1-3/8" stainless shaft, patent stuffing box, two fuel filters, and a sediment bowl. A big old polished bronze and glass raw water strainer shone like jewelry in the fluorescent lights. I was able to catch a glimpse of the dull but expensive gleam of no-telling-how-many Rolls batteries under the stainless steel expanded metal of the engine room deck.

There was a paper towel holder handy to the dipstick, *Bounty*, nothing second-rate down there. Errol might have fit in pretty good on

The Canned Ham Incident

By Robb White

deck, but you could tell that preacher wouldn't have let him near that engine room with his slap-dash self. I even felt a little out of place, but I was glad to get a chance to marvel at it.

I liked his engine room and agreed with him about his mission. Somebody needed to do something about all those heathens down in the Caribbean islands. I told that preacher that I thought the way to do it was to clench a Bible, hymnal, or prayer book in his teeth and swing over onto the heathen yacht on a halcyon with a canned ham under his arm.

I hope I don't give the impression that I am making fun of the man. His boat might have been something of a show, and I guess that is what he thought it would take to accomplish his mission. It was obvious that he knew exactly what he was doing so far, and I'm sure he knew exactly how to deal with heathens without me. Unfortunately, I had to come back to our shop in Georgia to try to build a boat for a man and was unable to supervise the crossing the northeastern Gulf of Mexico.

The way I heard it, the preacher listened to the side-band weather and looked at the weather fax until it looked like it would be good for a while, and then motored out the pass between St. George and Dog Islands into the open Gulf, heading for Anclote Key. He was planning to motor the whole way, like he had been doing so far, and save his sails for the "trades." He listened to the radio too long though and missed the tide in the pass, and by the time that little 4-108 had pushed that behemoth out past all that water coming in it was getting late.

Later he told my buddy, one of Dog Island's hard-bitten permanent residents, that he was counting on the land breeze to give him a nice lee of the island and the shoals east of there to make it an easy cruise, and it probably would have in a more predictable season of the year. The preacher went into his house and got a chair and his bedroom slippers and sat there behind his great big wheel and watched the Floridians turn on all those electric lights that they use to demonstrate their dominance over nature. I guess he was thinking about opening up one of them canned hams when the wind started breezing up from the south a little like it does when a cold front whips a little further down than expected.

By the time he got the chair and the bedroom slippers secured, it was blowing pretty good. Too bad it wasn't a land breeze. The preacher said that it was blowing about 50 with 15 to 20' swells. The data buoy anchored 80 miles out in the gulf said 18 with gusts to 22 and 4' to 6' waves, but you know things are real variable in the Gulf of Mexico.

About midnight or so, my buddy, the permanent resident, was coming back to the island in his motor whaleboat from checking in at the Tiki Bar on the mainland, which he sometimes visited for a little while, when he noticed 11 very bright flares from somewhere around the east shoals. He took off in that direction to see what was what, and found the preacher and his boat washed up sideways on the sand bar just east of the island. Turned out

that while he was skirting the windward side of the shoals, watching his GPS and Loran and radar, wondering when the land breeze would start up, the beam sea began rolling those telephone poles around in the holes until they wallowed the wedges out, and then they really went to flopping.

Before long, the yards had snatched enough slack in the lines securing them so that they were trying to sweep all that top hamper off the deck. There was nothing the preacher could do but hold on to that wheel and try to give that little Perkins all the help he could while he dodged those spars. He would have probably managed to slide by the shoals if one of the canned hams hadn't hopped over there and popped the nipple off the "state-of-the-art" plastic raw water intake through-the-hull fitting to the engine.

After that, it didn't take long to boil all the coolant out of the heat exchanger. The preacher was too busy to notice until the engine ran hot and seized and the whole mess washed sideways up on the bar. The preacher dove for his emergency cabinet and all those (not out-of-date) SOLAS approved flares. Would have shot an even dozen, but he dropped one while he was side-skipping the sweep of the main yard. My buddy says he was amazed at the spectacle of just 11 of those things. Said, "You know them little shotgun shells just ain't in it."

When he got there, the big boat was lying over on its side with its bottom to the breakers in about four or five feet of water. My buddy eased the whaleboat around to the lee side and tried to hold a conversation with the preacher about what he wanted to do. Turned out that he should have just told him to hop on board if he wanted to go back to Carrabelle, because the man refused to abandon all those Bibles.

While they were trying to shift the good books from one boat to the other in the surf, that 1" fitting in the bottom of the big boat had equalized the inside water level with the outside water level (both well above the batteries) which killed all three radios (single-sideband, VHF, and CB). The wind shift from the cold front came, the tide turned and took the wreck off the reef where it sank down to where the spars were all that were sticking out.

It took a while for the preacher to convince himself that it was all right now to give up the good fight and get out of that cold water. During the decision-making process, the whaleboat was winding up 600' of 1/2" nylon line with its propeller. My buddy finally figured it out when an enormous inflatable boat appeared, coming rapidly up from astern.

The cold, the Tiki Bar, and the frustration of trying to be subtle with this preacher had dimmed his wits and, at first, he thought this thing was just coming to see how things were going when, in fact, it wanted to dive under the stern of the whaleboat, explode, and wrap all up in the wheel in a knot as hard as a truck tire.

He and the preacher spent a long time trying to cut the damn thing loose, but they were frustrated by the coldness of the water, the toughness of the fabric of the top-notch dinghy, and by a 5 hp British Seagull that was also wrapped around the wheel and shaft of the whaleboat. By the time they gave up on trying to clear the propeller, the Seagull was all they could get loose. Too bad the "stopped

clove hitch" the preacher had tied around the mast of the ship to make up the whaleboat didn't hold like that knot around the propeller and they had been drifting toward the Florida Middle Ground all this time.

They tried the old trusty 12 hp Danforth which had held the whaleboat so faithfully for so long in the rough anchorage at Dog Island, but it wouldn't find the bottom with the line that they had close to hand. Of course they had the 600' dinghy painter spooled up between the wheel and the strut, but that was unavailable. My buddy estimated that they would end up somewhere down around Ft. Meyers if they were really lucky. If they were sort of lucky and the wind came on around more east like it usually did, it would be the Keys or Cuba. If they weren't lucky, they might get to work with the heathens after all. Hard to predict on the first day of a four or five day norther.

My buddy finally brought all his faculties to bear on the problem and decided to try to get the Seagull running. The muffler was gone, the shaft was bent in a "U," two of the five propeller blades were busted off (all on the same side, wouldn't you know), and the whole steering handle throttle control arrangement was gone. Not only that, but it looked like something had been snatched out of the carburetor by the throttle cable.

Only after they had taken the foot off and straightened the little square tubing thing that Seagull uses for a shaft between the head and the foot, and beat the housing back into some kind of shape that would allow a little strained rotation, did they discover that the crankshaft was bent so that the flywheel was jammed against the magneto housing. (Ya'll following all this? Might better read back over it or the rest ain't going to make a bit of sense). They finally straightened it out so that it could wobble almost clear by driving screwdrivers up under the rim.

My buddy had five gallons of gas that he was carrying to the island for his generator, but there wasn't any oil. He was very proud of the integrity of the whaleboat's own 4-108 and felt that the display of gallon jugs of Delo 400 were undignified in a good boat. They had to break the antenna off the weather radio to use as a straw to suck the black oil out of the dipstick hole of the whaleboat's engine with their lips. My buddy, an old mariner for real, said that was the closest he ever came to being seasick in his life, but he had to do it.

Luckily, the preacher was up to the job, too, so they took turns sucking on the antenna. They mixed the oil with the gas a little at the

time in a cut-off bleach jug bailer and poured it in the Seagull's squashed gas tank. Then they tried to crank it while it was clamped on one of the interior bulkheads of the whaleboat, no spark, so they turned it upside down and poured gas all up under the flywheel to try to flush out some of the water from the points and coil and all. When they pulled the rope after that, the old Seagull fired right off, literally.

My buddy said that those shotgun shell style flares weren't in it with the SOLAS jobs, but both of them were dwarfed by the fireball that came out of the flywheel of that Seagull. So there it was running wide open (they had had to take the wreck of the throttle completely out of the carburetor) in a pool of flaming gasoline. My buddy said it was hard not to back up to the fire for a while in that cold wind. Finally, the out-of-balance of the wobbling flywheel, the bent shaft, and the broke propeller vibrated the clamps loose and the whole bellowing mess fell off the bulkhead into the fire, where the oxygen was burned up enough to finally shut it down.

Of course, the impact knocked some of the paper towel (not *Bounty*) stuffing out of the holes in the gas tank and added more gas to the fire, and my buddy and the preacher had to dance around quite a bit to avoid the flames that were whipped every which-a-way by the increasing north wind. Unfortunately, they had chosen the bulkhead that the fire extinguisher was mounted on for their mechanicking. Luckily those old surplus whaleboats are made out of fire retardant resin or their gooses would have been cooked. Finally, all the wasted gas burned up and they were able to proceed to step two, after they had sucked some more oil out of the dipstick hole with their lips.

I'm going to try to cut this thing down as best I can, but there is only so much that can be left out. What finally happened is that they nailed the cut-bait board to the stern of the

double-ended whaleboat so that it wobbled sort of catty-whompus off to one side, clamped the Seagull to it, tied it off to the towing bit to help the nails hold a little longer between re-nailing, and motored off into the north wind. It was a slow trip, but they didn't get bored.

They found that they had a steady job sucking oil out of the crankcase of the whaleboat's engine. They were mixing gas by instinct and scared to death that they might starve the Seagull of oil, gall the liner and rings, and maybe even seize the already over-stressed crankshaft. Then it would be Africa for sure, so they sucked hard.

The colder it got, the thicker the oil became. When they cranked the diesel to warm it up a little so it would be easier to suck, the dipstick hole pooted little droplets of black oil right in their faces, but that was insignificant in the face of the rest of all this. Finally, in the desperate scramble to transport the open container of precious mix and pour it into the out-of-reach gas tank of the crazily wiggling Seagull, one of them bumped into the gear-shift and, instead of instantly choking the engine down, the old whaleboat began to motor ahead.

It turns out that all the pitching of the rough seas had unwiggled the Avon from the wheel, unwound the 600' of line, and they were underway in a 40 hp motor whaleboat built just exactly for that kind of duty. They hooked all 40 of them horses up, pried the baitboard off the stern, and headed for Dog Island. They got there just in time for the arrival of the 11:00 AM ferry. "Man, what happened to y'all's faces?" said the wit that met them trudging up the dock.

Epilogue: (I'll cut this to the bone, too.) They went back and re-floated the *Heathen's Revenge* with two waterbeds inflated in the hold, sold it, and divided up the revenue in an agreeable fashion. The preacher went back to Missouri, and my buddy went back to the Tiki Bar.



By-The-Sea

The Internet Boating Journal

Boat Builders	Boats For Sale	Surveying Help
Plans & Kits	Gear Exchange	Boat Reviews
Oars & Paddles	Boat Brokers	Nautical Books

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

Tel 508-240-2533 | Fax 508-240-2677 | info@by-the-sea.com

Adirondack Wherry

ADIRONDACK ROWING
 306 Lake George Ave.
 Ticonderoga, NY 12883
 (518) 585-7870

Nineteen ninety-eight is the Year of the Spritsail in the Watercraft Center. Spritsail skiffs are open boats about 20' long with shallow V-bottoms and the unique North Carolina spritsail. They were common in North Carolina waters until the coming of powerboats in the early twentieth century. Their construction is most unusual, since they have neither a keel nor chine logs but rely on the integrity of hull planking for structural strength. The museum's logo is a spirited rendition of a North Carolina dead-

The Year Of The Spritsail

By Paul Fontenoy, Curator of Maritime Research, North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516

rise spritsail skiff, and the museum will be celebrating this traditional local vessel throughout the year in many different ways.

Free Catalog

Books, Art and Accessories on the Sport of Rowing.



ROWER'S BOOKSHELF

1-800-626-1535

P.O. Box 368, Eliot ME 05903

<http://www.rowonline.com/rowbooks/>

FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW

12' Cape Cod Catboat

LOA - 12'4"
Beam - 6'2"
SA - 100sf
Displ. 440lbs

Construction

Fiberglass Hull & Deck
Varnished Oak Trim
Bronze Hardware
Wooden Spars

NEW!
Compass

CLASSIC CAT

14' Classic Half-Decked Catboat

Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

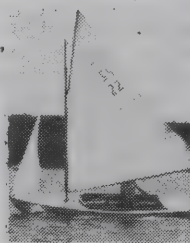
Box 143, S. Orleans, MA 02662 * (508) 255-5187, (508) 240-1032

(Shop @ 80 Rayber Rd., Orleans, MA)

BAYBIRD

18' Gaff Sloop

LOA 18'0"
Beam - 5'6"
SA - 145sf
LWL- 16'
Draft 0'8"



Last year Watercraft Center volunteers documented and restored *Malea*, a spritsail skiff built by Julian Guthrie on Harker's Island in 1958. After relaunching her at the Museum's 1997 Wooden Boat Show, museum crews sailed, raced, and exhibited this skiff as far afield as the Chesapeake Bay Maritime Museum at St. Michaels, MD. Now, drawing on that experience, the Watercraft Center is ready to move on to more ambitious undertakings.

During this winter and spring a Watercraft Center volunteer crew is restoring another Julian Guthrie deadrise skiff built in 1984. The boat has already been measured and recorded in conjunction with the National Park Service's Historic American Engineering Record program, so that changes can be documented in a single builder's design and construction styles through comparison with *Malea*. This skiff was relaunching at the Museum's 1998 Wooden Boat Show on May 2.

This 1998 Wooden Boat Show was also the occasion for the introduction of a new event which will become a regular feature of our show, a race from Harker's Island to the museum for both restored and new spritsail skiffs (provided they are traditionally built). The winner of the race received a \$250 prize. It is hoped that the race (and the prize) encourages owners of spritsail skiffs to refit them and make more use of these wonderful traditional boats.

If a sufficient number of owners express an interest, plans are to revive the regular summer Sunday regattas for spritsail skiffs, a local event until relatively recently. Furthermore, members of the museum chapter of the Traditional Small Craft Association will be able to experience the joys and tribulations of sailing these interesting vernacular watercraft, operating from the Watercraft Center docks on summer weekends. Those interested in participating in any of these activities should contact Roger Allen at the Watercraft Center at (919) 728-6673, Wednesday through Sunday.

Now following our Wooden Boat Show, Watercraft Center volunteers will be constructing a replica of a fine example of a deadrise skiff that is part of the museum's permanent collection. It was built in Morehead City about 1948 by Gib Willis and had a considerable reputation as a fast and successful contender in local regattas. Documentation on this particular vessel includes illustrations from its heyday and details provided by the donor who used it for about 30 years. This should make it possible to construct a very accurate replica. This new boat will join the museum's in-the-water fleet, a small flotilla that will come to play an increasingly important role in museum programming as the new Gallants Channel Annex is developed.

A new exhibit devoted to deadrise skiffs has been installed in the visitors' gallery of the Watercraft Center. One section covers the type's origins and history, including its use for recreation and racing by local watermen, which may well have been a unique development in traditional watercraft usage. Featured also are the lives of some of the more notable skiff builders. A section on construction methods explains and clarifies the restoration and construction activities that visitors may view on the shop floor as volunteers restore or build these boats.

The 1998 American Rower's Almanac: Row Smart! Get All the Facts and More.

Do you have questions about rowing and cannot find the answers?

- Have you ever scrambled looking for a phone number for a club or boat company?
- Have you ever traveled to another city and wanted to row out of a club but couldn't find the club's address or directions?
- Are you looking for a college rowing scholarship?
- Would you like to know of camps where you can further develop your rowing skills?
- Would you like stats on other rowing programs around the country?
- Did you ever want to contact a club overseas but did not know where to find a number, email or contact address?

The American Rower's Almanac has answers to all these questions, and more. In addition to profiles of clubs, colleges and high schools in the United States, we have an international web directory, a list of college scholarships, a 1,000-member coach directory, 1998 regatta schedules on flat and open-water rowing, articles including bed & breakfast rowing, a rower-friendly restaurant review, and a myriad of other interesting topics.

To Order: Call 301-652-2331 to order by credit card or send a check for US\$25 (add \$3 s&h for North America, \$10 s&h for Europe) to: American Rower's Almanac, PO Box 25534, Washington, DC 20007
Web Address: <http://members.aol.com/rowsmart>



After two days at the Douglas home place, Northcote Farm, I pushed off into Clear Lake to continue my voyage to Lake Ontario. There is a heavy descent between the attractive little resort town of Lakefield and Peterborough, most of it made at the big lift-lock just above the latter. Spending the night in this beautiful and prosperous home and industrial city, I lingered an hour the next morning for an all-too-hurried visit to the Peterborough Canoe Works, probably the finest plant of the kind on the continent. I had known the stanch and useful little Peterboroughs on most of the major rivers between the Yukon and Amazon, and it was an interesting thing to see them in process of coming into being.

The persistently strong southerly wind gave me a bumpy passage down Rice Lake, but narrower waterways beyond afforded quieter waters. Passing two more flights of locks before dark, I found further progress barred over the weekend by a rule against Sunday operation. The delay was more than compensated for by the fact that the day was spent in the company of a fine old chap called Sergeant Messenger, the lock-keeper, who turned his office over to me for a sleeping room.

Messenger's was a splendid record. After serving two or three full enlistments in the Indian Army, taking part in campaigns in Burma and on the Afghan frontier, he had come to Canada to settle down. Well into his 50's when the World War broke in 1914, he had managed to get himself accepted as a gunnery instructor, which finally led up to three years of active service with the Canadian artillery in France.

Practically every lock-keeper in both the Trent and the St. Lawrence River canals were ex-servicemen, and I have no doubt that time and opportunity to get acquainted would have revealed many another record just as fine as that of good old Sergeant Messenger.

Locked out of the last gate on the Trent River a little after noon on my second day of running from Peterborough, a half hour down a broadening river took me under the Trenton railway bridge and to the shores of Lake Ontario. From here I had been assured that the long, land-locked Bay of Quinte would give me protected water nearly all of the way to the mouth of the St. Lawrence. But I now discovered that this straggling, winding inlet, which had looked scarcely more than a broad river on my small scale chart, had an average width of a number of miles. With the whistling lake wind, this proved quite enough to set good smashing seas running. There was a double line of surfs breaking against Trenton breakwater, and a fluttering of whitecaps as far as the eye could see.

With no prospect of a change of weather or a shift of wind, there was nothing to do but try to bang through to the lee promised by the outer line of islands, and then work easterly as opportunity offered. It was a rough run across, with the bailing bucket busy from the moment the breakwater was doubled. Then there was quieter going until the bay began to broaden out a few miles beyond the railway bridge which crosses the shallows opposite Belleville.

I should hardly have ventured on this wind-swept expanse of open water at all had not a very pretty 80-foot schooner, running only under power, put out at the psychological moment on the identical course I would

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 XI Down the St. Lawrence

have to follow to make the lee of the next island. Running my spray-hood back a few feet more, I tanked up again and headed off on a parallel course.

That would have been a wet passage even at reduced speed, running wide open to keep station with my adopted consort it was cataclysmic. Water gained on me steadily in spite of all I could do with the bailing bucket, a circumstance, however, which was robbed of most of its menace by the fact that there was little doubt that the boat would be taken in tow even if it did swamp. Just the same, I was heartily glad to nose into the quieter waters in the lee of the island and run on to a safe mooring behind the dock of a pretty little hillside village just recovering from the effects of a fire which had all but wiped out its business section.

Running in a beautiful landlocked series of passages the next morning, the wind did not become an element to be reckoned with again until nearly noon. By that time I had passed the most easterly point of the sprawling peninsula, behind the shelter of which I had been running all the way from Trenton, and was heading across the wide passage to the west of Amherst Island. Broadside on to the seas rolling in from the storm-swept lake, I was soon taking water aboard at a rate which made highly welcome the appearance of the dock of a fishing-boat harbor on the northern or mainland side of the long bay.

Here, in a quaint old village founded a couple of centuries previously by a colony of religious refugees somewhat akin to the Puritans, I stood by until a temporary lull in the wind an hour before daybreak made small boat navigation practicable again.

I made good progress until the lake wind came up with the sun, and then had a touch-and-go run of the open passage between Amherst and Wolfe Islands. Reluctant to give up with the spires and stacks of Kingston already in sight, I kept plugging along until the rolling beam seas lost their sting as they were brought quartering and finally astern. By mid-forenoon I was snugly berthed at the dock of one of the St. Lawrence River steamship companies.

The site upon which the beautiful little city of Kingston is built originally gained importance from its command of the entrance to the St. Lawrence. Frontenac built a fort there in 1673, and shortly afterward this was turned over to La Salle, with the privilege of found-

ing a colony and establishing a settlement of domesticated Indians. La Salle was growing rich from fur-trading profits when the lure of exploration drew him west, and he departed upon the expedition which discovered the upper Mississippi but ultimately resulted in his death.

The fort was destroyed and abandoned to the Iroquois toward the close of the 17th century, the sequel to an unprovoked massacre of those Indians instigated and carried out by the French. Restored and re-garrisoned a few years later, it was captured and destroyed by the English in 1758 during the French and Indian War. The keystone of Canadian defense against the American colonies and the young republic which followed, Kingston has lost its military importance as relations between the States and Canada have improved to a point that all but wipes out the political boundary. It is best known today as the home of a Canadian military academy similar to the American West Point.

A French Canadian pilot of one of the steamers running the river to Montreal, learning that I desired to make the voyage as expeditiously as possible, gave me a set of large scale charts and spent an hour laying out the shortest course. He thought it would be quite safe to run all of the rapids down as far as the "Long Soo," but advised strongly against attempting that or anything below, including Lachine, at Montreal.

Running out of Kingston Harbor immediately after lunch, I was into the Thousand Islands within a few miles. As in the case of the Thirty Thousand Islands of Georgian Bay, nomenclature here has been conservative. By actual count, there are 1692 more or less extensive bits of rock breaking through the surface of the St. Lawrence between the foot of Lake Ontario and Prescott 50 miles below. Certainly no Yankee land promoter had anything to do with bestowing the name. Off the Florida coast that number of islands would never be rated at less than a million, "and every one of the milyun blessed with the full infloence of the God-given Gulf Stream, sah!"

It is customary to apply the name St. Lawrence only to the 700 miles between Lake Ontario and the Atlantic. Strictly speaking, however, the head of that river system would be found at the fount of the remotest tributary of Lake Superior, over 2000 miles from the sea. There are many longer rivers than this, but probably only the Amazon discharges a greater amount of water.

Despite its great flow, however, there is no other great river with so inconsiderable a seasonal fluctuation. This is due entirely, of course, to the fact that floods are stored and the flow equalized in the reservoir of the Great Lakes. There, also, all silt is settled. The waters of the St. Lawrence are as notable for their crystalline clearness, as are those of the Missouri and the Colorado for their muddiness.

Running close to Whiskey Island, generally rated as the first of the Thousand, I crossed a broad patch of well-charted shallows and cut several miles off the somewhat circuitous steamer channel. Jazz bands were rending the pure river ozone to left and right as I turned in toward the pretty resort town of Clayton, but I thriftily ran the gantlet for the sake of saving 15 cents a gallon on American over Canadian gasoline. And the strains of jazz assailed me from port and starboard as I sped through the

lengthening end of the afternoon shadows past the thronged resorts of Thousand Island and St. Lawrence Parks. Salvos of jazz exploded in the purple twilight as I scudded by Alexandria Bay, and jiggers of jazz stabbed down at me through the darkness from an excursion steamer as I took my course from the winking light buoys and drove on between the Summerlands and the Excelsiors.

And when I had made precarious camp for the night on a bare rock called Poverty Island Shoal, a speedboat from Goose Bay laid up alongside a neighboring pinnacle and a lovesick youth poured out his soul to the stars by playing "Oh, Boy, What a Girl!" on a catarrhal saxophone.

The Thousand Islands must have been a really delightful retreat in those halcyon days when there was nothing worse to disturb the visitor than the gentle Iroquois and his scalping knife.

Passing Grenadier Island the next morning, my course was down a broad expanse of almost currentless river many miles in breadth. The hitherto widely separated American and Canadian channels had now united, with the international boundary line running almost along the middle of the river. Many Indian legends cluster about this section of the islands, which is also credited with being the locale of the culminating scenes of Cooper's *Pathfinder*.

Brockville, famous for its Indian picture rocks, was sacked during the War of 1812 by an American expedition which crossed the river on the ice. The picturesque town is near the foot of the Thousand Islands. Running by the Three Sisters group just below, I became aware for the first time of a slow but steady downward set of current. It was good to feel moving water under the keel again.

Ogdensburg, with its many factories blackening the southern skies, offered the last opportunity to tank up on cheap Yankee gasoline before the river swung north into Canada away from the boundary line, but the fact that I was on the Prescott side of the river, with the first lock of the St. Lawrence canal system close at hand, made the run across several miles of wind-blown waters more trouble than the carrying out of the patriotic impulse to foster home trade was worth.

An artificial channel dredged between Spencer and Drummond Islands led down to the head of the Galop Rapids and the entrance to the canal of the same name. It looked like an easy, comfortable run down through the long, undulant waves, but because it is required that one apply for a permit at the upper locks, it was necessary to make the passage by at least a part of the canal. And so it was that, taking the longest way around, which is also supposed to be the shortest and safest way out, I lost a couple of hours of time and came uncomfortably near to losing my boat and outfit.

Nothing is more of a nuisance to lock-masters putting through a heavy run of steamer traffic than small pleasure craft. Notwithstanding this fact, the men in charge of the busy St. Lawrence River locks were no less courteous to me with my little toy outfit than had been those of the Trent Canal with their average of only a boat or two a day. It was only reasonable, however, that the lock authorities should expect pleasure craft to save the time of all concerned by going through the regular traffic.

So when one of the hands at this first (or rather the last, for it was Number 28) of the

locks of the St. Lawrence system signaled for me to run in and lock down with a big Great Lakes freighter, I was entirely willing to fall in with a plan which would save my waiting while the big basin was emptied and refilled.

The lively diversion that followed was probably due to two things, my failure to demand mooring lines, and the neglect of the lock men to tell the captain of the freighter that there was a very small open boat drifting at large in the scant 30 feet of space between his stern and the lock gates.

Settling down gently and quietly enough until the gates ahead were opened on reaching the lower level, there was no trouble until the impatient skipper had rung up a sufficient rate of revolutions on his engines to turn the back of the lock into a veritable maelstrom. Unable to use more than one oar at a time, I was bumped impartially against the concrete sides and the steel gates before being caught in a forward suck intent upon drawing my boat in between the slowly accelerating freighter and the left-hand wall.

Fending off from the wall with a prodded oar, I drove the boat under the projecting stern of the freighter and, inevitably, onto the boil of water above its spinning screw. Fortunately, the tendency of this aspiring geyser was to exert an outward fling rather than an inward draw. So the only consequence of my running into it was for the boat to roll half over and then go reeling back broadside against the gates.

Here the forward suck began to work again, but before the next round of the vicious circle was underway I caught a line flung down from above and the funny little impromptu monkey show was over. The captain of the freighter probably never knew what had been going on. Indeed, the first word that even the lock-master had of it was when I went up to his office for my permit.

A man navigating a small craft among large ones in restricted spaces, and especially those in which such violent currents are set running as in locks, cannot possibly be too careful. Locks, under these conditions, are far more dangerous to small boats than are rapids. I would vastly prefer an upset in any rapid I saw on the St. Lawrence to playing again that altogether disconcerting game of pitch-and-toss with the propeller and the gates of the lock. A little more care on the part of the lock-hands, the captain of the freighter, or myself would almost certainly have prevented the trouble. And yet, with both eyes open and doing the very best I could, I ran right into a no less serious traffic mix-up with a steamer the following day.

The Galops Canal continued several miles farther down the river to another pair of locks at Iroquois, but this lower section was only for the use of up-stream traffic. I found only a three or four-mile current on running out into the river at the foot of the upper locks, but the viciously side-swiping wind sweeping around Lotus and Lalone Islands made for very sloppy going. Chilled with blown spray, I was glad to tie up opposite Iroquois and camp for the night on the grassy bank above Lock 25.

Without abating a whit of its force, the wind shifted during the night and by morning was chilling the blue-green St. Lawrence with the frozen breath of the plains of Labrador. Rolling out of frost-stiff blankets at daybreak, I shared a pot of coffee with the friendly night-shift men of the locks before pushing

off onto a river torn with whitecaps and streaked with blown spray. Rapide Plat proved easy running and, by taking the course down the narrow channel past Ogden Island, I avoided the delays of passing through the winding Morrisburg Canal and Locks 24 and 23. When the rapid paralleled by the Farran Point Canal showed water unbroken save by the force of the wind, I decided to run on past the entrance of the Cornwall Canal on the chance that its many locks and 9 or 10 miles of quiet water might be avoided by running the Long Sault.

Of all famous Canadian rapids, the "Longue Soo" has undoubtedly been the one most celebrated in song and story. This was not because there were not many worse rapids on other rivers, but rather because, doubtless, a tradition for deadliness had been built up in the popular mind about this spectacular chute and it was convenient to hand when "sure fire stuff" was needed, like flung custard pie or the wronged sister in the movies.

I really knew better, of course, than to plan to run any large rapid without looking it over first from the bank. The reason that I was willing to confine myself to a midstream survey of the Long Sault was largely because my table of locks showed that there was only a descent here of about 44 feet in 10 miles. Having run rapids on the Columbia and in the Grand Canyon with as much drop as that in a few hundred yards, I felt that there could not be any great risk here.

That a very considerable part of the "Longue Soo's" fall occurs in one continuous pitch near the head there was some indication from the soundings on the chart, yet the full significance of the deep blue colorings and shallow soundings did not come home to me until I had shut off my engine and drifted uncomfortably close to the brink of the really heavy descent.

I am still inclined to think that the main thing operating to upset my calculations was that 40-mile gale from the northeast which, blowing against the current, was exerting its purposeful energies in an attempt to make what would normally have been long, rounded waves rear up and keel over on their backs. The effect of this was to turn the whole channel into an expanse of blinding wind-whipped white, absolutely "unreadable" water so far as picking a course through it went.

The instant this rather disturbing fact came home to me, I realized no time was to be lost in backing up. Starting my motor and throwing it wide open at once, I headed the boat on a quartering course toward the slower water against the bank below the canal. Reassured by the speed through the current, I was just rising to a balanced crouch to take a last look at the tumbling water before I left it behind for good, when, lo, I was not leaving it! That the first of the breaking waves was perceptibly nearer than when I started the motor was confirmed when a scared glance shoreward revealed the illusion of the canal bank slowly but steadily sliding back upstream.

Not until I had swung the bow of the boat directly up the channel, so that the motor could exert its full kick against the current, was that downward drift checked. For a minute or two progress, as marked by a sight across to the trees on the bank, was almost glacial in its slowness. Then, as we drew away from the speeding current running down to the brink, progress picked up faster and faster, until fi-

nally I was able to lay a quartering course for the head of the canal without losing ground.

From my own standpoint, the performance was not one to be proud of from any angle. If any credit was to be bestowed, it belonged to the motor for the fine burst of power it had shown in pulling out of the hole my carelessness and lack of judgment had got it into.

Letting down through the first lock of the Cornwall Canal, I ran along a mile or more to a point about opposite to the lower end of the first and main rapid of the Long Sault. From the bank by the side of the river there was as good a view of the famous "Soo" as could be obtained from any single vantage. Even then, however, I was quite unable to determine just what part of the broken water was due to the fall of the river and what to the violence of the wind.

From where I stood there were visible several waves at which, if not avoided by even a heavier boat than my own, there would have been trouble. Farther over there appeared to be better water, but even this might have taken on a more threatening aspect as one drew near. It is impossible to get much of a working idea of rough water from a distance.

Natives always have many weird and wonderful recitals about adventures in their rapids, but it is always up to the credulity of the more or less unsophisticated stranger as to how much he shall believe. Taken merely as figments of primitive fancy, based on a framework of fact, these yarns are usually rather diverting, and when one of them is passed on to the outer world as the higher truth by an avowed seeker for and dispenser of truth, it is more diverting still.

The following slightly condensed but otherwise verbatim account of the running of the first steamer through the Long Sault appeared in a handbook issued some years ago under the title of *The Picturesque St. Lawrence*.

"The first large boat to attempt the passage of the Long Sault was the *Ontario*, built about the year 1810 at the upper end of the lake of the same name. Her speediness attracted the attention of some Montreal men who bought her for a mail boat to ply between that city and Quebec. Then they grappled with the problem of getting her down to Montreal. No craft of anywhere near that size had ever attempted to run the Long Sault; but they secured for the hazardous undertaking two Indians known as "Old Jock" and "Old Pete," the best pilots on the river. The owners promised them \$1000 each if they accomplished the enterprise successfully.

"To test the depth of the water, a crib was made 40 feet square with cross pieces 10 feet apart and having stakes 10 feet long projecting at frequent intervals from the bottom. Several Indians towed the crib out into the stream at the head of the rapids and let it go. Meanwhile, a number of other Indians had been stationed in trees along the riverside to watch the crib's progress, and still others were stationed at the foot of the rapids where they caught the crib when it reached quiet water. The crib was turned over and it was found that none of the stakes were broken. So it was plain that there was water enough to run the *Ontario* through.

"The Indians who had been in the trees on the bank then went on board the vessel and the voyage began. Each piloted it in turn as far as he had observed the crib's course... Thus was made in 1843 the first steamer trip down the rapids, and a descendant of one of those

pioneer pilots now guides with trusty hand a modern boat that goes over the same course..."

It is just possible that the crib contrivance was tried, though it could have been of no use save in showing the set of the current. Moreover, such a contraption, because not under control, might have been smashed a dozen times in floating down a river where there was plenty of water for a well-handled steamer. The pearl of the oyster, however, lies in the picture of that cooperative association of Indian pilots lined up to take their places at the wheel. To any old river pilot, that would be worthy of a place with "*La Chasse Galerie*," the legend of the aerially navigating bateau.

The passing of several large upbound steamers in the narrow Cornwall Canal furnished a new experience. Running even at quarter-speed, the slowest of these pushed ahead of it a great rounded hump of water several feet higher than the mean level of the waterway, while immediately following was a depression equally pronounced. Running over the brink of the wave between the two with the swift equalizing current was almost like dropping into the head of a rapid. A steamer which passed while I was moored alongside the bank left my boat high and dry on its side for the minute or two that it took to replace the hump of water pushed on ahead.

Congratulating myself on having avoided a possible swamping in the Long Sault, I pushed on down the Canal to the second lock from the head, Number 20. Seeing the way my boat was bumping against the wall of the wind-torn entrance basin, the lockmaster, who at first had asked me to wait until an approaching steamer had been locked up, decided to put me through at once.

There was nothing but the most courteous and kindly intention behind the considerate act. Where the slip came was in not holding back the steamer long enough for me to get well out of the way, and even that would not have made trouble had there not been a confusion of signals. Probably not realizing that there was even a small boat in the lock, the captain of the steamer headed right on into the narrow entrance channel, instead of mooring below as he would have to have done had there been a ship of his own size coming down.

When I pulled out through the opening lower gates, I found the hull of the nearing

freighter filling the passage almost from wall to wall, with room for me to pass only if it was crowded well to one side. The mate, directing the handling of the mooring lines from the bow of the steamer, motioned for me to keep to the left. Seeing that the bow was swinging in that direction, however, I assumed that I had misunderstood his signal, and so, throwing my whole weight onto the oars in an endeavor to drive the boat through the narrow lane of clear water, I headed to the right.

The significance of the shouts of warning and the excited gesticulations on both steamer and lock-side came home to me too late to change my course. The steamer bumped sharply against the left wall just as had been intended, and then began swinging slowly across against the opposite side. This, working out quite as planned, left me the open passage on the left. Unfortunately, however, as a consequence of my failure to understand the maneuver, I was already well down inside the rapidly closing gap between the port side of the steamer and the right-hand wall.

Sensing instantly that twice the speed I could make with oars would not carry the boat clear before the jaws of the closing vise clamped together, I slammed my tilted Elto back into the water and spun the flywheel with almost the same motion. The thing was really too easy after all, I told myself. But when a half dozen savage turns of the wheels had failed to bring even an answering sputter, it began to look as though that optimistic verdict would have to be revised, that, in newspaper parlance, we were about to go to press.

At this juncture, fortunately, it broke in upon my befuddled brain that the engine might act better with a little gasoline. An eager burst of power was the response to the next turn, and 10 seconds later the boat drove out into the open canal, missing the bump of the port quarter of the steamer against the concrete wall by a comfortable three feet.

From the way the skipper of the freighter was shaking his fist as he leaned out and looked back from the bridge, I was inclined to think he was swearing, and very volubly. Neither would the skipper have been far wrong had he interpreted my own fluent gestures in the same way. Yet neither of us, nor yet the thoroughly well-intentioned lock-master, was greatly to blame. Like the incident of the previous evening in the lock above, it was just

Boat after forced landing on island of St. Lawrence





Shooting Lachine rapids.

one of the things that is likely to happen at any time to the small craft that tries to rush its progress among big ones, especially in and about locks.

Even at the expense of disclosing my own rattle-headedness, it will have been worth while setting down what happened in some detail, if only it will have the effect of making the next man think twice and take his time in working through locks where large ships and barges are being handled.

Running with a howling gale at my back, I dropped down two locks, passed through the attractive town of Cornwall, and finally descended by a double flight to the quiet river below the last of the Long Sault. Navigation was comfortable enough until a broadening of the river to the proportions of a lake gave wind and waves a full sweep across the buoyed steamer channel, which was some miles from the northern shore. For a while I kept company with a slow down-bound freighter, the crew of which appeared to be deriving infinite amusement from my efforts to steer and at the same time bail out water faster than it came in. Finally, wet, chilled, and weary, I gave up the fight and ran over the lee of a marshy island to make camp for the night.

Not anxious to chance any more rapids while the wind continued, I was quite willing the next morning to take advantage of the locks and canals which avoid the rough water at Coteau, Split Rock, Cedar, and the Cascades. Only the last, so far as I have been able to gather since, demand especially careful running. A cross-country hike, which I made from the canal in the hope of getting a look at them, came to an end in a very dirty little French Canadian village, with the Cascades no more than a blur of white and green in the distance.

Dropping down through the last flight of locks to the wide expanse of Lake St. Louis, I was hailed from the bank by an officious French Canadian with what was rather nearer a demand than a request for a passage across to Lachine. The road was a very round-about one, he said, and there was no car available anyhow. As he was an engineer on the Government dredge, he knew Lake St. Louis like the palm of his hand. If I would take him along as passenger, he would be only to glad to act as pilot and keep me from getting out of the

channel. All this in a voluble stream which appeared to assay about 99% French-Canadian *patois* and 1% English.

Hardly had we started than it became evident that the pilotage I was to receive was to take the form of keeping my tiny craft, with its 10 or 12 inches of draught, to the buoyed steamer channel dredged to accommodate ocean-going craft drawing something like 20 feet. With the chart showing more water than I needed right down the direct course to where the distant domes of Lachine were sparkling in the light of the declining sun, I hardly felt it worthwhile to follow the long, circuitous course of the steamers.

My passenger's preference for the main channel was doubtless due to the fact that the shorter, steeper waves of the shallows were more splashy, and so calculated to do more damage to a newly waxed mustache, a comparatively recently laundered shirt and collar, and a perfume saturated muffler of gaudy hue. Possibly I would have been inclined to make the passage as dry a one as was compatible with reasonable directness had not the self-appointed pilot, arrogating to himself the prerogatives of a real one, grabbed the tiller-lines from my hands and started to put the boat outside of a buoy inside of which I was about to cut.

Not being a good enough Christian to turn the other cheek in the case of so flagrant a case of mutiny on the high seas, I firmly recovered the tiller-ropes and headed the boat straight for Lachine. Spray began coming over in showers and, when I took special pains to contrive it, solid green water. At the mutineer's first protest, I handed him the bailing bucket, and it took good lively work with that awkward collapsible canvas bag to keep the water below his patent-leather shoetops.

Had I been alone, I would have been glad enough to slow down when we ran into the cross-tumble of waves where the brown-black flood of the Ottawa came pouring into the blue-green current of the St. Lawrence. But discipline was discipline, and the constantly improving bailing technique of my very humble and willing deck-hand made it practicable to slash right on through to the finish.

The dripping, drowned-rat figure which oozed up out of my boat onto the Lachine dock

appeared to be muttering to itself in staccato *patois*. Among the several words directed toward me as it made off there was not one which under even the most liberal interpretation could have been construed as sounding like "merci, m'sieu."

Lachine is an upriver suburb of Montreal. It was founded by La Salle, but did not receive its present name until that restless young explorer came back from a trip down the Ohio which, from accounts given him by the Indians, he had hoped would lead him to the western ocean and so to the Orient. And when he returned to Montreal after having reached only the falls at the present site of Louisville instead of the Pacific and the China of his dreams, the scoffers, in derision, gave to his post the name of La Chine. The little town was the scene of an Iroquois massacre in 1689, when over 200 French were killed and half that number carried off as captives.

A quickening current in the narrowing river as I approached the entrance to Lachine Canal brought renewed temptation to try to find my way down by the natural channel. The fact that the 45 feet of drop was distributed over a considerable distance indicated that there could not be bad water for more than a short stretch, if at all. Remembering my lesson at the Long Sault, however, I finally decided against the diversion on the ground that the lateness of the hour would make it impossible to scout out a channel.

Subsequently I found that there was a comparatively easy course down the south side of the river. A fortnight later, on my way to western Canada from New York, Douglas Hains of the Canadian Pacific Railway, with a friend by the name of Lecoffey as bow paddler, took me down this side of Lachine as a passenger. The run was an impromptu one, arranged over the phone on a few minutes' notice. Thanks to skillful handling, most of the wetting we received came from water leaking in through the bottom of the old canoe we had borrowed for the occasion from the guide, Fred Beauvais, who lived near the head of the rapid. My own boat, half as well piloted, should have made a dry run of it.

That the main channel of Lachine is a risky place to take an open canoe was demonstrated a few months later when Mr. Hains, trying to run through with Beauvais, was upset and very nearly drowned.

On starting up below the upper lock of the Lachine Canal, a reluctant response from the engine was quickly diagnosed as due to a weakened battery. A few moments computation revealed that the scarred and battered Eveready Columbia Hot-Shot, which I replaced with a new one here, had been in use during all of the 1400 miles or more I had covered since starting.

How much is expected from one of these serviceable little boxes I have never learned, but this performance, especially as it was made in almost continuous running, with no chance for the battery to "rest" and "recuperate," struck me as rather remarkable. Trying the same battery on the Hudson a week later quite out of curiosity, I had the further surprise of finding that it had picked up enough strength during its lay-off to run the motor for several hours without a miss.

As the Lachine Canal runs through the industrial section of Montreal, there is an interminable succession of drawbridges to be opened for a craft much larger in size than a

rowboat. Able, fortunately, to run under most of these structures, I made rapid progress down the busy waterway. Steamers, hulks, and barges were waiting at every lock, but these being in pairs greatly facilitated the movement of the very heavy traffic. Busy as they were, the lock-hands proved no less courteous and considerate than their mates of the upper river in shoving me ahead as opportunity offered.

Since running all the way through the canal would have brought me out among the docks of the transatlantic liners and some distance from the middle of town, I sought moorings at the end of a long basin running up toward the heart of the city almost on a line with the Canadian Pacific Railway station and headquarters. Lined on both sides with coal barges, it was some time before I found a place to tie

up. Indeed, I should have found no practicable berth at all had not the skipper of an American motor cruiser invited me to moor alongside his fine little craft. This proved to be the *Marianne* of Norfolk. Her beautiful mahogany hull was built by Purdy, and a son of the builder was in command of her. With the owner temporarily away on tour, I was only too glad to accept Captain Purdy's invitation to shake down on board for the day or two of my stay

(To Be Continued)



"LI'L BEAUTY" IN 14 FT LENGTH

The perfect touring kayak for camping, fishing, or just exploring. Just 39 lbs of stable, comfortable paddling. Easily car-topped. You can build it fast for only \$89 materials with step-by-step manual that includes full size template patterns! Send \$16 to:

HOBBY CRAFTS

Rt. 1 Box 158-E, Vilas, NC 28692

Platt Monfort Barn Sale

The idea is to empty out a small barn (museum) full of experimental boats and stuff.

10'Dyer Dinghy, wood lapstrake hull only (needs work), \$150.

12' Strip Plank Round Bilge Outboard Skiff, (fiberglassed in solid condition), \$200.

Sweetheart Dinghy

Made of Str-r-etch Mesh and Fer-a-Lite

10' Model, hull molded with Airex core added to bottom, needs final fairing, transom and woodwork. Has seat riser, was supposed to be a master plug, \$200.

9' Model, wire mesh only on molding jig, \$150.

8' Crystal Westport Dinghy,

One of a kind clear mylar, \$2,000.

Geodesic Airolite Fleet

Whitehall 15, \$1,500.

Westport 8', quick build kit (basic woodwork done on jig), \$700.

Blivet 13, needs rudder and sailing rig, \$1,200.

Sheepscot Shell 17, double end rowing, \$500.

Sheepscot Sprint 13, double end rowing, \$350.

Rob Roy 14, cruising kayak, \$550.

Snow Shoe 12, never in water, made for European Museum exhibit USIA, \$1,250.

Nimrod 12, OD color for fly fishing, \$450.

Snow Shoe 14, canoe, extra floor boards for free style paddling, \$500.

Snow Shoe 12, (basic set up on strongback, no ribs yet, \$100.

Surf Board, hull only, \$100.

Sweet Pea, 7-1/2' canoe, \$300.

Toy Whitehall, 7'8", \$500.

Car Topper 9, ply bottom row & sail, \$700.

Model Whitehall Jr. built by the designer, \$500.

Marine Stuff & Tools:

Antique outboards, boat parts, hardware and much more.

Classic K5 Blazer, near mint, set up for travel w/fold out double bunk, \$4,500.

Wire Plank, machine to make it, how to make Fer-a-Lite formulation and approx. \$3,200 worth of inventory.

Useful to restore a rusted out steel hull, \$4,500.

Phone (207) 882-5504

For location directions and appointment.



RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day U.P.S. shipping. Our normal store hours are from 9am to 5pm Monday to Friday, but calls are welcome seven days a week until 10pm. Write or call us or see our internet site for complete info and prices.

RAKA, INC.

41 No Congress Ave. #8B, Delray Beach, FL 33445

Ph. (561) 279-8929 - Fax (561) 279-2539

www.raka.com

2/2/97: Glass sheathed the bottom today. Didn't get started until after 1400 hours (had the trimmed cloth ready; rolled on a cardboard tube).

Mixed up 14oz of epoxy. Wetted central portion of hull to hold cloth in position. Unrolled cloth over the hull and wetted out/spread the epoxy. Used flat squeegee and slotted roller, then foam roller. Needed another 7oz to complete the edges, but also recoated the transoms.

Went on with less trouble than the transoms; planning and going over the process in the mind helps. However, still felt a bit panicky. I know it's the cold that restricts the flow; with temperatures of 50 degrees F or less, there is plenty of time but my gut says it's starting to set. I add more to help the wet out. Then I wind up scraping off or with slow runs.

I was prepared this time. The use of a 3" roller works very well on small boats; good control & spread. Wrapped the handles with saran wrap to keep them from getting permanently covered with crud. Worked well; both as a disposable covering and as somewhat of a non-stick surface.

2/3/97: Couldn't wait, went to garage early this morning, set-up well! Slight tack to touch and I don't think it's amine blush. Trimmed edges with exacto knife. The set seems to be the solid gel stage.

Cuts well with a knife, but will peel if pulled. Some under cloth build-up on the bilges but looks easily removable. Should be able to finish sheathing today.

Pushed to finish, but did finish. Due to width of transoms, cutting cloth for sections, and directions to cover transoms first, ran short of 38" cloth for one side. Had to piece together the port side. Next time order at least 1-1/2 yards more fabric. Also, 6oz cloth is not necessary; could probably use 4oz. If possible use wider cloth, 50" or 60". Work from centerline out; overlap at centerline, may make smoother job.

Still seem to be using more epoxy than the plans call for. The excess resin has probably gone into: A) More resin to float the cloth. B) More resin than filler. C) Heavier fillets than necessary. D) Waste on the floor.

2/4/97: Finished the cloth work. Due to temperatures overnight allowed the first coat to reach initial cure stage. Was able to cut flush most obvious overlap seam. Also did some flush cutting on forward port seam; more of a ragged edge than seam overlap. Did not trim hanging extra, let it absorb drips from fill coats.

Made up fill coat with silica additive only. Fills and lays out well on flat and sloped surfaces. Still the usual problems with runs & sags, and application, on vertical surfaces.

Made batches of 7oz. Added silica by feel. When it comes to applying to vertical surfaces everyone has their own technique. After the thickened epoxy is on, spread it with a roller. Then use a squeegee at a low angle to smooth and fill, just like the books say. Use enough filler. Used only silica this time (for stiffness) even though hull will be painted. Added coats to both transoms with bits left over from batches. This will give me an idea of how much coloring of the substructure to expect.

Boatbuilding Part 5

By Ron Magen

Observations: 1) On the light colored lauan of the hull (bottom proper has several coats), looks pretty good as a clear-coat w/epoxy only. Bruises or scrapes do show as discolorations. 2) On the sides/bilges used fill coats with silica. Can still feel weave somewhat, but seems fairly clear; some off-white areas of filler. 3) The bulk, mail order silica is finer textured and seems to go into solution much better.

Noted in my prep reading that a saturation coat should be about 1.2 quarts to 90-105sf of surface. Figuring that the hull uses two full sheets of ply, plus another 1/4 sheet for transoms, then it's 72sf max. So should use only one quart of mixed epoxy. That's for a porous surface. Non-porous or build-up coats are 120-135sf per 1.2 quarts. Some decrease in coverage due to use of fillers and wetting out cloth.

2/5/97: 1200 hours. Almost tack-free. It's been about 17-18 hours; present temperature is about 50 degrees F. Trimmed excess. Only one spot with a lifted area. No problem; either repair or cut it out. As a whole it looks like it has been dipped in wax, the way vegetables are in the supermarket. The filled epoxy ridges (from the edges of the squeegee), have a whitish waxy cast. Very apparent on the dark colored transoms. I'll scrape and surform the heavy areas later. No sanding until there is a hard cure.

Moved the boat outside; let's see what happens.

2/7/97: Moved back into the garage; right side up. Snow due tonight.

2/10/97: Snow, cold, damp.

2/13/97: Some thoughts on modifications which may hide some of the visual distractions: Deck over the forward section; from frame #1 to fore transom? Using 1/4" lauan (clear finished?) or 1/8" ply with an under bracing and arch. Should look good and mask the rough seams.

To grind the fillets would have to go through a layer of cloth and a lot of filler, not an option. Therefore covering is the choice. Strips of 1/8" ply? Styrofoam? Too kludgy!

2/17/97: Forget those last ideas: 1) Too expensive and wasteful. 2) Do better next time. 3) Use the deck over idea for next build.

Received a catalog from a local discount marine store. The price of Interlux oil/alkyd paint @ \$12/qt. About the same as premium porch & floor enamel.

Reviewed the specs on the gunnels. To finish 3/4"x 1" would use two pieces 1/2"x 3/4". The idea of using taller pieces to give a sheer stripe effect won't necessarily work. The sheer follows the rocker of the bottom. Taller pieces won't bend in two directions at once without steaming. Could use the side template as a pattern and make them from plywood. Too expensive for this prototype but good idea.

However, I'll slice an inch thick piece from a 2 by . Cutting it in two will give me a set. Final round-over on the boat with the router or sandpaper.

2/19/97: Although everyone talks about white pine, douglas fir, and spruce 2x4 stock

as being common lumber I can't find any. It's either heavy, resinous yellow pine or red cedar. Im going with the cedar.

I have also decided to go with a clamp and gunnel assembly. The strip against the hull will be epoxied in place (the clamp). The outer strip (the gunnel) will be held in place by screws from the inside of the hull. This way the outer strip will be easily replaceable. Being a working dinghy it will get hit!

The frame surfaces are a bit rough in spots. How to handle this before painting? To use epoxy filler will be both expensive and tough sanding. It's internal, why not use another easily sandable material? Spackle! Dap Fast-n-Final is with Joanne's painting stuff. I'll give it a try!

2/20/97: 1547 hours, finally coffee time. Vacuumed the interior and gave a brushed coat of Kilz primer (water clean up) really slopped it on. Only place I was careful was at the sheer. Didn't sand first. This really highlights the patches and pinholes. Will also give a good base for sanding. The large/rough seams aren't so apparent now.

The plans call for cut-outs for hand holds in the transoms. Don't like the look and 3/4" material will be more difficult to cut. The mast partners are over the #1 frame location, too far back for comfortable lifting. They also show an interior transom stiffener; 3/4" x 1-1/2". With a 3/4" transom it's not needed as a stiffener, but as a lifting ledge it could be useful. Also as a chafe guard for the painter; don't want to put any holes in these transoms.

The aft transom is certainly strong enough for a 60 pound motor. The thickness will hold it as well, but the typical motor board is at least 1-1/2" thick. Have to either provide a block or leave it up to the buyer. Here the lifting ledge will act as a safety catch.

The cloth tape still shows up, even after the priming. Filling the weave would make it look smoother, but still leave a ledge between the selvage and the hull. Trimming the edge at the green stage, putty filling the edge, and sanding a taper will all help, but a lot of hand work.

The upper limber holes at the side/bilge knuckle don't seem that important. Also the lower ones become a trimming nightmare after they're set-up. A lot of hand work.

2/21/97: The order from Alden came today. The 60 grit hook-n-loop disks should knock down the cloth edges quite well.

Re-read the table saw info (el cheapo 10 year old Black & Decker, 8" bench model). A rip blade might be a good investment. A combination blade, carbide tipped, might do. Rip cutting the red cedar 2"x 4"x 8' stock into 1/2" strips is a good source for thin stock, cheap. However, cheap blades don't seem to have the quality, sharpness, accuracy, or stamina for ripping long stock.

2/24/97: Home Depot has 8-1/4" carbide combo blades @ \$16 per. Have an Oldham planer blade in the saw. Looked through my accessories box, found an Oldham steel combo blade, almost new, and a 9" B&D carbide tipped combo blade. Fitted this to the saw. The blade had to go in from the bottom. It won't go completely down, but it does not hit the table at full extension. To rip 2x4's I need all the height I can get.

Set up on one of the cedar 2x4's. Full height gives a little more than the gulleets showing. Still stalls. Go slow; guides and feather boards are a must.

Ripped 1/2" x 1-1/2" slices. They bent readily in the flat but very difficult on the edge. Held them in place on one of the sheers. Fit to my curved fingers and the hull quite nicely. Didn't seem like it was under proportion either. To me, it looks that way on the drawings. An optical illusion?

If a contrasting sheer stripe is desired: A) Paint it on. B) Use a 1/8" or 1/4" ply strip stained to red mahogany or teak. Could be cut to shape.

Dyed the inner 1/2" x 3/4" strip and cedar samples, red mahogany. Nicely flexible, looks good.

2/25/97: Samples dried; not as dark as the ply thwart or transoms, but okay.

2/26/97: Gave thwart another coat of epoxy. It is a rowing seat so I want it smooth, shiny, and tough. Will also apply several coats of varnish. The spackle worked well. Sanded nicely. I'll try some exterior type as well.

2/27/97: Re Home Depot, America's finest porch & floor oil gloss mfg. by Dutch Boy. Use their color chips.

Got a close match to Interlux Bristol Beige. Not as nice a name for the color, but at \$5 vs \$15, makes for a lot of leeway in language. Joanne says no one would care but me.

The base is white and can be used without tinting. A vast difference in both price and available colors. The formula seems about the same between this and marine alkyd paint. No reason for a urethane paint on these boats. It also gives the owner the ability to change the colors easily.

Kilz Plus One or Zinzer 1-2-3 is about \$5.50/qt. It may or may not be worth using as a primer/sealer. For the interior I just slapped on a coat of regular Kilz. Next time use a roller (next time just use standard two-coat practice; thinning first coat with Penetrol?).

Called the Flood people, the makers of Penetrol. The only difference between marine Penetrol and the Penetrol at the hardware store is the label on the can.

Set the clamp (inner gunnel) in place with spring clamps and 1-1/4" drywall screws. Will take the clamps off, allow the clamp to spring out; work in some thickened epoxy and re-tighten the screws.

Intended to put the outwale on later. However, when I was dry fitting them I had marked the centerpoint for later alignment. It was then so easy to put in place I used it to hold the inner strip in place while the epoxy set. Used 1-1/4" wide thread drywall screws to draw them tight. Due to variations in the wood some of the points were exposed. Not concerned at this point; I'll be replacing the screws later. However, for future reference use 1" wide thread or make the outer chine thicker.

If going to color or stain the entire gunnel, now is the time. Since I'm doing it the hard way, clamp mahogany, outwale natural/oil finish, I'll mask this area when I paint the hull. Of course this all would be academic if the entire boat was painted.

(To Be Continued)



Row for Life

Alden Ocean Shells

CATALOG

800-626-1535

Web: <http://www.rowalden.com>

LAKE CHAMPLAIN MARITIME MUSEUM

at Basin Harbor, Vermont

Paddle/Oar Making - July 16-17

Intro to Open-Water Paddling - July 18

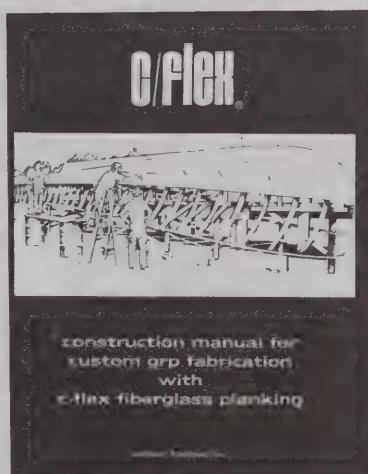
Build 16' Cedar/Canvas Canoe Course - July 19-25

Boat Livery



RR #3, Vergennes, VT 05491 • Call (802) 475-2022 • www.lemm.org

**This
is the
book
that
started
it all.**



**You have known us as
the C/Flex® People, but our
expertise in custom one-off
construction goes far beyond...**

- C/Flex® Sheathing (Patented)
- C/Flex® New Construction
- Dura Kore® Planking
- PVC Foam Construction

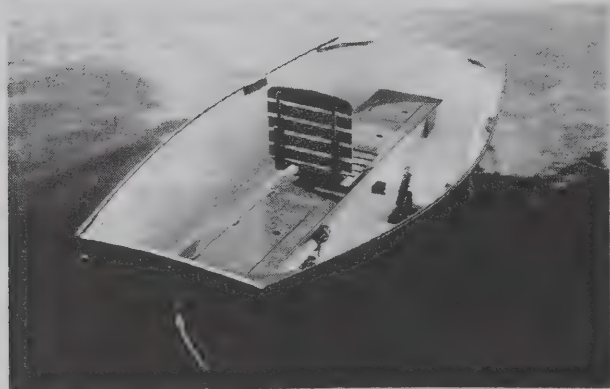
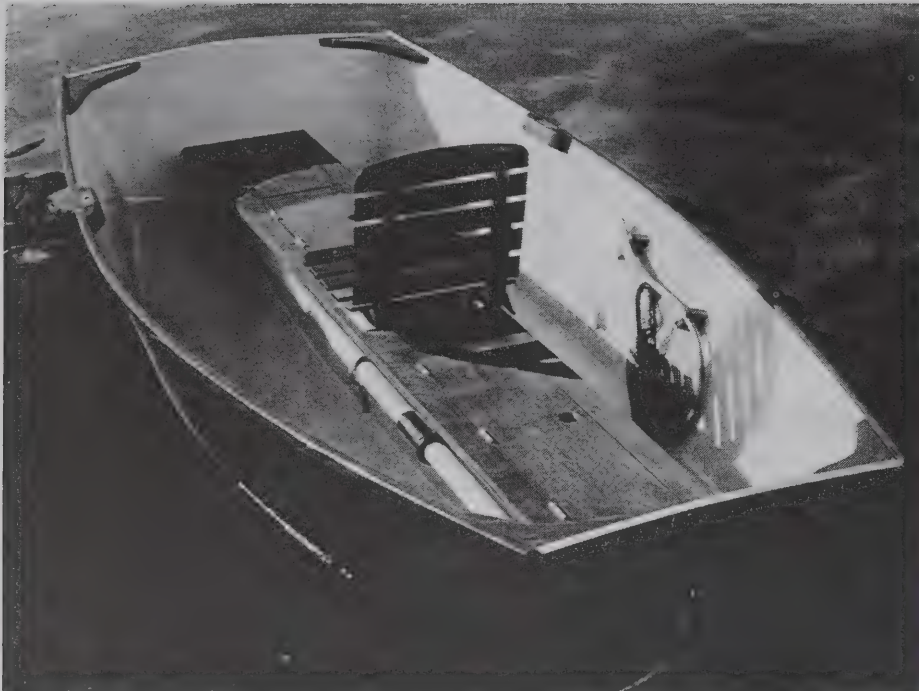
**All the supplies and knowledge you need in one stop.
Kit boat suppliers rely on us. Shouldn't you do the same?**

1-800-358-1666

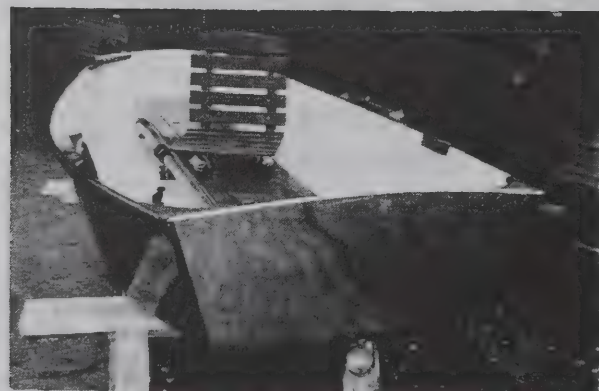
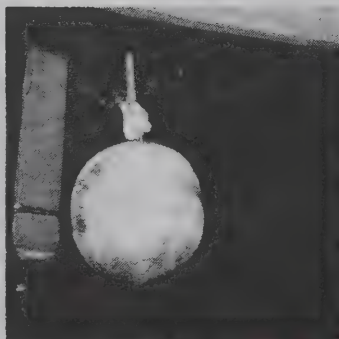
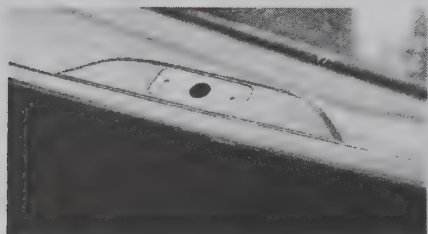
Fax: 504-738-6714

Corporate office: Harahan, LA 70123





Top left: The trunk holds gear and provides a nest for the oars. Middle left: Closeup of the bronze oarlock pad and mahogany trim. Middle right: Lead ball anchors drop from "torpedo tubes".



Left: Stern view, note lead ball anchor beneath transom. Right: View looking into the storage compartments.

Our Pass Lake Pram

By The Wooden Boat Shop

Our latest kit boat, light, strong & beautiful, is designed for fly fishing on lakes and slow-moving rivers. Features include:

Fore-and-aft anchoring system (two anchors), with hidden lines and lead-ball anchors that won't get in the way when you're casting (the lines are cleated-off in the aft storage compartment, within easy reach).

Removable swivel seat, which can be padded with folding Wooden

Boat Shop brand seat cushion (option).

Brackets to stow oars alongside trunk when you're casting, nothing in the way of your lines.

Brackets for spare casting pole (alongside trunk, beneath one of the oars).

Net-stowage bracket at your side when needed.

Rod-holder, out of way, but within easy reach.

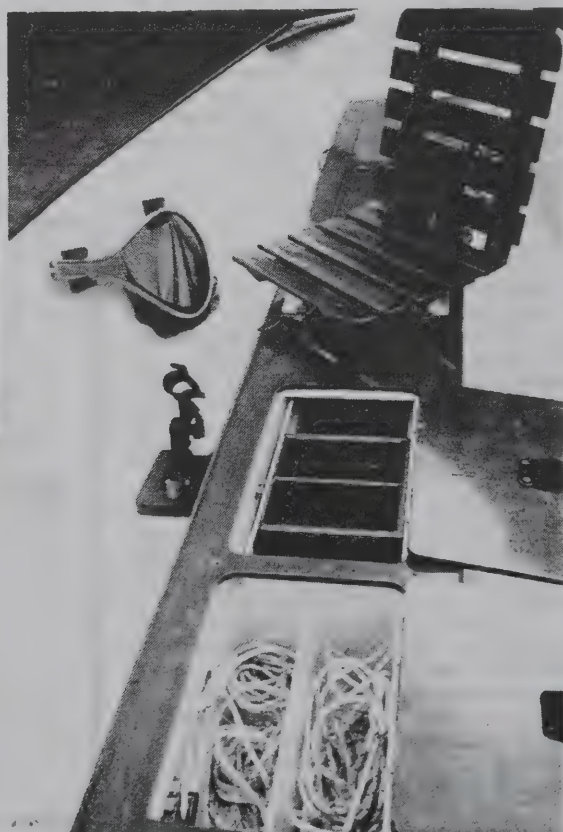
Compartment for fishing gear, easily accessed (between your legs when in rowing position).

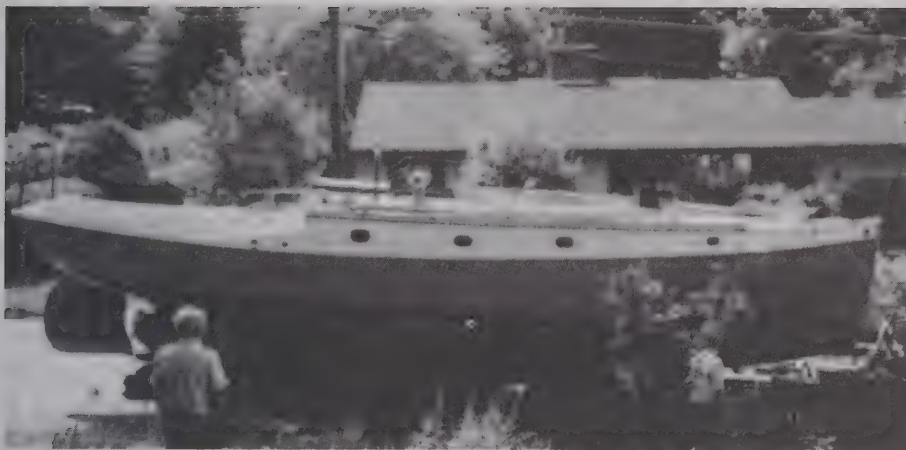
Large extra-gear storage compartment forward of seat, for spare clothing, lunch, refreshments... or what-have-you.

Durable, lightweight construction and easy handling (overall length, 8'-1", weight only 60 pounds, fits easily in bed of a pickup truck).

Easy stitch-and-glue construction, pre-cut marine mahogany plywood with Honduras mahogany trim and bronze hardware. Everything you need to build the Pass Lake Pram is included for our introductory kit price of \$695.

The Wooden Boat Shop, Seattle, WA, (206) 634-3600; (800) 933-3600; email <wbs@halcyon.com>





Homeport, 74 Wentworth Ave., Lowell, Massachusetts. But where's the water?

What's Become Of *Jingo* ?

By Chris Finch

Jingo is a 36' raised-deck centerboard ketch designed by Samuel S. Crocker and built in Manchester by his son S. Sturgis Crocker. Her design was commissioned in 1957 by Augustus Loring with several unusual specifications. For instance, the masts had to be tabernacled to allow passage under bridges into waters that would otherwise be inaccessible. She has a very traditional appearance; with gaff-rigged main, a topsail, ratlines, and all manner of strings to pull... the kind of boat every kid should learn to sail on. She was launched in 1959, and maintained at Crocker's Boat Yard in Manchester, Massachusetts until 1991.

Jingo was a part of the Loring family all those years, spending many summers down east. Elisabeth Loring and her children kept her for several years after Augustus' death but eventually, unexpected repairs claimed larger and larger portions of their precious-short sailing seasons. After her spring commissioning in 1991, *Jingo* refused to take up, leaking persistently in her forefoot. She was hauled for survey and found to be in need of repairs that would likely prevent sailing that summer. The Lorings decided to sell her and look for a newer more practical sailboat.

Third generation Sam (Crocker) knew I had a soft spot in my heart for *Jingo*, so he called me when the Lorings asked him to put her on the market. Oh fateful day in July! I was a goner! We had been talking about a bigger boat for several years and, Lord knows, it was getting a bit cramped on board our Pearson Ensign with four children and all the requisite paraphernalia. But this opportunity (to be glib) had come along too soon! The boat account wasn't anywhere near large enough. Our name hadn't come up yet on the waiting list for moorings in Manchester. Things were happening too fast.

Still, there were certain things that made it seem like "It was meant to be." and Sam said we'd be surprised at how little the boat was worth in her condition. (Then and there, I should have run like hell the other way!) He said that if we were serious, we should set a dollar limit based on our fi-

nances and make an offer... nothing to lose and all that. And that's what we did. Our offer was refused, being the first and (admittedly) quite low one made and, after other parties entered the picture and bid the price higher, we dropped out, somewhat relieved and feeling that it was NOT meant to be after all.

The following spring, Mrs. Loring called, wondering if I was still interested in *Jingo*. I told her I'd be a liar if I said I wasn't but that we'd pretty much gotten over the disappointment of not buying her the previous year. I'd have to think on it and talk it over with the more sensible one in our family (who, after I hung up, wondered why I hadn't made an offer!). Well... to make a long story short, we eventually came to terms and *Jingo* became ours. We moved her to our back yard in Lowell where she'd be as close as possible to my bandsaw.

Nothing to lose... Hah! I've worked more than a thousand hours on her and, at times, it seems there's no end in sight. I'm trying to keep it fun; trying to maintain a reasonable balance between working on her and doing other things a daddy should be doing. Fixing up old *Jingo* and going to sea in her is intended to be a grand family adventure but it gets hard after four years of mostly just Daddy going out to work on (his) boat and Daddy wondering whether he'll even get her in next year etc. The family can only wait, and dream. Keeping the dream alive can be difficult.

But enough. Lest I give the wrong impression, *Jingo* is going back together. A series of broken ribs in her starboard midsection has been repaired. Her stem, forefoot, associated knees, several forward floor timbers and the centerboard trunk have all been replaced. The iron keel is back on and most of the replanking is done. Still to be done are some plank restoration and refastening from amidship aft, lots of caulking, worm shoe replacement forward, and putting the interior back together.

We call ourselves "Wentworth Avenue Shipbuilding and Drydock". We're a modest operation but we get the job done! The

workers here don't watch much TeeVee and they sleep well at night. If any of you are considering buying a big old wooden boat, especially an "affordable" one, you should come talk to us. You might find it sobering. You might find it exciting for all I know. One thing's for sure, it can be a really long trip. You've gotta love traveling or you'll never get there!

Well, we didn't get *Jingo* in for 1997 as hoped. Been refastening and caulking and bunging up a storm though. Was looking her over the other day. I'd say her starboard side'd float pretty well now but we'd have to pump real hard to keep that port side up! Got a few more empty screw holes to plug.

Sam (Crocker) has convinced me to use a polysulfide compound to finish the seams and we should be starting that soon. We've got new water tanks on order, one of the first items to go in as we put the cabin back together. Trying to figure out how to remove the fuel tanks from under the cockpit. As anyone who's been aboard in the last 10 years knows, there's a leak somewhere and the diesel odor in the boat is powerful strong! Think we'll replace the starboard tank and put a holding tank in place of the other, to port. Do wish we could get rid of that smell! Anyone got suggestions?

It was nice working on the inside of the boat this past winter. Now that the hull is closed in, we could throw a little heat in there and work right on through the colder weather. Looking forward to a launch for the summer of '98 if all goes well.

Chris Finch, 74 Wentworth Ave., Lowell, MA 01852



Son Sam works very hard on *Jingo*.

We Buy Canoes

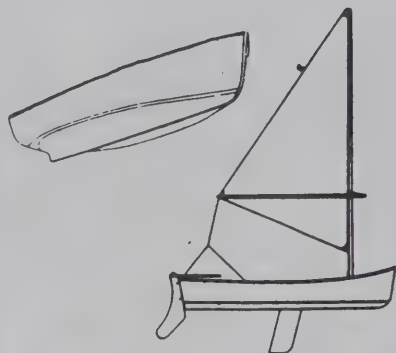
Wood/Canvas * Wood/Fiberglass

Birchbark

Any Condition * Highest Prices Paid

Howard's (978) 768-7282

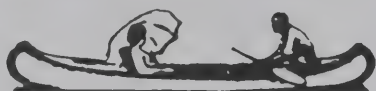
KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing
Two Rowing Stations
Row & Sail Models

BAY OF MAINE BOATS

Gooch's Beach, P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4461



KAYAKS

Wilderness Systems - Old Town
CANOES

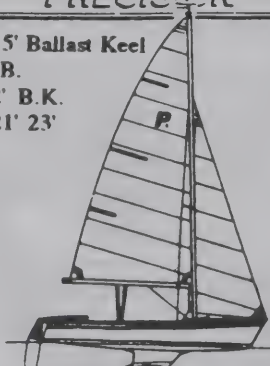
Allagash - Old Town
Mansfield - Alumacraft
Hundreds on Display

FERNALD'S

On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

PRECISION

New 15' Ballast Keel
15' C.B.
16-1/2' B.K.
18' - 21' 23'



FERNALD'S MARINE
Rt. 1A, Newbury, MA 01951
(978) 465-0312



Dreamboats...

By Richard Carsen

Submergibles

When Robert Manry decided he would set out for England in the 13' *Tinkerbelle*, he had made a thorough study of the North Atlantic, its moods, swells and storms, to ascertain what could be the worst conditions in wave and weather he could possibly meet. His conclusion was that one could cross the Atlantic, or any sea or ocean for that matter, if one had a craft "like a corked bottle" (his words) and, of course, built sturdily enough. If the worst came to the worst, some killer wave might wholly submerge it, but it would pop up, ready to continue, once the wave had passed.

Many ages ago, the Sumerians, who lived in what is now Iraq and Kuwait (Mesopotamia) shipped gold from mines in South Africa. On the tablets that they left us, they recorded that these craft were submergible. In spite of the definition in my dictionary, they did not mean that their ships were submarines.

Seeing that there was plenty of material available to build reed boats, that is probably what they used. Thor Hyerdahl, of Kontiki fame, certainly proved that such craft could survive long ocean voyages. Both from Homer, and ancient Chinese records, it can be deduced that such travel was coastwise, with frequent landings (and no doubt overlays when the weather acted up). Time to dry out.

Off the coast of Brazil, sometimes hundreds of miles from land, I have seen the jangadas, small sailing rafts. Obviously, as

long as you can catch your dinner, the sky is the limit; they have been observed as far as Florida.

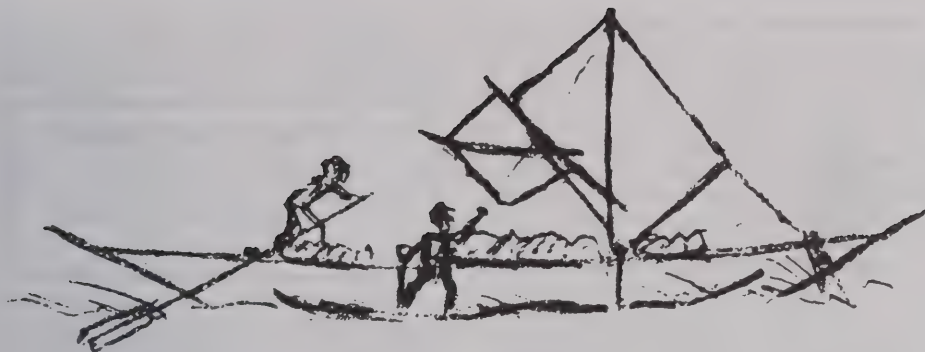
Preparing for a lengthy off-shore trip, my own solution was to make my boat submergible. My boat was very vulnerable. A big, wide cockpit, big slatted doors giving access to the cabin, and inside ballast that, according to the builders, would not allow the craft to stay afloat if fully swamped.

I had, however, two inflatables: a small one for kids, and a big survival one. The former had a pump, the latter would inflate by a compressed air canister (which comes with this kind of kit).

In ultimate survival conditions, which I am happy to report that I did not meet, I would inflate the small inflatable in the cockpit, where I had means to tie it down. The survival one I would allow to fill the cabin. There would be water underneath the cockpit and low down in the cabin. The boat could take care of that. But there would be no possibility of the boat swamping to the point of sinking. I would be uncomfortable, yes, but the boat and I would survive.

For small craft this seems to me an excellent method, and for those who have such trips in mind, such safety gear could be tailor made. In case of a serious holing, this would be the only effective defense. Stores would still be accessible, if with difficulty; the craft would still retain, if not all, at least some of its operational abilities. Small boat adventurers, give it a thought.





A Boat That Will Barely Float (But Won't Sink)

Nearing Colombo, on the island of Sri Lanka, then called Ceylon. I heard what seemed like gunshots to seaward. Looking for the source of this sound, I didn't see any gunboats, or any other craft, for that matter. What I did see was a few square white sails, seemingly right at the surface of the water. While I am straining my eyes to discern any attached craft, another of these white squares bloomed, and seconds later, another "gunshot". Some craft were deploying their sails with a real snap.

Although we were doing around 12mph, it didn't take these craft long to overtake us. They passed at a distance of maybe the length of a football field, but although by now I was observing them through binoculars, there seemed precious little to observe in the way of craft.

Later in the evening, going ashore, I noticed some outrigger models in the windows of one or two tourist traps. But the stores were closed. While the sails differed from what I had observed, I felt sure that these were the craft I had seen when we came in; I wanted to see these craft close up. But how?

With my usual luck, we were approached by some nice young men, who no doubt had their eyes at some of the blond girls in our party, who wanted to take us out to a nice restaurant, our choice. As we were new and knew no restaurants, I mentioned that I was interested in seeing the outriggers. Oh, splendid, there was this very good eatery near this lagoon...

And so it was that on the one night I was ever to be in Colombo, I was standing at this lagoon, on a moonlit beach, looking at these strange but obviously very capable craft.

They were not really like the models which had resembled something like a dugout canoe, with built up planked sides and leeboards fore and aft. Yes, there were planked sides, but they were so close together that your leg would have gotten stuck had it fallen in there.

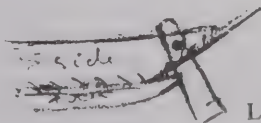
The dugout canoe turned out to be no more than a keel, a heavy keel maybe, but not much more than half a foot wide and deep, a tree trunk maybe twenty five feet long. A leeboard pivoting on a sturdy wooden branch stuck thru the triangle that formed the end of the planking, and only one, at what probably was the forward end. The planking at the other side ended the same way, but there was no leeboard there. I have a photo taken from 3/4 aft showing such a craft racing on what seems a broad reach. The steersman is holding a very long oar (which is on the model) while his single crew is standing on the outrigger, holding onto a rope attached to the top of the mast.

The ama was a heavy crooked branch carried on two bent outrigger booms. In the center was probably some kind of platform which was, however, totally covered with sail, spars and mast. According to the models, the mast was slung from the forward boom and was maybe half the length of the craft. My observation of the craft that passed us showed that the sail was a rectangle attached to the forestay and held out by a sprit. On some craft a second sprit, coming off the first, held another piece of rectangular cloth, thus enlarging the existing sail area and maybe providing a balancing point further aft.

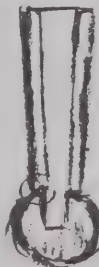
Despite having no interior volume, with all that wood this would certainly be a submergible craft.



Running downwind.



Hull crosssection, keel log, plank sides.



Leeboard.



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave. Noank, CT 06340
(860) 536-6930

CUSTOM BOATS & YACHTS

Since 1970
Wood/Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.
North Falmouth, MA 02556
(508) 563-3075

New from Compass Classic Yachts

14' CLASSIC CAT

Good looks *
Easy handling *
Speed *
Versatility *
Forgiveness *
LOA 14' *
Beam 7' *
Draft 10' *



* Seats
* Cockpit room
* Comfort
* Stability
* Low Maintenance
* Affordable price
* SA 130 sq ft
* Displacement 600#

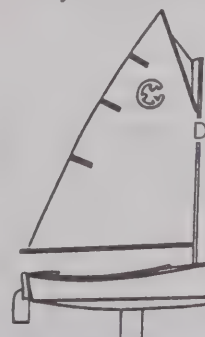
Fiberglass construction * Varnished wood trim



DEALER INQUIRIES INVITED
Compass Classic Yachts, Inc.,
Box 143, South Orleans, MA 02662
Shop 80 Rayber Rd. Orleans, MA
(508) 255-5187, (508) 240-1032

The Picnic Cat

by Com-Pac Yachts



14' length overall
6'6" beam
draft: 6" board up
32" board down
Displacement 500lbs
109 sq ft sail area

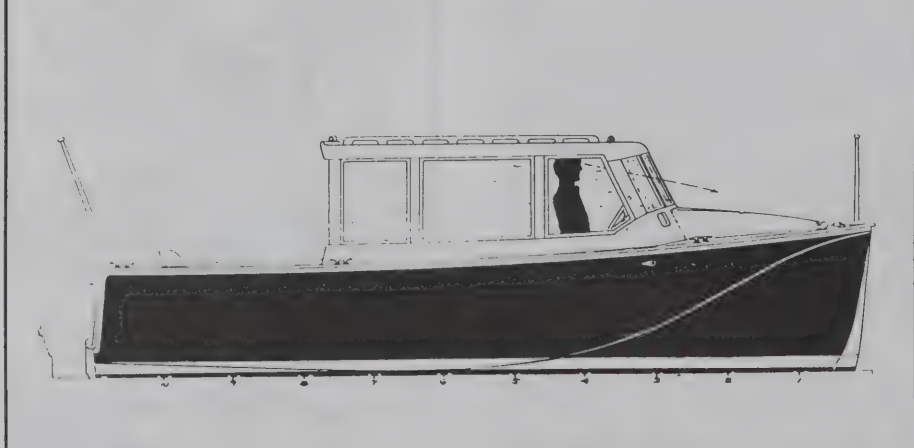
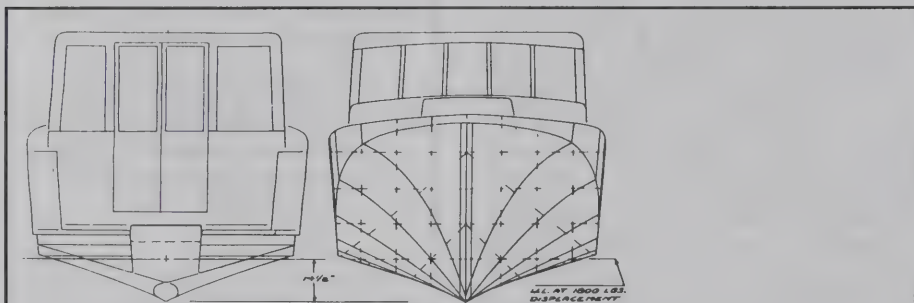
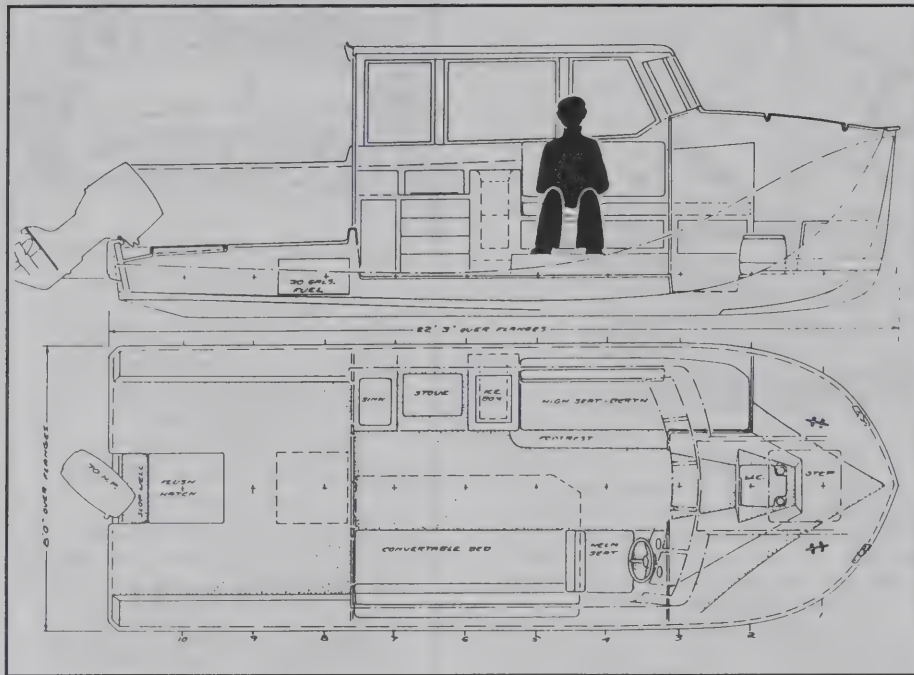
COMPAC
16'-19'-23'
SUNFISH - ZUMA

FERNALD'S MARINE

On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

Bolger on Design

**Moderate Speed Power
Cruiser Concept**
22'3" long; 8'0" breadth;
1'3" draft



Row your boat the easy way...
facing forward and using your legs.

← Front



Free brochure

401-247-1482

Aquamotion Systems, Dept. mab
30 Cutler St., Warren, RI 02885

This was a commissioned feasibility study for a production fiberglass boat, initially to be introduced for use on the TVA lakes but fit for coastal work. The idea was that a boat optimized for modest speeds would be economical to produce and pleasant to run. We had in mind a modern version of the nice Richardson Little Giant and the Chris Craft Clipper economy cruisers of the 1930s. The outboard motor made a good cabin design much easier than it was in the old boats, and the molded construction, plus later experience, allowed a much abler and drier hull shape.

The immersed transom area was kept quite small, and this allowed a sharper than usual bow, both making for low drag at a 7-knot cruising speed. We used to try to get the same effect by fairing up to a flat-bottomed transom near the surface as, for instance, the Down East lobster boats do it. This works well at low speeds and makes for good maneuverability, but when you drive such a hull to higher speed, the bow lifts and the flat bilges of the transom are dragged through the water at too steep an angle, with great resistance.

The shape indicated here is a constant deadrise "monohedron" shape, trimmed down by the head when it's at rest and with its bow fined up to avoid plowing at low speed. It is still not as good at high speeds as a shape carrying its weight further aft, but it's a better compromise than the flat stern. The 70hp motor would give her 7 knots at a very low, quiet, and economical rpm, especially if it was a four-stroke (not available at the time of the study).

Wave-making would be modest at that speed, and her people would have time to admire the scenery. Full speed would be 12 to 15 knots with this motor and, with large trim tabs on her stern, she would not be desperately inefficient since she has a reasonably long body to plane on. She would be a very dry boat with her combination of sharp entry and tremendous flare.

There was supposed to be a hollow metal cutwater fitted to her bow, allowing a knife-edged stem outside a rounded-off shell reasonably easy to get the fiberglass lay-up into. The metal sheathing is the only way we know to avoid the irritating little spit thrown up by a blunt-edged stem, either in a fiberglass boat due to the lay-up problem, or a wooden boat, the stem of which is too soft to take driftwood, etc. on a sharp edge.

The 30-gallon fuel tank now seems grossly inadequate, even in the area in which the boats were supposed to be used, where refueling points are frequent. She should, and could, have at least three times as much with specially shaped tanks to fit the shape of the hull. It's not conducive to tranquillity to have the whereabouts of the next gas dock always in mind, even if you know it is not far.

The proposal for production was judged too unconventional. We later designed a one-off boat on somewhat similar principles, and her owners tell us they like her very much.

A Method for Quick, Easy, Accurate Measurement of a Boats Speed Through the Water

By Kilburn Adams

After mounting my 9.9 4-stroke Yamaha outboard on my 16' Amesbury Dory, I wanted to get accurate speeds at various power settings and operating conditions. Having read about boats timing a floating wood chip passing along the known length of the boat, and using that information to calculate the speed of the boat, I used the following method to measure the performance of my boat.

We need to round up a closed face spinning reel, about 90 feet of 10-pound test line or stronger, a stop watch, and an old tennis ball. Using a piece of thin stiff wire with a tight loop bent into one end, thread the fishing line through the tennis ball and then tie the line back to itself, thus securing the tennis ball to the line. Measure off 88 feet of line from the tennis ball and tie off onto the spool on the reel, remembering to thread the line through face plate first.

We'll use the device in the following way. After getting the boat in the configuration and speed desired to measure, hit the release button and let the ball drop into the water. When the ball contacts the water, hit the start button on the stopwatch. When the line pulls tight, stop the watch. To determine our velocity through the water, we divide 60 by our measured time in seconds. (60/seconds = mph). Example: If we time 4.2 seconds then 60 di-

vided by 4.2 seconds = 14.28 mph. The tennis ball can be quickly retrieved by reeling it in. Additional runs/measurements/verifications can then be performed.

The derivation of this method follows along with sample numbers arranged so that we can see the relationships. If an object is moving at a velocity of 60 mph, then it is traveling one mile/minute. (60 miles/60 minutes = 1 mile/1 minute). Since there are 60 seconds in 1 minute, and there are 5280 feet in 1 mile, we can divide 5280 feet by 60 seconds to find how far the object travels in one second at 60 mph (5280 divided by 60 = 88 feet/second at 60 mph). We'll use this relationship to develop the following table. The table will demonstrate the relationship of speed, time, and distance (a constant in our calculation), so that we can have a feel for doing the speed calculations in our head, interpolating when necessary. Of course, to get the really accurate value, you may need to actually do the division.

For safety and ease of taking measurements it would be nice to have a helper at the helm.

Once you know your boat's speed under various conditions, such as % power, rpm, loading, sea conditions, etc., you will be able to navigate more accurately, determine best cruising speeds, calculate economy, miles per gallon, etc. You can check your GPS, but remember, it yields speed-over-bottom, so a current will create a difference in GPS speed and our measured speed. Our measured speed is the speed through the water.

If you want knots, you may simply convert by multiplying by .869, or you can use a line of 101 feet length on your reel.

I hope this will be of use to those of you who have wondered how fast your craft moves. This method has been fun and enlightening for me.

More on Trailering Without Problems

By Bob Smithson

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!

Time to Travel 88' 60 divided by T (seconds)
Measured time in seconds Speed in miles/hour

1	60
2	30
3	20
4	15
5	12
6	10
10	6
12	5
15	4
20	3
30	2
60	1

Examples where both time and speed are whole numbers

120	1/2
1/2	120
7	8.57
8.57	7
8	7.5
7.5	8
9	6.66

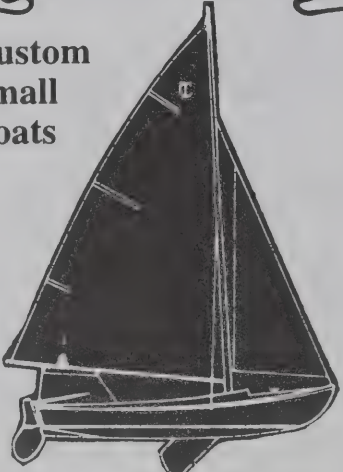
Examples where only one of the numbers is a whole number

7.23	8.29
8.29	7.23

Neither number is a whole number

Note: Since the distance is a constant 88 feet, the product of any two numbers on the same line is always 60. This can help us get a feel for numbers.

Pert Lowell, Co., Inc.



Custom Small Boats

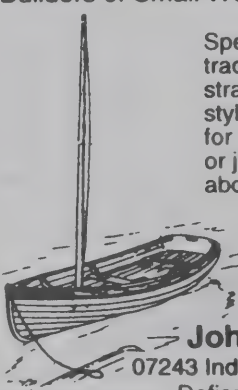
Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(978) 462-7409

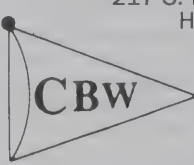
Independence Boatworks
Builders of Small Wooden Boats



Specializing in traditional lapstrake or clinker style hulls for rowing, sailing or just puttering about.

John Bresnan
07243 Independence Rd.
Defiance, OH 43512
(419) 782-2876

CLUBHOUSE BOATWORKS
217 S. River Clubhouse Rd.
Harwood, MD 20776
(410) 798-5356



BEAUTIFUL CUSTOM WOOD
skiffs, prams, lapstrakes and rowing boats. Dinghy repair and restoration, inlays, line splicing, varnishing, wood-working and model building.

Builders & Restorers

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak
Designed by Charles Lawton of Marblehead, MA, ca 1890. Built: C. Stickney, Boatbuilders Ltd. 1997

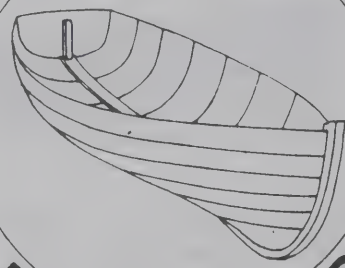


C. Stickney Boatbuilders Ltd.
P.O. Box 1146, St. George, ME 04857
(207) 372-8543
email: stickney@midcoast.com
Wooden Boat Construction & Repair

(607) 547-2658
Tom Krieg's Boat Shop
(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration & Rigging

**SOUTH COVE
BOAT SHOP**



**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

ROB BARKER
615 Moyers Ln., Easton, PA 18042
Phone/Fax (610) 253-9210

**SUTHERLAND
BOAT & COACH**
4th Generation Boat Builder
Builds & Restores
Wooden Sail/Row Boats
Motor Launches & "Woodie" Wagons



416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993

SOLID COMFORT BOATS

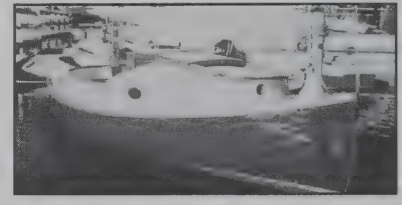
Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampanns



HUGH HORTON SMALL BOATS
29474 Old North River Rd.
Mt/. Clemens, MI 48045
(810) 468-6456

AREY'S POND
Cape Cod's
Sailing Headquarters
& Wooden Boat Center
Established 1945

**Proud Builders Of
Arey's Pond Catboats**



"LYNX"

**Built in Your Choice
Wood or Fiberglass**
12' Kitten - 14' Cat
16' Lynx - 20' Cruising Cat
WOODEN BOATS
Built, repaired, restored by boatbuilders
using traditional methods.

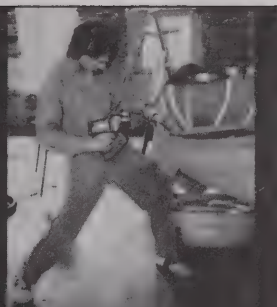
Expanded Used Sailboat Department

Box 222, 43 Arey's Ln. (Off Rt. 28)
So. Orleans, MA 02662
(508) 255-0994
http://www.by-the-sea.com/areyspondboatyard
E-mail: catboat@cape.com

ADIRONDACK GUIDE BOAT



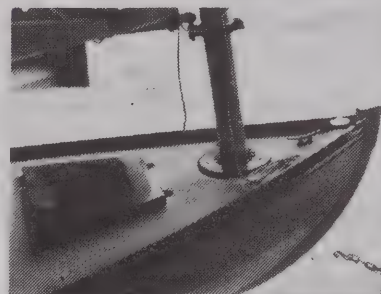
Steve Kaulback, Master Boatbuilder, offering wooden guideboats (13-14 feet), Kevlar or fiberglass guideboats (15 feet), ultra-light pack boats, (10-12 feet). Oars, paddles, seats and hardware. Workshops and restorations. Wood boat kits and supplies. Call or write for information on prices, show and class schedule. Shop visits welcome, call ahead.



P.O. Box 144
Charlotte, Vermont
05445
(802) 425-3926

O'CONNELL'S

NEW BOAT CONSTRUCTION
WOODEN BOAT REPAIR
VENEER OVERLAYS
SPAR CONSTRUCTION



*Dedicated to the Creation
and Preservation of
Vintage Wooden Watercraft,
on the eastern shore of the
Chesapeake Bay.*

O'CONNELL'S WOODEN BOAT SHOP

Marc Burto • 12319 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3213 FAX (410) 778-8138



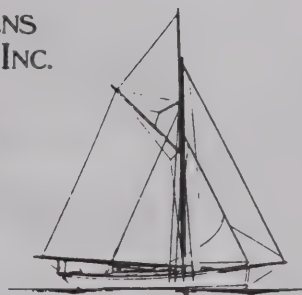
Non-Plywood Clinker

Custom Best Quality
Small Craft Since 1961

Robb White & Sons

P.O. Box 561
Thomasville, GA 31799

ROBERT STEVENS
BOATBUILDERS, INC.
Wooden Boat Building,
Repair and Restoration



Small Point Harbor, 390 Hermit Island Road, Phippsburg, ME 04562 • (207) 389-1794



Maintenance
Repair

(508) 255-8226

Restoration
Custom Building

P.O. Box 724 • Eastham, MA • 02642

Catboat Preservation, Restoration & New
Building A Specialty

NOT FOR EVERYONE!



Photo: Peter Krupeny

RETRIEVER

22'-6" x 8'-0" x 2'-0"

- **COMFORTABLE** – Cruising accommodations for two for a weekend or a week on the water.
- **TRAILERABLE** – Light weight, compact size allows her to go over the road with ease.
- Designed by Phil Bolger and Friends, Inc.
- Now under construction in our shop for Spring, '98 delivery.
- Call us when it's time to build your dreamboat.

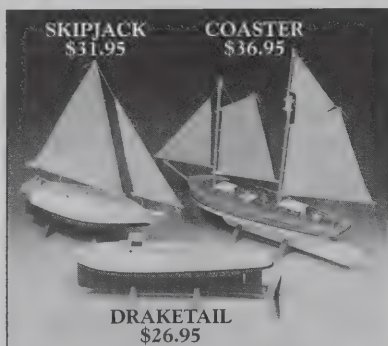


PENGUIN BOAT SHOP, INC.

Thomas Wells, Prop.
Westerly Marina, Ossining, NY 10562
914-318-7454

SEAWORTHY
SMALL SHIPS

WOODEN POND MODEL KITS



MODELS THAT REALLY SAIL

RUBBER BAND & SAIL POWERED KITS

PRE-SHAPED & DRILLED PARTS
BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY
Order #800-533-9030 (U.S.) VISA/MC accepted

Other Kits & Plans Available, Catalog \$1.00

SEAWORTHY SMALL SHIPS

Dept. M, P.O. Box 2863

Prince Frederick, MD 20678, USA

Visit our Home Page at: <http://www.azinet.com/seaw.html>

Capt. Pete Culler's Plans

George B. Kelley

20 Lookout Ln., Hyannis, MA 02601

Tel. (508) 775-2679

One hundred and one traditional designs from a 9' pram to a 125' Tern schooner. Send \$1 for Price List.

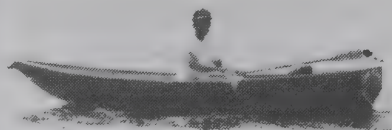
OYSTERCATCHER

15'6" Flatiron Skiff

For daysailing & camping. Plans for home building. Easy construction from sheet ply without jigs or lofting. Roomy & versatile, with various possibilities for sailing rigs.



Study Plans \$1 from:
CONRAD NATZIO, The Old School
Brundish Rd., Raveningham,
Norwich NR14 6NT, UK
Phone +44 1506 548675



ROAR 2

14' x 4' x 75lbs
Jigless Taped Seam

\$15 Plans - \$1 Info on 16 Boats

JIM MICHALAK

118 E. Randall, Lebanon, IL 62254

Plans & Kits

SHOESTRING SHIPYARD



"everyone needs a little dinghy..."

We are designers, builders, and purveyors of wooden boats, plans, kits, and other good nautical stuff including:

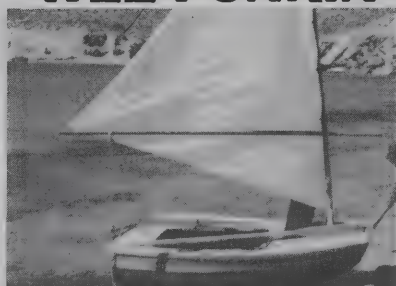
- The Sagamore Tender
- Boat Brokerage
- Boat Surveying
- Custom Design & Building
- Cape Kayak Rentals

Visit us at the WoodenBoat Show in St. Michael's, Maryland on June 26, 27, 28.

PO Box 117 - Dept. MB
Sagamore Beach, MA 02562
PH: 508-888-7960

www.shoestringshipyard.com

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions \$36. SASE for more info.

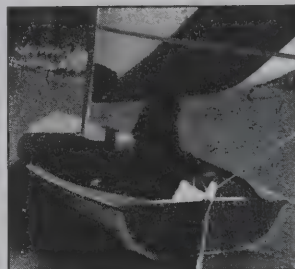
GRAND MESA BOATWORKS

Rt. 1 Box 75, Collbran, CO 81624



SWIFTY 12

A lightweight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price,



including sail, \$975. Catalog of 13 kit designs handcrafted in Vermont, \$5. Two-hour demonstration video, \$23.

SHELL BOATS

RD 2, Box 289C • St. Albans, VT 05478
(802) 524-9645



It's Not Just Art, It's a Craft!

Unique Wood-Strip, Performance, Sea Kayaks

Kits, Plans & Finished Boats

Send \$2 for a catalog to:

Nick Schade
Guillemot Kayaks
Apt. M, 10 Ash Swamp Rd.
Glastonbury, Ct. 06033
ph: 860-659-8847

<http://www.guillemot-kayaks.com/>



CANOE/KAYAK KITS
ROWING/SAILING BOATS

Cove & Bead Cedar Strips • Books • Plans



Info Kit / Study Plans
Package \$3⁰⁰

the NEWFOUND
WOODWORKS inc.

(603) 744-6872

fax (603) 744-6892

We Ship
Anywhere

RFD #2 Box 850 • Bristol, NH 03222
Web Page: <http://www.newfound.com>
E-Mail: sales@newfound.com



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95
Large Scale Lines Drawings

INSTRUCTIONAL VIDEO \$19.95
70 Minutes Of Latest Techniques

Monfort Associates

50 Haskell Rd MA, Westport, ME 04578
(207) 882-5504



SWAMP YANKEE
BOATS

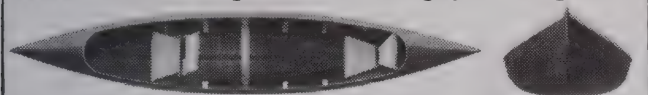
I specialize in building just one boat with today's technologies. A stitch & glue version of Rusthon's "Wee Lassie" double paddle canoe. LOA 11', Beam 28", Weight 25lbs. Plans available \$15.

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932

Why Build A Box ?

True Canoe shape from four plywood panels



Free catalog
Canoes & Kayaks

STILLWATER

A NEW CONCEPT IN BOAT BUILDING BOATS

1st Place "Elegance & Simplicity" 1997 Wooden Boat Show

Plans

1st Place MASC Festival XIV

Kits

New easy method for building rounded bilge boats

www.by-the-sea.com/stillwaterboats

e-mail: stillboats@earthlink.net

16700 1A Highway 110, Sandy Spring, MD 20860 Ph 301 773 5737 Fax 301 774 6189

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software. **JUST \$395.**
- o **Call, write, or Fax for our free literature**



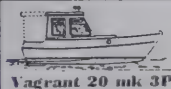
60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835

Tel: (401) 423-1852 Fax: (401) 423-1810

DESIGNS FOR HOME BUILDERS Cruising watercraft Sail & Power



Vagrant 20 mk 3P

Study drawings \$5/set

List of designs \$1

Adam Zielinski P.O.Box 356
Wellington CANADA K0K 3L0



WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

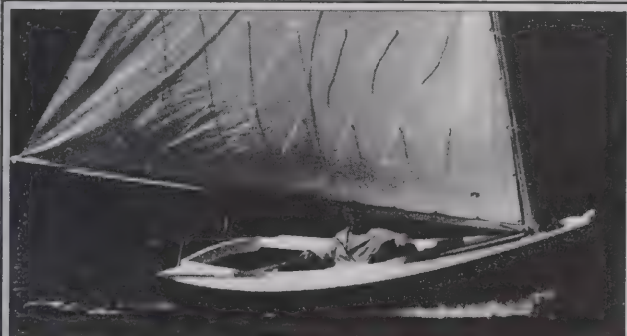
BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360



Bobcat 12' 3" x 6' 0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40.00 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ Instant Boats, \$16.00 ☐ Build the New Instant Boats, \$19.95
☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$12.95
☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95
☐ Bolger's 100 Small Boat Rigs, \$19.95
☐ Boat Modeling the Easy Way, \$19.95 Add \$1.00 S&H.

Name _____

Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858

207-594-7587

COMMON SENSE DESIGNS

NOW HAS KITS!

PIROGUE Kit
\$695.00
SEAL HUNTER
(17' sea kayak)
Kit \$675.00
WALRUS HUNTER
(19' sea kayak)
\$750.00

FS 10 Kit
\$685.00
FS 12 Kit
\$750.00
FS 14 Kit
\$900.00
All Others Call

KIT INTRODUCTION SALE
10% OFF UNTIL APRIL 30TH

CSD, one of the most trusted names in boat plans for the last 14 years, is now offering kits for all of our designs. We are also increasing our plans offerings, starting with the FISHERMAN'S SKIFF (FS), and two SEA KAYAKS. All of our kits meet the COMMON SENSE CRITERIA. They include everything you need to build your boat, including the best quality materials and the clearest and best possible instructions. You truly can "build a better boat than you can buy" with COMMON SENSE DESIGNS.

URL: www.common-sense-designs.com/boats/
e-mail: berniew@common-sense-designs.com

COMMON SENSE DESIGNS

6140 SE 111th Ave
Portland, OR 97266

Orders (888) 407-BOATS (2628)
Customer Service (503) 761-2464

Send \$5.90 for catalog of all designs and kits



- Marine Plywoods
- Western Red Cedar Canoe Strips
- Boat Lumber
- Canoe Gunwales, Seats, etc.
- Epoxies & Fasteners
- Boat Building & Repair Supplies
- Bear Mountain Canoe Plans

noahs

Buffalo & Toronto
Phone (416) 259-7555
Fax (800) 894-1783

Visit Our Web Site At:
<http://www.noahsmarine.com>

Free Catalogue Available!
We ship anywhere!

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD & FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

Simple 2:1 mix ratio • Available in 1.5 qt-15 gal. units
Fast, med, slow hardeners for use in temperatures as low as 35°F

3 Gal. Unit \$138.00 (postage paid in cont U.S.)

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

- **REICHOLD** Polyester Resins (gals, pails, drums)
- **NESTLE** GelCoats
- Sikaflex Urethane Sealants 
- Gloucester Marine Paints (40-50% discount)
- 2 part Urethane Pour Foam

Microballoons • Silica Powder • Wood Flour • Pigments
Milled & Chop Fibers • Squeegees • Syringes • Brushes
Rollers • Paper Pots • Gloves • Coveralls • And More

LOW PRICES ON: Silicon Bronze Wood Screws
Nails & Stainless Fasteners

Top Quality Products • Competitive Prices • Fast Knowledgeable Service
All items in stock and ready for immediate shipment.

MERTON'S FIBERGLASS SUPPLY

SUPPLYING QUALITY MATERIALS TO BOAT OWNERS,
HULL FINISHERS AND BOATYARDS FOR OVER 20 YEARS.

P.O. Box 399 • E. Longmeadow, MA 01028
Fax: 413-736-3182

Free Catalog! **800-333-0314**

Supplies

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY

Box 213MB
ORONO, ME 04473
(207) 866-4867

David McKie Marine Surveyors

Member of
NFPA



SAMS

David McKie S A

4 Highland Street
Rockport, MA 01966
Phone: (508) 546-2382
(508) 546-7701
E-mail: surveyor@shore.net

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



MAINE COAST LUMBER

35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

GAMBELL & HUNTER SAILMAKERS

Sails and Rigging



16 Limerock St. Camden, Maine 04843
(207) 236-3561



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half hard hand drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8" 11 sizes: 3/4" to 1-3/8".

Send \$3 for Sample Packet & Info

STRAWBERRY BANKE, INC.

P.O.B. 300MB, Portsmouth, NH 03802

• Specializing in aerodynamic designs for small craft -

• Gaff, gunter, lug, lateen, leg-o-mutton, sprit, square, etc.

• Tanbark, white, or Egyptian Dacron



Stuart K. Hopkins

P.O. Box 235

Wicomico Ch., VA 22579

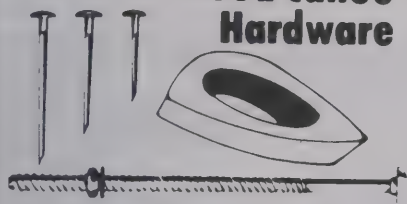
(804) 580-8723



50's & 60's Boats and Motors
Sales - Service - Parts
607 So Sandusky Ave
Bucyrus, Ohio 419-562-8218
Leonard J. Polak

leonard.polak@mailexcite.com

Wood Canoe Hardware



CANOE HARDWARE

1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.

NORTHWOODS CANOE SHOP

336 Range Rd.
Atkinson, ME 04426

Telephone (413) 783-5589
20 TREETOP AVENUE
SPRINGFIELD, MASSACHUSETTS 01103

SPRINGFIELD PAN CENTERBOARD COMPANY

DEEP RUDDERS • TELESOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



Herreshoff bronze shell blocks reengineered for modern Delrin ball bearings, and authentically manufactured from original designs.

For information and price list call or write;

J. M REINECK & SON

9 WILLOW STREET, HULL, MA 02045-1121
617-925-3312



ORR'S ISLAND BOAT WORKS

Authorized Dealer
9-170hp Diesels

Full Parts Inventory

Expert Technical Assistance

RFD 1, Box 731, Rt. 24 (800) 339-6777
Orr's Island ME 04066 (207) 833-5852

E-mail: oibw@biddeford.com



Cata Canoe

Wheel system (not a dolly) lets you easily portage, launch, and land your fully loaded canoe by yourself with no lifting or scuffing. Same hull bracket joins any 2 or 3 canoes for stability and safe motor, sail, or paddling fun.

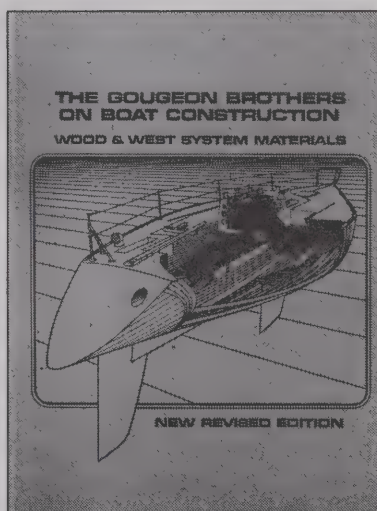
Brochure: Call 1-800-309-0105

Catacanoe, Inc.

711 First Parish Road
Scituate, MA 02066-3123



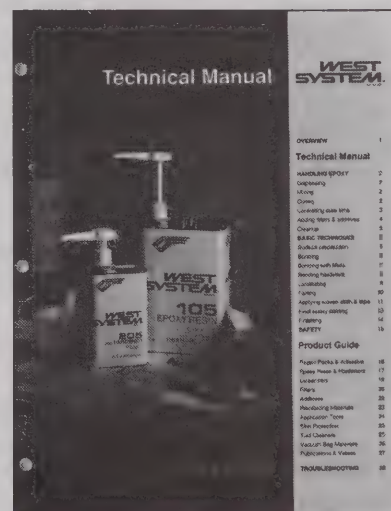
Don't start your project without these!



The Gougeon Brothers On Boat Construction

A 297 page book on lofting, safety, tools and construction methods for building boats with wood and WEST SYSTEM Brand Epoxy. Includes hundreds of detailed illustrations and photographs.

Hardcover, \$27.50



The WEST SYSTEM Technical Manual

A great way to get familiar with WEST SYSTEM, the universally trusted boat building and repair products. Everything you need to know for bonding, laminating, fairing, coating and finishing your project.

29 pages, illustrated, FREE

WEST SYSTEM
BRAND

Gougeon Brothers, Inc., Dept. 77, P.O. Box 908, Bay City, MI 48708, Ph. 517-684-7286

Classified Marketplace

BOATS FOR SALE

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

Cape Dory 10 Sailing Dinghy, Hull #1158. FG, aluminum spars, dacron sail, FG daggerboard, mahogany trim & thwarts. Wood nds refinishing, hull exc. Rudder & tiller missing, have templates. Trailex trlr. \$600.
BOB GROESCHNER, Norwalk, CT, (203) 847-8726 (lv message). (4)

16' Herreshoff "12-1/2 footer", authentic reproduction in FG, Airtex & teak. 2 suits sails, spinnaker, gaff rigged, trlr, lots of added equipment. Just rig, launch & sail away. Nds nothing.
DAVE MC ALLEN, 717 Main Rd., Islesboro, ME 04848. (4)

14' Cosine Wherry, strip planked juniper encapsulated w/FG & epoxy. Wht topsides w/bright inside finish. 9' Culler oars. Will pull 3-4 people w/ease. 125lbs. Stable, sound & in exc cond. \$1,000.
LEN WOLEK, Pleasant Valley, NY, (914) 635-1727, (VMail) 298-3883. (4)

Dovekie #23, classic wooden boards & spars, blue hull, gd canvas, tanbark sail, motor mount, oars, on flatbed auto trlr. Exc cond. Reduced drastically to \$3,500.
PETER KICK, Saugerties, NY, (914) 246-9454, (914) 691-6441. (4)

23' Two-Masted Schooner, daysailer w/trlr, OB. Exc. FG/Iroko trim. \$6,500. **19' Lippincott Lightning**, '72, #12127. Beautiful, w/trlr to match. \$3,700.
PETER BROWN, Alexandria, NH, (603) 744-5163. (4P)

'57 Hampton One Design, blt by Hampton Boat Works, Newport News. Cedar hull, spruce spars, mast & boom bright. Main & jib in gd shape, rigging in gd shape. 95% ready to sail, a nice classic. On a pretty crappy trlr, take it or leave. \$1,200.
JOSH MAYO, St. Louis, MO, (314) 644-6680. (4)

14' Whitehall, FG pulling boat. Jim Thayer Express hull, oiled mahogany trim & sheer strake by professional furniture maker. New traditional pattern spruce oars by Shaw & Tenney. \$950.
ROB HARE, Kingston, NY, (914) 331-8051. (4)

24' Sharpie Sloop, Wm. Atkins design, blt '71, restored '96. 9.5hp OB. Asking \$5,500. Call for details.
KAREN MITMAN, Wiscasset, ME, (207) 882-7693. (5P)

14' Westerly, sloop rigged, twin keel, custom trlr. Nds rear stay & minor hull repair. W/2hp Johnson. \$1,200.
GERALD QUIGLEY, Orleans, MA, (508) 255-6079, email: <gquigley@capecod.net (4)>



20' Double Ender, FG, 7-1/2hp Honda, bimini, galv trlr, new lights & spare tire. \$3,400 OBO.
NICK FIEDLER, Marion, NC, (704) 738-3188. (4)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



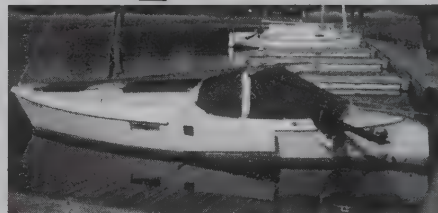
25' Bayfield Sloop, 8hp Yanmar diesel, low hrs, VHF, AM/FM cassette, depth finder, autohelm, Hood roller furling w/150% Starcruiser genoa, working jib & storm jib. Slps 4, Origo stove, full screens, many other extras. Vy clean. Incl slip rental through 9/30 Baltimore Inner Harbor. \$12,900.
PAUL BREEDING, Mt. Airy, MD, (410) 876-6828, lv message. (5)

Bolger/Payson Bobcat, beautifully blt, tilt trlr, sail & cockpit covers. \$1,500.
MIKE SACEK, Ringoes, NJ, (908) 806-6131. (5)

20' Double Kayak, hull strip planked sheathed w/biaxial FG. Lg 3' long stowage (abt 6cf) fwd of aft cockpit. Easy conversion to sail. \$950 w/trlr, \$750 w/o trlr.
BILL WELTE, Gales Ferry, CT, (860) 464-7807. (4)

ComPac 16, cruise equipped. 2 jibs & main; 2hp Suzuki OB; porta-potti. Totally overhauled & in exc cond, ready to sail. Trailer also overhauled w/new galv wheels, tires, Bearing Buddies, lights, winch, winch strap, spare wheel, & tongue jack. Asking \$3,600. **Bolger Car Topper**, w/sailing rig, leathered oars, bronze oarlocks & fittings, almost brand new 1.7hp Neptune OB. Blt by experienced builder, in exc cond. Asking \$850.
CONBERT BENNECK, Glastonbury, CT, (860) 633-5351. (4)

Beetle Cat, blt '64, properly restored '97. Refastened, reframed, some new deck structure, all cosmetics. New coaming, rails, canvas. Lightly used sail. Asking \$3,500, taking offers. You won't be disappointed. New 11'6" Wee Lassie, strip planked half decked, from Mac McCarthy patterns. Varnished deck, mahogany & cherry trim. Asking \$1,175, taking offers. Both blt by long standing professional, Stephen Smith, Eastham, MA.
S.N. SMITH, Eastham, MA, (508) 255-8226. (4)



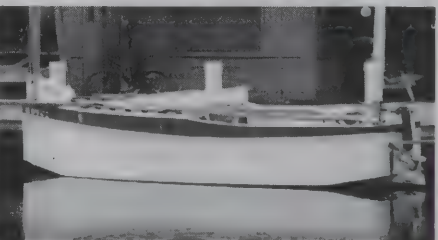
'82 Dovekie, updated w/bow CB. New trlr, canvas, anchors, line, fenders, cushions, porta-potti, '88 4hp Mercury OB, new compass, camper top. \$5,000.
SCOTT LAMSON, Old Saybrook, CT, (860) 388-4471 eves. (4)



16' Crawford Swampscott Sailing Dory, traditional design w/molded lapstrake FG hull, teak rubrail & trim. All-round boat, sails, rows, motors. 100sf spritsail rig, CB draft 3', motor well. Tohatsu 3.5hp OB, galv Load Rite trlr. All in vy gd cond. \$4,399 for all.
JAY HOLTZMAN, Jamestown, RI, (401) 431-1177 days, (401) 423-0477 eves. (4)

15'+ Bolger Gypsy, graceful, everything lk new, for sailing, rowing, motoring. Plywood/WEST epoxy composite construction according to Dynamite Payson's instructions. Bronze oarlocks. Bldng plans & articles on this classic boat, incl John Garber's odyssey along the Maine coast in *SBJ*. Gambell & Hunter tanbark leg-o-mutton sail. A beautiful head turner. Only lightly used as we learned my wife does not care for sailing. Asking \$1,300 w/trlr. For sale until June 5.
LARRY JONES, Raleigh, NC, (919) 851-4586, email: <larry_jones@ncsu.edu> (4)

27-1/2' AR True Rocket, '68 wood hull, autopilot, Loran C, 9.5 Yamaha OB, 250lb mushroom w/new chain set in Nahant, custom trlr, all sails, anchor, fenders, life jackets. Everything goes w/it. \$6,000 OBO.
HUGH FORREST, 18 Rockdale Ave., Salem, MA 01970, (978) 922-5610 days, (978) 741-2816 eves. (4)



Little Wing, 19' ply/epoxy cat yawl, similar to Bolger's Long Micro. Launched '97. Incl 5hp British Seagull & trlr. Must sell. Wife made me get bigger boat. \$3,200.
JOHN CHURCHILL, 621 River Strand, Chesapeake, VA 23320, (757) 625-4878 work, (757) 547-7714 home. (4)



Grampian 31 Classic, '67, full keel, FG, Atomic 4, new full batten main, roller furl genoa & jib, full marine head w/holding tank. Slps 4. \$17,500 or trade for smaller sailboat. Located in Brunswick, ME. JACK DICE, Stonington, ME, (207) 729-7152. (5)

9'8" Flat Bottom Rowboat, Steve Redmond's Tetra design as shown on page 120 of Tom Hill's book *Ultralight Boatbuilding*. New, never used. Lapstrake marine ply w/WEST System. Painted white w/green interior. Cetol on seats & mahogany trim. Looks sharp. \$850 (partial trade for Macintosh Computer equipment considered). LARRY DOW, Eliot, ME, (207) 439-8488. (5)

16'6" Lyman Runabout, '58 restored in '94. '66 Mercury 65hp OB, trlr. \$2,800. BOB MYERS, P.O. Box 4422, Camp Connell, CA 95223, (209) 795-6904. (5)

FG Daysailer, similar to O'Day. Newly added in '97: New custom mainsail; new running rigging; painted topsides, deck & cockpit; teak & mahogany brightwork finished w/Sikkens; new tires on sound trlr. \$2,000. RICK LAPP, Muncy, PA, (717) 546-8372. (5)

20' Wooden Surf Dory, looks like surf dory John Gardner designed shown on page 204 in his *Dory Book*. Has motor well & longshaft Seagull for propulsion, 2 rowing stations, 1 pr oars. Blt in Nova Scotia in '87. Vy gd cond. \$1,100. DAVID NILES, New Haven, CT, (203) 248-1704. (5)

Undine is For Sale, 14'x4' Thayer blt hull. Ltwt NY Whitehall, Fig 72 *American Small Sailing Craft*. Compl sailing gear, gaff or sprit rig, your choice. Oars extra. Flotation tanks blt in. She's debugged so it's time to get a new boat (another Thayer hull). Go anywhere, be classy boat. \$1,600. ERIC P. RUSSELL, Brooklyn, NY, (718) 646-1224, digital pager (917) 760-0609. (5)

Herreshoff Bullseye Sloop, FG by Cape Cod Shipbuilding. 16'x5'10", 2'6" draft, 750# external keel, new main, jib, genoa, spinnaker. 4hp Evinrude/saddle tank, custom trlr to launch. Recent Imron. Gd cond. \$3,600. BILL MURPHY, Kingston, NH, (603) 642-7489. (5)

12' Wooden Lapstrake Peapod, vy gd cond. \$850. R. FLORA, Georgetown, MA, (978) 352-2523. (5)

17' Interlake Sailboat, vy gd cond. Tlr, sails. \$1,400. B.C. ANDERSON, Munith, MI, (517) 596-2482. (5)

22' Drascombe Longboat, FG, yawl rigged, roller furling jib, 2 sets sails, full boat cover, oars, E-Z Loader galv trlr, 7.5hp Honda 4-stroke OB. 1 person launch & sail. \$5,200, or trade for Lugger & cash. MARK SHERBAK, Lisbon, ME, (207) 353-7128 before 9pm. (5)

Swampscott Dory, Roger Crawford blt '86. Nds sail, spars, rigging, rudder & tiller, all still available from Crawford Boat Shop. Hull in gd shape, teak nds TLC. Lg new trlr in exc cond. \$3,500 for both. ALEX KOVEL, Boston, MA, (617) 742-2400. (4P)

16' Swampscott Sailing Dory, by Crawford. 2.5hp Mercury, galv Cox trlr, vy gd cond. Much extra gear, anchors, fenders, spare tire, etc. Compl ready to have fun with. Will consider delivering. \$4,500. DAVID JOHNSON, 87 Taylor St., Needham, MA 02194, (781) 449-3685. (4P)

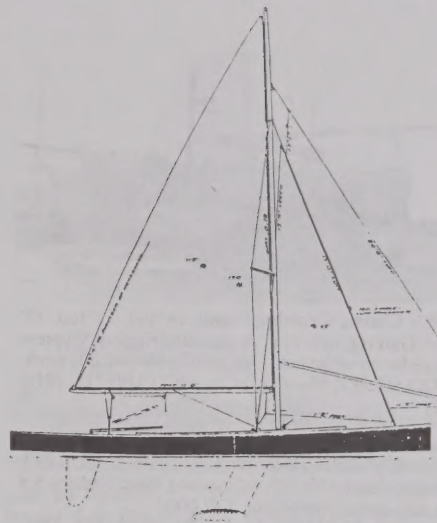
12' Avon Inflatable, wood flrbd & transom, rated to 20hp, incl detachable pneumatic beach wheels, bow dodger, remote steering. \$1,350. **Klepper Aeries 1 Expedition**, folding sea kayak w/carry bags, spray skirt, custom mooring cover. \$1,650. FRANK CLOUSE, Southboro, MA, (508) 481-9314. (5)

Chestnut Canoe, wood/canvas '69, has tear in canvas. \$500 OBO. OAKES PLIMPTON, Arlington, MA, (781) 648-5117. (6P)

Friendship Sloop, 30' lod, 24' lwl, 9'6" beam, 5'3" draft. *Easting*, #13 FSS blt by C.A. Morse in '20, rblt '77. 4 bunks, enclosed head, full galley, Atomic 4, full safety & cruising equipment. Mahogany strip planked/Vectra/epoxy, internal lead ballast, rewired & reinstrumented '97. \$15,000. ART TONCRE, Rockland Harbor, ME, (207) 596-5514. (5)



Nimble 20 Yawl, tropical version '89. Ted Brewer traditional design. 20'11" loa, 7'9" beam, 11" shoal draft, 4'3" draft w/CB down. Weighs approx 2,200 lbs. Foam core FG hull w/full flotation. 5 opening ports w/screens, oversized Herreshoff cleats, hrdwre & winches (all bronze). SS bowsprit/anchor roller, anchor & rode. Generous teak topsides, teak drs w/ports, teak interior & teak/holly sole. Cream colored topsides, dk green hull, painted alum spars & UK tanbark sails (207sf). 12vdc system w/gel-cell battery, 110vac 30a shore power, 5,000 btu air cond. High power cassette deck w/Pioneer 6x9 3-way spkrs. Smoke & CO2 detectors, fire extinguisher, fresh water tank, galley flat w/sink. Slps 5 friendly people tightly or use oversized quarter berths for 2-3 people in comfort. Dp cockpit, '89 6hp Johnson Sailmaster in cockpit well. Incl '88 trlr & West Marine polyethylene Watertender 9' dinghy. This is a beautiful fresh water boat. Asking \$9,995. For more Nimble info see their website at: <http://www.nimbleboat.com> ROB MAJEWSKI, 1102 Wedgewood Way, Atlanta, GA 30350, (770) 640-8085 home, (770) 956-2128 work. (4)



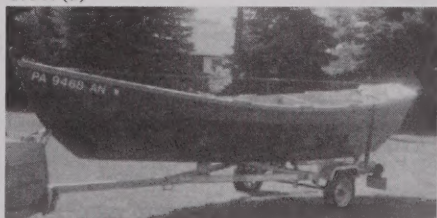
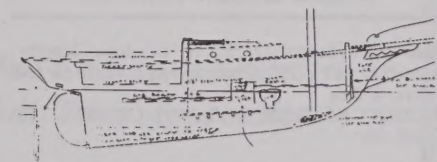
Used Kayaks, choice of 7 from \$225 to \$595. FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (4)

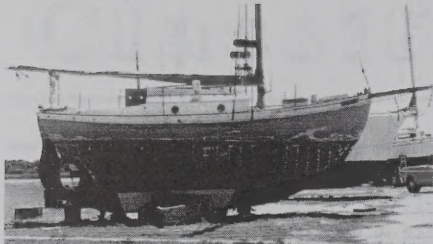
Single Racing Scull, 27' long, FISA, Elite hull, suitable for 160-190lbs person. Privately owned, in exc cond. \$1,550. MIKE MCGILL, Exeter, NH, (603) 964-6089. (4)

Swampscott Sailing Dory, sprit rigged, 16' loa, 6' beam, 3' draft CB, 99sf sail, 9' white pine oars, 11" inbd transom for motor, FG hull w/teak trim, oak seats, cockpit & tiller. Almost new cond. W/trlr. \$5,500. RON DENBOER, King of Prussia, PA (suburban Philadelphia), (610) 265-8333. (4)

12' Bart Hawthay Canoe, custom FG w/wood trim. \$450. Might deliver partway. ROB BRYAN, Harpswell, ME, (207) 725-8942. (5P)

16' Herreshoff Sailing Dinghy, blt by Cartpenter's Boatshop, Pemaquid, ME. Oars, spritsail, galv trlr, 5hp Mariner OB. Beautiful classic wooden boat, everything exc. \$3,500. JIM HUTTEN, Woodstock Valley, CT, (860) 974-2518. (4P)





'30's Classic Cruising Sloop, 24' lwl, 25' lod, 32' loa. Gaff rig, new main & standing rigging. Cypress & cedar on white oak. Fine solidly bilt boat nds work. TOD SELBY, Morehead City, NC, (919) 726-1919. (4)

Bolger Advanced Sharpie 29, 29'6" x 7'10" x 1'6", plan & photo in *Boats With An Open Mind*, p.373. Professionally bilt '90, w/Shoebox Punt, Yamaha 9.9 & full cruise equipment. \$12,000 DANIEL FARMER, Media, PA, (610) 565-4291. (4)

BOATS WANTED

Cat Boat, FG, 12'-16', west of Rockies. DOUG MCFALL, 905 Monroe St., Port Townsend, WA 98368, (360) 385-2019. (4)

Guppy 13, or Sparrow (same boat) sailboat. KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (5)

Bay Hen, east coast. PAUL BROWN, Chapel Hill, NC, (919) 967-4628, email: <paulbrown@mindspring.com> (5)

Drascombe Scaffie, will consider fair value trade of Compac 16. WAYNE OASTLER, New Hartford, NY, (315) 797-4613. (5)

Small Cruiser, retiring minister & wife want small under 20' power or sail cruiser for extended coastal cruising. Not much money but lots of time. Please send details. REV. CLAY TEPPENPOW, 6110 Florida Ave., New Port Richey, FL 34653. (5)

McGregor Powersailer, any cond. FRANK CLOUSE, Southboro, MA, (508) 481-9314. (5)

SAILS & RIGGING FOR SALE

Sail Track, bronze 11/16" x 63' in various lengths, screws & slides. \$50. **Goosenecks**, 2 bronze for rect spars. \$25 ea. ROBERT KUGLER, Bridgeport, CT, (203) 259-3049. (4)

15' Windsurfer Sail, w/mast. \$50. **12 Sail Battens**. \$10. **20' Aluminum Mast**, w/stays. \$35. **Wire Stays & Shrouds**, 3/16" & 5/32". **Tiller Ext.** \$15. RICHARD DOWNES, Mashpee, MA, (508) 539-3944. (4)

SALES & RIGGING WANTED

Main, Jib or Jenny, for 22' sloop, in gd shape. Will pay cash or trade tree pruning, dismantling. PETER KICK, Saugerties, NY, (914) 246-9454, (914) 691-6441. (4)

GEAR FOR SALE

'93 Nissan OB, 15hp short shaft w/Noel-fin, tank, fwd/rev. Just dlr serviced. \$1,000. FRANK CLOUSE, Southboro, MA, (508) 481-9314. (5)



New Workboat Canvas Products! Multi-Use Workboat Bucket, heavy canvas, top & bottom handles for bailing, 13"x 11". \$18. Workboat Rigger's Bag, 30 pockets, triple bottom, U.S. made, 14"x 11". \$36. Workboat Dory Bag, dble bottom, heavy canvas, made in Maine, 16"x 17". \$44. S&H only \$4.75 when you mention *Messing About in Boats*. Order toll free 1.800.985.4421, fax 207.985.7633 or email watermark@ime.net. Full color catalog \$2 free w/your order. WATERMARK, Suite 402, Lafayette Ctr., Kennebunk, ME 04043. (TFP)

Sail Track, 3 pieces; 10'0", 8'4", 6'10" of 5/8" track. \$45 for all. Removable OB Bracket, 2-pc aluminum. 1 piece is fastened to transom, the second is removable together w/OB. Made by Bremer Mfg. Original on ComPac 16. \$15. CONBERT BENNECK, Glastonbury, CT, (860) 633-5351. (4)

Old Evinrude OB, 50hp V-4 cyl. \$350 OBO. ALBERT MOSS, 4263 Bensalem Blvd., Bensalem, PA 19020, (215) 639-3382. (5)

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50. DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

GEAR WANTED

Your Old Atomic 4, not blown up. You've repowered & have no use for it, but I do. Especially interested in old style engine w/no thermostat on the front, top of the engine, only a crossover tube about 1" diameter. I will pay you & pickup. BIL LEVIN, Marshfield, MA (781) 837-0932. (4)

BOOKS & PLANS FOR SALE

How To Build A Three-Horsepower Launch Engine, by E.W. Roberts. Only reprint of this 1901 classic. Compl text & drawing for how to build, assemble, test & install a small marine 1-lung engine. A must for anyone interested in early marine gas engines. Paperback \$15.95, Hardback \$24.95 plus \$3 shipping and handling. MARINE BOOKS & MACHINERY, 149 Merion Ave., Haddonfield, NJ, 08033-1410, (609) 428-7357. (4)

The Odd-A-Tea, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated. TOM MC GRATH, Lynn, MA, (781) 592-9843. (TF)

57 Marine Engine Caltlogs, from the '30's & '40's. SASE for list. J. LOGAN, 212 Swinomish Dr., La Conner, WA 98257, (360) 466-4630. (4)

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)

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's by-gone series of adventures with his Townie and the *Damn Foale* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2" x 11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea. ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)

BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats - Sea kayaks - Dorries - Dinghies - Daysailers - Motorsailers - Powerboats - Fishingboats - MORE. **176-page DESIGN BOOK** - \$5.00 (Sent Airmail) - Includes FREE "Supplies Catalog". Epoxy Manual \$2.00. "How to Fiberglass" Video \$32.95. GLEN-L, Box 1804/MA8, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 562/630 6258, fax 562/630 6280, www.glen-l.com. (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$24 incl s&h. D.R. GETCHELL SR., 56 Pease Town Rd., Appleton, ME 04862-6455 (TF)

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

Chart Your Course, through New England's maritime heritage. Send for your FREE copy of *Maritime Museum News*. CUBBERLEY & SHAW, Box 607AB, Groton, MA 01450-0607. (8P)

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)

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)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.

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

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

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



"Bliss", the quick & easy canoe; plans & instructions \$26. Illustrated Design Leaflet \$2.

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

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)

MARINE RELATED ITEMS FOR SALE

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen* (*Half Moon*) seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.

BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Summer Rental, house on Swan's Island, ME nr Acadia national park. 3br, bath, kitchen. View of harbor, hiking on property & many other places on island. Fresh water swimming in nrby quarry, grocery store on island. 2 sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat-Sat.

IVER LOFVING, after May 10, Box 366, Swan's Island, ME 04685, (207) 526-4121, (207) 773-9505. (TF)

Picture of Your Boat Cheap, aspiring, unrecognized, unappreciated and undiscovered marine artist looking for work. Oil or acrylic on stretched canvas. If you don't like the picture you don't pay. No money down, no risk. Tentative prices: 9x12 - \$50, 18x24 - \$100, 24x36 - \$200. Delivery in 30 days. Call to discuss what you would like.

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

Seth Thomas Clock & Barometer. \$80.

RICHARD DOWNES, Mashpee, MA, (508) 539-3944. (4)



Charter Pleiades, 35' classic sailing yacht. Cruising for 4 on this beautiful vessel. \$1,100 weekly bareboat. Penobscot Bay, ME.

GEORGE EVANS, P.O. 19, Isleboro, ME 04848, (207) 734-8139 eves. (9P)

Cape Cod Rental, 3 BR cottage on salt water pond connecting to Waquoit Bay & the National Estuarine Sanctuary. Rowing, sailing, kayaking, birding. Shallow draft boats, mooring. Available June, July & Sept. \$600-\$800/week.

DEB WILLIAMS, PO Box 1031, Norwich VT 05055, (802) 649-2204 eves. (9P)

Sail a Catboat in Cape Breton This Summer, bareboat charters, guided flotilla cruises and learn-to-sail vacations on Nova Scotia's Bras d'Or Lakes. Custom-built cold-molded Wittholz 17' and 20' catboats. For charter booking or boat building info: CAPE BRETON LAKE CHARTERS, Tel (902) 828-2476, Fax (902) 828-3065, e-mail: pat.nelder@ns.sympatico.ca (TFP)

America's Favorite Chandlery



THE WOODEN BOAT SHOP

Plans & Kits ~ Boatbuilding
Workshops ~ Fine Hand Tools
Boaters' Bookstore ~ Lumber &
Marine Plywood ~ Copper, Bronze
Fastenings ~ Paints, Varnishes,
Resins ~ Canvas, Mast Hoops, Deck
Hardware ~ Everything You Want From
a Chandlery, Shipped Daily

~ FREE CATALOG ~

1007 Northeast Boat Street, Seattle, WA 98105

Toll-free 1-800-933-3600; 206-634-3600

E-mail wbs@halcyon.com



**Dedicated To Teaching
Yacht Restoration Skills**

*Enroll for One Course, a Semester or
as a Full Time Apprentice*

**Summer Evening & Weekend Workshops
Seamanship Classes Aboard Classics**

Visitors Welcome

Watch Shipwrights at Work

*Enjoy our Historic Waterfront Facility
(available for special events)*

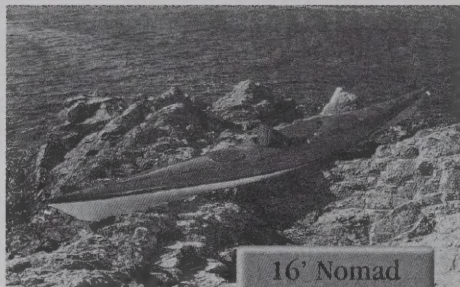
International Yacht Restoration School

449 Thames Street, Box MA, Newport, RI 02840

TEL 401 848-5777 WWW.IYRS.COM



18'2" Shearwater



16' Nomad



12' Sea Otter

◀ HERITAGE KAYAKS ▶

ALL MODELS

Have
self-bailing
open cockpits

BENCHMARK STABILITY

Patented hull designs—
safe, seaworthy, fast...
and beautiful!

CAPSIZING—NOW RECOVERY IS EASY

Without assistance,
without knowing how to
“roll”, and without special
rescue devices



MAY
WE
SHOW
YOU TO
YOUR
SEAT?

Truly,

THE BETTER WAY...

redefining the

A-B-C's of

comfortable,

safe kayak

touring.

WWW.HERITAGEKAYAKS.COM

(781) 237-1114

For brochures, call
800-430-0998

24 hours, 7 days

POSTMASTER: ADDRESS CORRECTION REQUESTED

XVI-4

messing
about in

BOATS

29 Burley St., Wenham, MA 01984-1943

**BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148**

*****AUTO**5-DIGIT 01970
S1 P7

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
161 E INDIA SQUARE MALL
SALEM MA 01970-3723

