

7/17/98

Special Features This Issue
Return to Cedar Key - Historic Replica Kalmar Nyckel
John Gardner Small Craft Workshop



messing about in BOATS

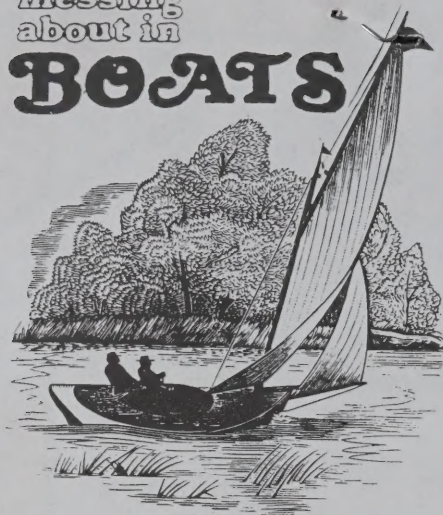
Volume 16 - Number 5

July 15, 1998



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...

We'll have a bunch of adventure tales. Bill Perkins tells about the "Lightkeeper From the Past"; Smiljka Fitzgerald describes her "First Lesson"; Ron Hoddinott confronts the past in "Whisper Visits a Viking Ship Regatta"; A. Bennet Wilson recalls "Racing to Cedar Point in '41"; and Lewis Freeman arrives at last in New York to conclude his "By Waterways to Gotham".

Jim Michalak updates us on his designs in "More Boats"; Richard Carsen's "Dreamboats" features the "Egyptian Flying Wing"; Phil Bolger presents a "Keel Sharpie Liveaboard"; and Robb White describes building a boat for himself in "I Mean Mine".

Sam Overman provides a detailed discussion about "Fiberglassing Tools & Tricks"; and Randy Ames discusses "Gaff Rigs On the Wind".

On the Cover...

The charms of traditional small craft remain undimmed at the annual John Gardner Small Craft Workshop at Mystic Seaport on the first weekend in June. Lots of photos of them are featured in this issue.

Commentary...

It's been about twenty years now since I first went to the Small Craft Workshop at Mystic Seaport in the late '70's. The overall ambiance of the gathering remains remarkably unchanged, lots of lovely traditional small boats brought together by their owners under the auspices of the famed maritime museum. Change is not an intrinsic aspect of traditional.

For me a major change has taken place though, and it is in my attitude. The "been there, done that" syndrome becomes inescapable as the years go by and the familiar scene is revisited annually. The early stimulus to go was to gain exposure and access to the traditional small boats that were at that time my main enthusiasm. I just wanted to build that Swampscott dory early in my infatuation with small boats, and the visits to the Small Craft Workshop were highly stimulating and exciting occasions.

But, as in so much in life, the thrill is gone, has been for quite a few years. It has been replaced with a more habitual interest in the event, and my annual attendance, save for a couple of years in '94 and '95 when other interests drew me elsewhere on that weekend, has become mainly motivated by my work as editor of this magazine. While I still enjoy the gathering, its boats and its people, it is more of a comfortable feeling of being amongst the familiar, of belonging, rather than a barely restrained excitement over who and what I would be seeing when I got there each year.

A second change for me has been in the "cast of characters". There is still a core group of people who were there when I first attended, but many others who I came to know there, and with whom I formed a more than passing annual acquaintance, are no longer coming. For them, interests or life circumstances changed. At one time, during what I now think of as the pinnacle of my enthusiasm for the event, a group of us who had become friends would wrap up Saturday at a local pizza place, taking over many tables in an evening celebration of our collective enthusiasm. A wonderful social occasion. Last year it had shriveled in numbers and this year it didn't happen at all. Some of the "old gang" had been there during the day but had left for home, others were no longer on hand.

I too left for home this year after the Saturday evening meal provided by the Sea-

port for those interested. The various workshops organized as part of the weekend, including the Saturday evening programs, now seem to cover topics I've heard before. I stayed over mainly for the Sunday morning cruise down river to Mason's Island. But this year I felt the absence of my closer friends, and while the congeniality of others I socialized with was pleasant, it wasn't the same. I opted to drive home, only two hours away, and use Sunday to do other things I wanted to, in this instance visit an annual gathering of British motorcycle enthusiasts, a heavy nostalgia trip for me back to my pre-boating days of the '50's and '60's.

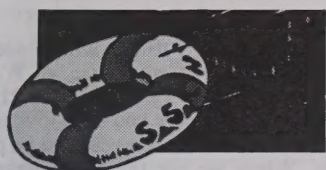
I have found out what most of us do as the years accumulate, it gets harder and harder to rev up that youthful enthusiasm for a chosen activity. What has sustained my 20 plus years now in small boating has been this magazine. It turned out to be the one enduring aspect of messing about in boats for me. My recent growing interest in small affordable multihulls now seems to be the focus of my waning levels of enthusiasm, but it's not with the same intensity that the traditional small boats seized me 20 years ago.

A month ago I attended the Amateur Yacht Research Society Symposium at Fort Adams in Newport. Barely 30 people were there, and but a few small boats possessing some degree of originality. I had gone there because I find myself more and more drawn to the more experimentally minded amongst us, to people with novel or radical ideas about what small boats should be or do. In short, the opposite of traditional. I realized at that event that I had come there with some of that hopefulness I once focussed on the Small Craft Workshop, that I would see boats and meet people that would incite my own still somewhat unformed interest in this aspect of boating.

Well, it didn't measure up to my anticipation, through no fault of its own. The people there were interesting and fun to be with, the boats on hand somewhat less motivational. I wasn't disappointed so much as just made aware that maybe now my expectations are no longer realistic, that somehow I am searching for something that I am no longer able to achieve, that rush of unrestrained enthusiasm for something, in this case in small boats, that will again be the sort of turn-on that Swampscott dory once was.

Whoops...

I did it again. Those of you who actually look at the issue date on the cover of each issue when you get it will spot that this issue, July 15, 1998, was also on the cover of the last issue you received. Yes it was, a mistake on my part, incorrectly cover dating the July 1, 1998 issue as July 15. Still getting ahead of myself. By the time you read this some of you will already have called about not getting your July 1st issue. Well, you did, it just had the wrong cover date on it. Gotta pay more attention...



Small Boat SAFETY

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

Storm Warning

The weather forecast was definitely "iffy." At issue, would a cold front in the immediate area push far enough south to affect local waters or not? Nobody seemed to know.

Despite potential bad weather, we had a productive patrol starting with organizing a boat parade for a "Blessing of the Fleet," and then checking the 16 private aids to navigation in a local channel, all in discrepancy if they were not missing completely (and requiring a lot of paperwork). Aware of the potential weather danger, we tried to watch the skies, but the low cloud cover shielded any thunderheads from view. We were on our way home when the local Coast Guard Station called, "Auxiliary 551, be advised..."

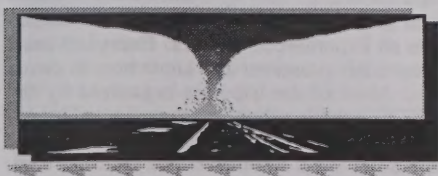
"Be advised" is Coast Guard language for "Listen up, this is important!" They were warning all Auxiliary boats of an impending major thunderstorm, knowing that many of us do not have the radio capability to monitor more than one channel. While on patrol, we monitor Channel 23. My next radio **will** have that capability.

The impending storm, which turned out to be truly "major" and included a tornado which hit halfway between my house and my marina (total distance 9 miles) was predicted to be at least one hour away, giving us ample time to reach home port. It also gave us time to go alongside over a dozen small boats out fishing and pass on the warning.

Either these boats did not have a radio or, if they had one, it was turned off.

There are two morals to this story. First, a VHF radio is a safety device second only to PFDs. With careful shopping you can get a good hand-held for about \$100. Second, if you have a radio, keep it turned on, especially in questionable weather conditions. There were two "Securite" broadcasts warning of this impending violent storm. Not a single one of the more than a dozen boats we contacted had heard these warnings.

The final chapter was that when the initial storm/tornado had passed, we had an hour of good weather and then the front reversed and for three more hours there were strong thunderstorms in our area. As far as I know, no vessels were lost, but I suspect that was more luck than good seamanship.



"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.



Traveling in the Old Fashioned Style

Anyone who has lived aboard a boat knows corrosion is an unforgiving foe. At some point, all live-aboards decide how much of a battle they are going to wage. Most boats end up with unpolished hardware. If a single person is the boat owner and he lives in one place, often the engine and generator get less than ideal attention. After all, there is shore power.

My friend, Fred, lived on a Morgan Out Island 40 and lived quite well. As with most of us, he worked a full-time job and gave the boat what time he could. These boats were designed for charter work and had accommodation laid out for a full mob. It is likely that the question, "how many does she sleep," originated with this boat in mind. We often traveled to festivals in her and anchored out at Croton when Clearwater's Great Hudson Revival was there. One of the advantages of a large boat at a festival or other party is that a large hunk of the party can be brought aboard. In addition, it is possible to live in much better style than those who have to camp out in tents as part of the festival experience. Things like hot running water are good.

Refrigeration is also good. The last time the Revival was at Croton, we really lived high on the hog. We had a full stock of cold goods, both liquid and solid. We stayed up late and partied. In short, we had a good time. No one noticed that the genset was not kicking itself in to keep the battery bank up.

On Sunday evening we were ready to go home and tried to start the diesel. It didn't. That's when we discovered we had a prob-

lem. When we shut off all the electrical demands, there was just enough to kick the diesel over and start us home. Examination showed us that there was a lot of corrosion at the common ground for the entire electrical system. Even after we cleaned this up, the system would not take a charge. We had no choice but to go home immediately. The loran and depth sounder also were off-line as a result of our problems. All we had were the compass and running lights. Lighting below was oil lamps.

We were back in the 19th century. To make matters worse, a fog came down. It wasn't a peasouper, but any fog is bad when you have distance to cover and people to deliver home for work the following day. There were good reasons that the old log books said "bound toward" rather than "bound to."

By carefully keeping a compass course and a good lookout, we were able to get down the Hudson to a buoy off the Morris Canal. From there, we were able to go from buoy to buoy into Raritan Bay, where we decided to anchor outside the channel for what was left of the night.

In the morning, the batteries had recovered enough to start the engine. The generator was still not doing anything for us. The fog was still with us. We had a good chart and were not near a mark, so we made a sounding line and ran a series of soundings to establish our location. Once we had that, we followed a compass course and came out right on the bug light for Great Kills Harbor channel. I have rarely been happier to come home from a trip.

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

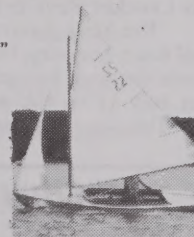
COMPASS CLASSIC YACHTS, INC.

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"



You write to us about..

Activities & Experiences...

The Second Lake Pend Oreille Rendezvous

(Of the Inland Northwest Section Of Intermountain Small Boaters; (Row, Sail, Paddle), aka Jim Thayer's Small Boat Whatever)

Again we stretched the August weekend nearest the full moon, but for 1997 we forsook the island site, in favor of having our vehicles close at hand. Glengary Marina very graciously took us in and treated us fine. A multi-generation family business, Glengary is long on funk and site, short on modern facilities. Friday a core group nested into a fresh-cut grassy glade, setting car-camps amongst retired boats, getting a campfire going, testing the water.

Saturday evening the campfire saw perhaps forty people trading chow and lies, more folks came and went at their own pace across the weekend. This year we grew east to west, reaching from Bozeman to Seattle, but shrank north-south, losing our international status. Four sailboats came out from Sandpoint, three from Hope, a couple from Glengary participated, and a pair of stalwarts sailed and powered from Bayview at the far end of the lake.

Thom Vetromile this time brought the whole family, as well as the whiz-bang skiff with a reconfigured bottom; lots of testing, inconclusive results. Mark Townsend again trailered His Santana 20 from Potlatch, Idaho, the solo unpowered sailor making his way with the wind gods and sharing time with us.

Jesse Butler shows off her fast sliding seat dory designed and built by her dad, Paul.



SS Crocker Race Is On

The 32nd Anniversary Crocker Memorial Race, honoring internationally renowned yacht designer Samuel Sturgis Crocker, is on for July 18 on the waters off Manchester-By-The-Sea, Massachusetts. The race is

Paul Butler returned with a self-built kayak from Hamilton, Montana, but especially he brought daughter Jess and her dad-designed and built test rowing dory with Piantidosi rig. Jess put everyone into her boat, took the high miles award, and certainly stole all our hearts. New Intermountainers Jim and Jo Ann Byler from nearby Coeur D'Alene captured the most-boats prize in fine style: #1 boat is a mid-50's (pre Bartender) George Calkins 18' plywood express cruiser, buffed up nicely and very happy with a new Honda 35 four stroke. Next, and not less, is a self-built Rangeley stripper, John Gardner plans. And thirdly a circa 1910 duckboat from Flathead Lake.

Long time friends and serious boat bugs Victor and Sandra Colvard surprised us coming in from Bozeman, Montana. The Utah/Colorado contingent, though, flaked out once again, choosing to go another direction. A happy aspect of this 1997 event was having a mess of kids on hand.

For 1998 we have to forsake the full moon. We'll gather the little boats and their folks at Glengary on August 15 and 16, plus earlier and later. Watch for a little ad in this magazine and visit us if you can.

Bob Simmons, Sandpoint, Idaho

sponsored by the Manchester Yacht Club and the Manchester Harbor Boat Club, of which S.S. Crocker was a founding member.

The race is open to all yachts and epitomizes the special spirit represented by S.S. Crocker, combining characteristics of both cruising and racing which emphasize seamanship and love of sailing. It is traditionally a fun race for the skipper with little or no racing experience as well as for the seasoned racer. Come and enjoy the friendly atmosphere.

John Lind, Manchester, MA, (978) 526-9636

We Buy Canoes

Wood/Canvas * Wood/Fiberglass
Birchbark

Any Condition * Highest Prices Paid

Howard's (978) 768-7282

Concept Clearly Alien

Late this spring I rowed with Floating the Apple from our new site at Westchester's Croton Point Park to the Rockland County Bicentennial. We had been invited to bring our boats over to the event and be participants. When we got there, we weren't even greeted. The concept of being treated as volunteers or guests to be accommodated was clearly alien to the organizers.

This was, unfortunately, consistent with the approach the organization took from the beginning. I had been approached by a part of the entertainment committee to run a Sea Chantey Concert during the event. When I asked them what their budget was, they said "Zero". My response was that that was what they would get from my people.

Discreet inquiry at the event ascertained that they got some quite good local talent to work for free. They didn't even provide the musicians an isolated spot to tune up near the stage. A little fruit or juice near the stage for the performers would have been nice also. Unfortunately, event organizers seem to feel that because music is fun and they have a venue, musicians and all other participants should take part at their own expense "for the exposure". You can't eat exposure.

A captain/owner I spoke to mentioned that another trend at these events is to charge dockage to participating boats. Boat owners are not necessarily rich. A large boat is not necessarily a yacht. Often the boat has to work to pay expenses. When the boat is pulled from service to take part in an event, that day or weekend is a dead loss. To add to that loss is just not right. It even costs money to operate a yacht.

Event organizers should recognize that people with fixed expenses should not be asked to volunteer their services. If the participant offers to give up reimbursement or expenses, that is one thing. To expect them to do the event for free is like asking a lawyer to work for free all the time.

Eric Russell, Brooklyn, NY

Free Canoe trips

The Merrimack River Watershed Council (MRWC) is hosting a series of free canoe trips now through October. The Council is a non-profit environmental group based in Lawrence, MA and Concord, NH that works to promote and protect the Merrimack watershed. The canoe trips are open to everyone and offer a great chance to see the region's rivers.

All Council trips have a theme, ranging from historical to bird-watching to viewing fall foliage. All are excellent family outings, and each trip is ranked according to difficulty. Trips are held rain or shine, and proceed at a leisurely pace. Wear sneakers that can get wet, and bring dry clothes and a towel in a plastic bag. Spring trips involve cold water, so dress warmly. There is a lunch break around noon (bring your own), and most trips end by 3pm. Small children and pets are usually discouraged unless you are an experienced paddler. Everyone must wear a life preserver and know how to swim.

Most of the trips are organized by the MRWC, while others are coordinated by organizations within the watershed, including the Shawsheen Environmental Action Team, Ipswich River Watershed Association,

Souhegan Watershed Association, Merrimack Valley Paddlers, Pemi-Baker River Adventures, Piscataquog Watershed Association, Nashoba Paddlers, Lower Merrimack Local Advisory Committee, and Salem Conservation Commission.

No registration is required, and all trips are free unless otherwise noted. A complete canoe trip schedule is available, call the MRWC at (978) 681-5777, or check out the Council's web site at <http://www.merrimack.org>.

For more information, call the MRWC, or canoe trip coordinators Gwen Whiting and Doug Whitbeck at (603) 880-4367.

Merrimack River Watershed Council, Lawrence, MA

Needs...

Van Topping a Canoe

I am in need of a way to get my canoe onto the top of a van. I have used ropes & pulleys but am seeking a handier method. Can anyone help?

Chuck Eckfield, 26875 Mallard Rd., Chestertown, MD 21620, (410) 778-4876.

This Magazine...

Subscriber Listing?

Your periodic listing of Activities and Events Organizers certainly gives readers an interesting and varied view of what's available concerning things nautical and the continuation of this service is anticipated and appreciated by one and all.

It would also be of great interest (maybe more so) if you could list, alternately and on a voluntary basis, interested subscribers and their addresses. The advantages of such a list seem immediately obvious. How many would like to know that just around the corner or just over there on the other side of town or a few minutes drive down the road someone is messing about, building something or doing something of mutual interest? As a recent retiree to Florida, I'd very much enjoy communicating with others of similar ilk. This list shouldn't be difficult to obtain as the initial total most probably would be but a small fraction of the subscribers and, once established, additions and deletions would be even less troublesome.

Only the state and town together with the name as it appears in the local phone book, along with a very few details which, for sake of brevity could appear in coded form, are all that are needed or desired. Here's how my entry would look:

FLORIDA

Englewood, Haughey, John M., c-s, 12-18-1/2, a,*

Explanation for the simple code to be given at beginning of column would be:

State & P.O. area alphabetically, name following. Type of craft (two entries max.): c-canoes, k-kayak, r-row, p-power, s-sail, o-other. Length of craft to nearest 1/2 ft. (no ft. or in. marks). Subscriber: a-amateur, p-professional. Asterisk between commas (*) indicates no entry this category. If the categories were kept to a 40 character line then three columns could be gotten on one page.

It being assumed that voluntary inclusion on this list presupposes one's acceptance of some initial contact and a telephone listing.

Comments, pro or con, from subscribers would be most welcome. It would be interesting to know where the readership and hands on types are located and what they're about. Each listing could be obtained piecemeal or at subscription or renewal time. Thank you.

John M. Haughey, 37 N. Esplanade St., Englewood, FL 34223, (941) 473-0364

Editor Comments: Perhaps some sort of network of this type could be established, first we must determine if interest enough exists amongst readers. If you wish to participate let John know, he can collect responses and we'll see where it goes from there.

Useful Information...

Karen Stimpson Named Executive Director of Maine Island Trail Association



The Maine Island Trail Association (MITA) announces the appointment of Karen Stimpson to the position of Executive Director. Karen had served for the past year as Acting Executive Director and for seven years as Trail and Publications Manager. She will be working out of the Portland office.

As Executive Director, Karen will oversee MITA's seven stewardship programs and the activity of hundreds of volunteers who monitor and look after 94 public and private islands each boating season. In addition, she

will be managing Trail development and access to Maine's coastal islands, as well as collaborating with other conservation organizations and coastal entities to draft an Island Resource Protection Plan to guide user management decisions in years to come.

Making the announcement, Morris Hancock, Chair of MITA's board of trustees said, "Karen was the unanimous selection of the board. Her outstanding leadership as Acting Executive Director and her long history with MITA are critical to the organization."

Karen has shipped in the merchant marine on oil tankers and cargo vessels worldwide. She also worked on a conservation campaign to protect pilot whales. She began her professional career as a teacher in Wellesley, Massachusetts, and was a graphic designer for several years. She is a graduate of Simmons College in Massachusetts.

The Maine Island Trail Association's goal is to establish a model of thoughtful use and stewardship for the Maine islands that will assure their conservation in a natural state. The volunteer and financial support of MITA's nearly three thousand members helps underwrite MITA's stewardship activities. A nonprofit (501.c.3) organization, MITA began under the auspices of the Island Institute ten years ago, but is now independently governed by its own board of trustees. The organization maintains offices in Rockland and Portland and employs five people.

For more information about MITA's Trail and stewardship activities, please write to 41A Union Wharf, Portland, ME 04101, call (207) 761-8225, or visit the MITA web site: www.mita.org.

MITA, Portland, ME

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

Lake Champlain Maritime Museum
at Basin Harbor, Vermont



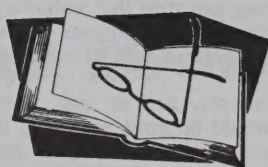
MAKING A PACK BASKET – JULY 21 & 22
LAKE CHAMPLAIN VOYAGEUR CANOE TREK – JULY 31-AUG 7
BUILD YOUR OWN SWAMP YANKEE CANOE – AUG 3-8
MAKE /PAINT 18" PADDLE – AUG 9

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

This is a book of dreams. Who among us hasn't thought of living on a boat? Jay Benford is a naval architect who followed this dream. His parents took him sailing before he could walk. Later on in Seattle, he moved aboard a 50' power boat and it became his floating office as well as his home. In his introduction to this fourth edition, he gives his address as the motor yacht *Odysea*, St Michaels, MD, so I guess he's still at it. He knows from personal experience what a boat needs to be livable.

This fourth edition of *Small Ships* is almost three times the size of the first edition, so even if you own the first you should take a look at this one. This is a study book of plans for tugs, freighters, ferries, excursion boats, trawler yachts, houseboats and fishing vessels. The boats are romantic. To steal a phrase, "They are so salty they make your eyeballs rust." They vary in size from the 20' Friday Harbor Ferry to a 135' "European Canal Barge which Jay is redesigning for family cruising.

Every boat that Jay designs from a dinghy to an ocean going cruiser looks traditional. The disarming thing which you discover by studying these designs is



Reviews

Small Ships - 4th Edition

By Jay Benford
Tiller Publications
P.O. Box 447
St. Michaels, MD 216653
304pps, 8-1/2"x11" softcover
\$24.95 +s&h

Reviewed by Chuck Raynor

that they are anything but traditional in function. They combine many ideas, in hull design as well as those factors which enhance livability, which are almost revolutionary.

This certainly is a dream book which will help you through a winter, but luckily,

there are many folks who have made Jay's boats a reality. This book is full of photos of these boats. There are 11 pages in color. Luckily for me these photos are of my favorites of Jay's powerboat designs, the "Florida Bay Coasters". If ever there was a boat I could live on, one of these "Coasters" would be it. They evoke the looks of little tramp steamers. They are unbelievably roomy for their length. They only draw 3-1/2' to 4' and are designed to nose right up on the beach. They are 3 "stories" tall and you would think they would be top heavy but due to clever design, they have been proven to be very stable and seaworthy.

In addition to dozens of designs, *Small Ships* also has sections devoted to helping you to understand the design and building process. Headings like "How Yacht Designers Do Business", "Boatbuilding Materials" and "Computers as an Aid in Yacht Design" give you a taste of what this section of the book can do to help you on the way to building your own boat.

If you're a sailor, don't turn *Small Ships* down out of hand. Look it over. I bet you will feel very comfortable with these power boats.

This is a busy time of year for boating events. My online calendar shows 88 events in this 30-day period. It seems that everybody is having a sailboat race, or canoe rendezvous. I'll just hit some highlights:

The Southern California Small Boat Society (or "Scuzbums") are having a five day messabout in Fiddler's Cove in South San Diego Bay Aug.12-16, call (619)569-5277.

Mystic Seaport will have several antique boat events. The first is their Antique and Classic Boat Rendezvous on July 25-26. You'll see "restored wooden power and sail boats all built before the 1950's". For a change of pace, their next event is a marathon 24-hour reading of *Moby Dick* aboard the whaling ship *Charles W. Morgan* on July 31-Aug. 1. On August 15-16 they have a "dazzling display of antique marine engines", featuring lots of steam. For details call Mystic Seaport at (888) 9 SEAPORT.

On the theme of steam, the Connecticut River Museum in Essex, Connecticut will sponsor their "First Annual Steam and

On the Horizon Small Boat & Nautical Events July 15-August 15

By Charles Hall

Launch Show" on Aug.8-9. Call Tom Klin at (860) 767-8269 for more info.

Now this event sounds interesting. The Twin Lakes recreation area in Palatine, Illinois is hosting a kayak festival. It's called "Paddling in the Park", call Sigrid Pilgrim (847) 328-0145 for details. They're having workshops, demonstrations, clinics and a raffle. Just the thing to do when the beach is far, far away.

At the Chesapeake Bay Maritime Museum they'll have a lecture on "Admiral Rickover & the Loss of the *Maine*" August 9th. In 1974 Admiral Rickover ("father of the nuclear navy") led a team to re-analyze previous data to find out what sank the

Maine. The lecturer was a member of that team. Call (410) 745-2916 for more info.

The Antique & Classic Boat Society (ACBS) chapter in New England is having a boat show July 25 on Lake Winnepesaukee in New Hampshire. They're expecting over 100 boats. Call Don Minor (603) 524-0348 for details. Along the same lines, the Antique Boat Museum in Clayton, NY is having their own antique boat show July 30-Aug 2. They're having an auction too! Call (315) 686-4104. If you miss it, they're doing it again Aug. 13-16, this time with a focus on racing boats.

In Port Washington, NY, the Mill Pond Model Yacht Club is having their 100th anniversary. They're celebrating on Aug. 25-26. Call Barry Balcourt at (516) 944-3111.

For canoeists, the Wooden Canoe Heritage Society (WCHA) is having their Annual Assembly on lower St. Regis Lake at Paul Smith's (near Saranac Lake and Lake Placid). Contact Tom & Karen MacKenzie (973) 503-9492. If sailing is more to your taste, the sailing canoe folks are having races at Sugar Island, Ontario, July 26-29. These are the official ACA sailing races. Contact Marilyn Vogel (215) 453-9084.

Also in Ontario, near Merrickville on the Rideau River, the Canadian Recreational Canoe Association (CRCA) is holding a symposium Aug.14-16. They'll have all kinds of workshops, and lecturers, including Becky Mason. Call Jodie-Marc LaLonde (613)269-2910.

If you live near Philadelphia, and have an interest in antique boats, why not help start a new ACBS chapter? Geoff McKonly (215) 334-1758, is holding a meeting on July 20th at the Independence Seaport Museum.

I pulled these listings from my online events listing websitem so if you're online and interested look into it for more information on these and other events at: <<http://www.by-the-sea.com/events.html>>

Row for life

Alden Ocean Shells

CATALOG

800-626-1535

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

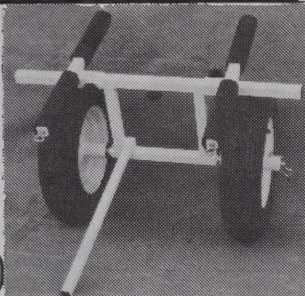
All Terrain Boat Dolly

- 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*



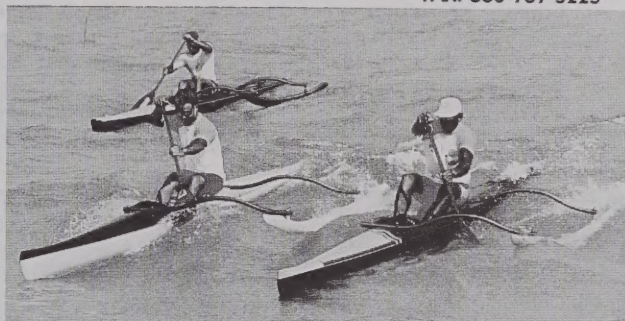
MAS EPOXIES

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

Photo by Callea Photo



C A R I B 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**

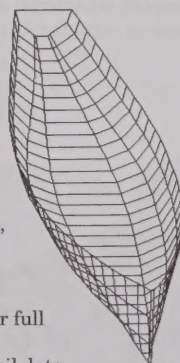
PLYBOATS® 2.01

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

John Gardner Small Craft Workshop

It's the longest running gathering of traditional small boats, mostly privately owned and often owner built, going back now over 25 years. Small craft guru John Gardner started it all and so today this event is now named in memory of his efforts and influence. And, of course, it takes place where he did much of his work, at Mystic Seaport Museum in Mystic, Connecticut.

Such a day on Saturday this year, clear skies, a snappy breeze, mild temperatures. The glint of the springtime sun on the varnish and bright paint and the wind driven wavelets created a scene that could have been some turn of the century gathering, with the old style sail rigs out on the river, reefed to be sure in the stiff breeze, standing out against the old timey backdrop of the Seaport waterfront.

By Bob Hicks

This is all about the boats and the people who brought them, what an array, and most freely available to others to enjoy on the water. The "sea trials" so many enjoy are the keystone of the gathering. While some programs are organized for those so interested, it's the free form looking at, talking about and trying out of the boats that holds sway over the day.

The Seaport weighed in with whaleboat sailing excursions and lectures on the Small Boat Shop's Whitehall documentation and replica project, researching, documenting and replicating a Woodshole Spritsail Boat, and the Howland/Culler tradition. Former Small Craft Curator Ben Fuller narrated from shore on sailing without a rudder while an agile young man in a skiff did the deed

out on the river. Another participant discussed his building of a coracle ashore, followed up with on the water demos, including spinning the round basket round and round and round in place. Dizzying. And for the knotty inclined a splicing workshop was scheduled.

Saturday passed swiftly amidst this engrossing environment. Overnight stays for Sunday's early morning down the river cruise and follow up free form touring of the Museum's small craft exhibits seem to be in decline, with many heading home Saturday evening. The greedy tripling of local motel rates prompted by the onrush of humanity arriving in the area nowadays to gamble at the nearby giant Foxwoods Indian Casino has driven those of us with more modest means to abandon the overnight stay.



This is a Phil Bolger Tiny Cat, all 8' feet of her, in this instance being paddled. Dave Thibodeau of Marblehead, Massachusetts built this one.

A Seaport whaleboat was at work all day long carrying participants back and forth past the workshop waterfront in the brisk breeze.



David Stookey, Editor/Publisher of the rowing newsletter *Open Water Rowing*, about to do yet another row in the Muskoka Lake Skiff, discusses its merits with Frank Durham (on the dock) who currently has this one on loan.

At the ready, another crew aboard the Seaport's *General Lafayette* gig about to depart the dock.





Dockside chat with that old Mystic Seaport waterfront backdrop, here the boat under contemplation is a Chaisson sailing dory.



On the water demo of sailing without a rudder featured this Pete Culler skiff with an athletic young man moving about in it changing its trim so as to sail on all points. Note deep reef, it was breezy.



Poster spotted in the Boathouse Livery, no surprise that women were active at rowing in bygone times nor that Boathouse manager Sharon Brown is emphasizing women's participation today.

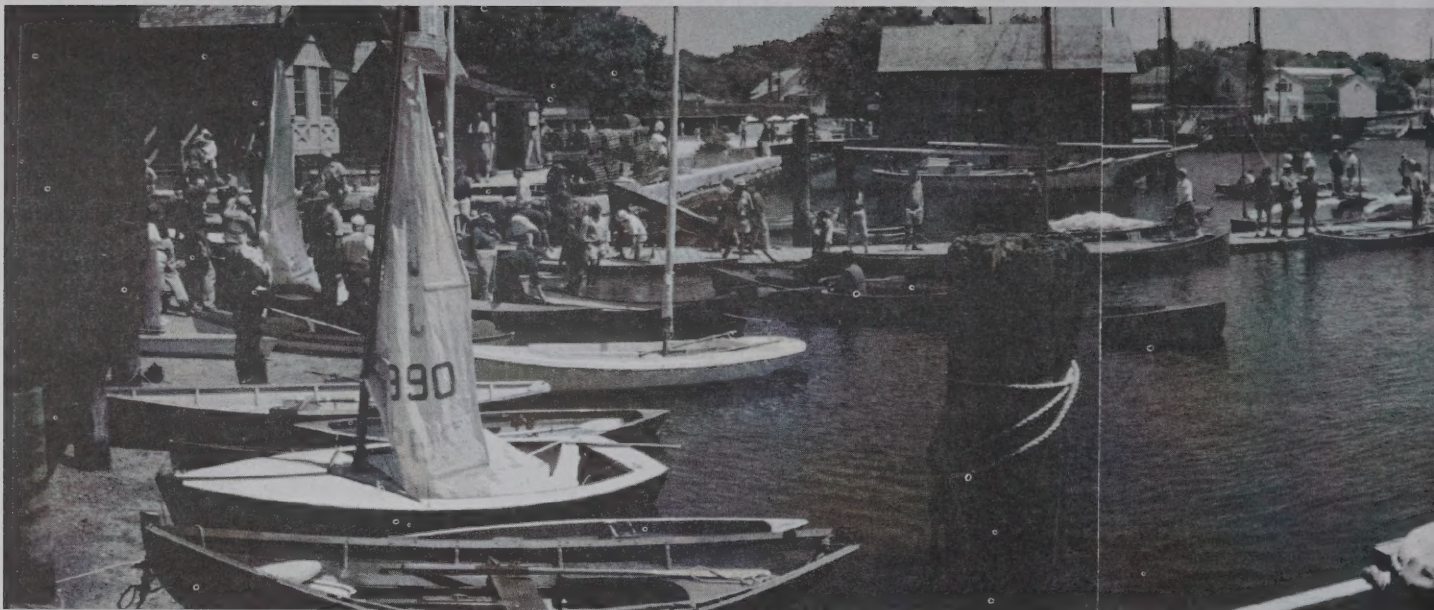


A beachload of small boats, quite a variety of kayaks, skiffs, canoes and even a small sharpie (far left) occupy this small corner of the beach launching area.

Headin' home. Bart Hawthaway has to get home before dark these days due to failing eyesight, so he headed out for the take out dock in his double paddle canoe mid-afternoon. Bart was the first to break the "wooden only" barrier to acceptance into the annual event back in the '70's with his beautifully crafted small fiberglass canoes and kayaks. He's now retired from building after all these years.

Workshop organizer Peter Vermilya in foreground in a Seaport craft fronts an interesting mix of small craft. Immediately behind him is a coracle, to left of that a small Whitehall skiff, over at right mid-picture a plywood sea kayak and in the background a Chaisson sailing dory.



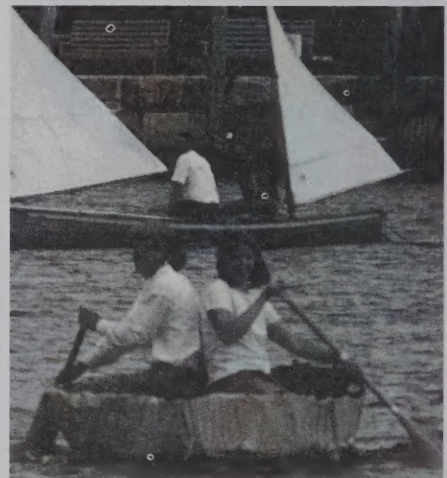


It's the boats...a panoramic montage of the waterfront from amidst the gathered fleet.



Perhaps the most charming and appropriate to the locale of the daysailers on hand was this miniature New Haven sharpie, a lovely boat well sailed.

Katherine and David Cockey came all the way from Detroit to be at the Workshop. In the early '80's they were active in the TSCA, publishing the *Ash Breeze* newsletter and working hard to promote the organization.



The direction of travel of this coracle is still undecided it appears.

Floating the Apple's Don Betz readies their gig, *John Gardner*, for the day's rowing.





Father and son out paddling, looks like dad's boat may be one of those Six Hour Skiffs.

Thad Danielson's pretty little traditional lapstrake ketch sported a new coat of paint, rather than Thad's customary pine tar and oil finish.



The *General Lafayette* (foreground) and *John Gardner* provided many with the opportunity to try gig rowing.

Ed Slattery had a crew rowing his Ian Oughtred designed Caledonia Yawl. It also sails, but the breeze was stiff. Ed built the Caledonia because he wanted a boat big enough to party in.



The 11th year of The Boathouse began on May 16 when the doors opened on the 1998 season. Thanks to Jack Hinshaw and Dan Connors, the summer schedule has been published, along with information about the Boathandling Classes.

On February 26, Revell Carr commented on the news of Waldo Howland's death. "Waldo, with his clear thinking and practical, common sense approach, made an enormous impact on Mystic Seaport. His particular interest was with the watercraft and he heavily influenced the creation of the shipyard, the methods of restoring our vessels, the building of the granite bulkheads and the use of small craft."

Waldo Howland was a special friend to The Boathouse and responsible for our expansion in the Noyes Building, one component of what ultimately became his primary focus, the promotion of Mystic's Small Craft Programs, and his vision that Lighthouse Point become established as the Small Craft Center. We are richer for his insight, instruction and tireless support as we begin a new chapter in providing the visitor a hands-on experience in traditional small craft.

If you haven't already, you should treat yourself to his words in *A Life In Boats: The Years Before the Wars*, and *A Life In Boats: The Concordia Years*, published by Mystic Seaport Museum in 1984 and 1988, respectively. You might gain an appreciation for his role in keeping the Beetle Cat in production (there are already 11 new orders on hand at Beetle Inc. for 1998), and the fact that at the end of his life, it was a small boat, his 17' Good Little Skiff, *Dixie Belle*, that brought him so much pleasure on the water.

Some of Waldo's impact on the world of traditional small craft is covered in the last two issues of the *Ash Breeze* in articles on Pete Culler, including references to The

Mystic Seaport's Boathouse Livery

By Sharon Brown, The Boathouse Supervisor, Mystic Seaport Museum, Mystic, CT

Boathouse fleet and colleagues.

The facilities management crews, with the help of the Gung Ho Squad, completed The Boathouse construction work by opening day. Next year the building is scheduled to get permanent footings and new, expanded docks. In addition, Rob Pittaway, Bert Lauchman, and Bill Connell varnished all the oars, John Blaiklock repaired a double paddle, Jack and Ginny Vibber donated a wood stove, Bill Langdon donated line for running rigging, Russ Ostlund is making a wind vane, Sheila and John Zittel donated a computer, and PFDs are on order. Rob, Bill, Bert, Bill Dorr, Ron Gatto, Eddy Murphy, Courtenay Bigger, and Jim Morrow have worked to prep and paint the *Breck Marshall*, hauled out on the ways next to The Boathouse. With expansion comes the opportunity this season for volunteers to do more regular boat maintenance as we take on a greater responsibility for the care of our fleet throughout the year.

The next building project in the Boat Shop is a reproduction of the *Captain Hook*. Lofting is underway now. Whereas she will be greatly missed this season, there will be a new version on the river this time next year when she retires to the permanent collector in AMERC. We should be thinking of a similar, suitably attractive name. Many a customer has made a choice to row upon seeing her sweet stem and hearing her name.

We switched to daily operations, from weekends only on June 29th, closing at 6 pm. Friday Boathandling Classes started July 3rd, and the 10 week summer sailboat Racing Series got underway with a practice June 23rd and a 6pm Tuesday, June 30th start. Throughout the summer there will be special promotions for children on Wednesdays and rewards for members who return often and sign the guest book.

Over the winter at events such as Floating The Apple's commemorative gig race on the Hudson River, the Snow Row in Hull, New England Beetle Cat Boat Association Meetings, the Mystic River Beetle Cat Club potluck, the Maine Boatbuilders' Show and visits to Beetle Inc, customers of The Boathouse made it a point to identify themselves and reiterate their enthusiasm for our program. We are fortunate to work with each other, to use these unique traditional small craft, and to share them with visitors. I am confident that our new pristine quarters will soon attain the patina of a traditional old time boathouse envisioned by John Gardner and Waldo Howland.

Small boat plans are for sale through Helen Packer (ext. 5028) of Ships Plans. These make great posters in the shop or garage. They facilitate dreaming and when they fade out you can try another model as they are very inexpensive.

The new Stonington High School Rowing program is home ported here at the Museum. Each afternoon eager students rowing classic wooden eights on the river make a beautiful sight. It was Waldo Howland who reminded us in his first green booklet, *The River, The River, The River, Mystic Seaport Museum's Unique Jewel*, that we should always remember that it is our Mystic River Basin that lays the Seaport's golden eggs.

GEODESIGN 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) 892-5504

DESIGNS FOR HOME BUILDERS
Cruising watercraft Sail & Power

Study drawings \$5/set
List of designs \$1

Vagrant 20 mk 3P

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

SEAWORTHY SMALL SHIPS

WOODEN POND MODEL KITS

SKIPJACK \$31.95
COASTER \$36.95

DRACKETAIL \$26.95

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>

Make Your Own Sails & Save!

Building a sail is fun with Sailrite's precut sail kits! Everything is included. Instructions are clear & well illustrated. All you need is a home sewing machine. Mainsail kits quoted below are in white 4 oz. Dacron using the designer's plans. (Also available in Tanbark, Egyptian & colored Dacron.) Delivery is additional.

Shellback Dinghy	\$133.18	Glen L 8 Ball	\$119.68
Catspaw Dinghy	\$136.70	El Toro (class)	\$139.62
Bolger Gypsy	\$135.22	DN Ice Boat (class)	\$229.39
Nutshell Pram (7'7")	\$109.76	Optimist Pram (class)	\$120.15
Nutshell Pram (9 ft)	\$130.12	Daisy Dory Skiff (12.5 ft)	\$150.62
Bolger Micro ("main & mizzen")	\$318.82*	Sabot	\$129.17
		Whisp	\$145.37

Sailrite FREE Catalog of Sails and Canvas Supplies
Tollfree 800-348-2769 / FAX 219-244-4184 / Phone 219-244-6715
e-mail sailrite@sailrite.com / **ONLINE SHOPPING CART ORDERING:** www.sailrite.com

Mainsail for Whisp



Steve Anderson and family in their Sea Pearl returning from Snake Key.

By Ron Hoddinott

Return to Cedar Key

The weather had been cranking up all week and, right before we were to head north to Cedar Key for the annual small boat mess-a-bout, a cold front blew through. The passage of a cold front is not much to worry about the first weekend of May in Florida, just good winds for a few days out of the northwest and then the northeast.

Bob Wood, Les Renner, and I headed north on Friday, May 1, under cloudy skies with occasional light rain. *Whisper*, my Sea Pearl 21, was right behind us. After the first hour on the road, the baby blue skies peeked through the clouds and stayed with us the rest of the weekend. We were left with 15 to 20 knots of wind out of the northwest. Things were looking up.

Cedar Key is located 23 miles to the west of Highway 19 on State Road 24, which is about 100 miles north of Tampa. This whole area is aptly called Florida's Nature Coast, as it is nature, not manmade attractions, that brings people to this part of Florida. Rolling into Cedar Key is also like rolling back into Florida's past. It was, and still is, somewhat of a sleepy fishing village that is just now beginning to attract the artistic crowd and sport fisherman.

Small boat sailors and paddlers are still a curiosity to the locals, with the possible exception of the few who have tenaciously made this odd little community their home. Mike and Cindy Leiner, who manage The Island Place, are examples of the latter. Mike sails a neat little Marsh Hen, but is always looking for the "perfect boat" which we all know does not exist. But the search is part of what messing-about-in-boats is all about, right?

Our accommodations were perfect, and we offloaded our weekend supplies and got *Whisper* into the water. Our first sail on Friday was out to Atsena Otie Key. Winds were 15 to 20 and the shallow waters separating the islands were being churned into a frothy milkshake. We soon ran into Steve Anderson and family who were sailing their Sea Pearl. Steve is the founder of a group of trailer sailors from the Florida east coast called The Halifax Trailer Sailors. Several of the members of this group were in attendance.

I'd been looking forward to meeting Steve, as we'd been communicating on the Net for a few weeks. On the way back to the mainland, Bob started complaining about being used as a human shield for all the green water we were taking over the bow. We assured him that he was doing a great job. Hugh Horton

and Ron Sell were also staying at The Island Place. Hugh brought *Black Puffin*, his svelte, cedar-decked sailing canoe, and Ron brought along the 18-1/2' North Shore sail canoe that was featured in the March 1 issue of this publication. Ron's new craft had so many sexy curves that Bob Wood and I decided it was definitely rated "R" for racy. A quick dip in the swimming pool and an excellent dinner at Cook's Cafe brought a satisfying end to Friday at Cedar Key.

On Saturday, we were up and pushing *Whisper* off the beach into the teeth of the wind by 8:30 AM. The new 48-lb. thrust electric pushed *Whisper* with all of us aboard right into the teeth of the 20 to 25 knot winds that were streaming right down channel at us. Clear of the channel we unfurled the sail, turned off the motor and set course for the islands to see if any others were up that early. Steve Morrill was standing on the town pier looking around for other boats. We sailed by and hailed him.

Soon he was heading over to Snake Key in his beautiful black Sea Pearl, which used to be owned by Ron Johnson, the designer. We play raced to Cedar Key with Steve heading west around Atsena Otie while we took the eastern shore. On the way we poked *Whisper's* bow into a few of the coves and bayous looking for the way through the island that Hugh

Bob Archibald's Birdwatcher.

Horton always talks about. All we found were some stubborn oyster beds. Ouch! On the beach at Snake, Steve and I got to know each other. We had also been typing at each other on the Sea Pearl e-mail list for a week or so. Steve was loaded down with camping supplies and was looking for a suitable cove to snuggle up in later. After a long rest and chat on Snake Key, we were joined by Steve Anderson and his family. He informed us that most of the boats were gathering there. The three Sea Pearls headed for the gathering.

Atsena was definitely where the action was, if action can be defined as small boat people gathering to admire each other's boats and tell tall tales of far flung adventures. Hugh and Ron were on the beach. Steve and Priscilla Magers' beautiful catspaw dingy *Sonrisa* was being admired. Bob and Carol Boyd's *Freedom*, a Friendship-looking sloop attracted a lot of attention. Larry Applebaum from St. Louis was back for the second year with *60 Grit*, his lovely Devlin Nancy's China sloop.

A Peep Hen with a blue gaff sail, owned by Richard Sandy, hove into view. Fred Palmer was zipping around the sound in his Melonseed. Rod Miller from Indiana won many admirers with his strip-planked, varnished-hulled, double-ended sloop. Rod was also camping in his beautiful vessel. John Simmons of New Port Richey was there with





an almost new baby blue Sea Pearl trimaran. An O'Day Harpoon 5.2 was at anchor right off the beach, while its owner was sailing in the Sea Pearl *Ketchme*, owned by Rodger Bass. K.G. McIntosh (Tosh), from Cleveland Georgia, returned again this year with his Compact 16. Everyone was wondering where Marty Stevens was, when his McGregor 26 hove into view right off the beach. He'd just returned from Crystal River, about 15 miles to the southeast. Steven Steward's Mud Hen motored over for the gathering. It seems his centerboard stuck in its trunk, so he couldn't sail.

There were other interesting boats there as well, but it was difficult to jot down all the names. They kept coming and going from the beach.

Later on Saturday we all gathered again out at Snake Key. There one of the most interesting boats was Bob and Susan Archibald's Birdwatcher. Everyone had read about this design, but most of us had never seen one in the flesh. Bob explained the virtues of the Bolger design with its unique plexiglass windows and flow-through cabin area. I was intrigued by the "hatch" that appeared to be in the bottom of the hull. When I inquired what it was, Bob answered, "Lift it up... there's a window under it." Cool.

We grilled chicken and steaks on the beach at The Island House on Saturday evening, rested, swam in the pool, and reflected on the memorable day we'd just experienced. Les, who has been a racing sailor most of his life, was truly impressed with the performance of the Sea Pearl in the rough choppy seas and blustery winds of Friday and Saturday. Bob was still drying off, and I was hoping for a bit less wind on Sunday. Could it get any better?

Sunday was just what the doctor and the weatherman ordered. The wind had knocked it off to about 12 steady knots out of the northwest. We were dicing it out with the Harpoon 5.2 when Hugh Horton sailed by on a converging course in Black Puffin and yelled, "Everyone's going to North Key for lunch," as he swept swiftly by. We had our lunch aboard, so we headed up into the wind for a thrash to windward. This was the best sailing of the weekend. Bob even enjoyed it, as he wasn't getting soaked with every other wave. The winds were steady, so I could leave the main sheet cleated and relax while *Whisper* worked her magic to windward. Puffy white clouds filled the cerulean sky and swept overhead in the cool breeze.

Everyone had a different idea of the best route through the oyster beds and sand bars to get to North Key, but we all arrived within a 15-minute period. Ron Morrill was first to arrive, then Marty Stevens in the McGregor, then *Whisper*, and finally the beach began to fill up with sailors eager for a walk along a deserted beach, a lunch break, and a few well-deserved brews. If they were all like this one, we all agreed, then we'd be back next year for sure.

Left, top to bottom:
Richard Sandy's Peep Hen and Bob and Carol Boyd's *Freedom*.

Sarah and Kathy Anderson drying out at Snake Key.

Hugh Horton's Black Puffin and Ron Sell's North Shore canoes.



Larry Appelbaum's 60 Grit (Nancy's China) gets underway.



Tosh's Compact 16 from Georgia.

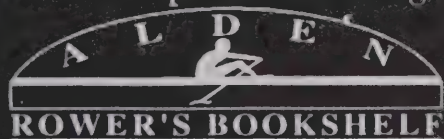
Rod Miller and his wooden sloop.



Black Pearl and Whisper on North Key (Les Renner seeking lunch).

Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



1-800-626-1535

P.O. Box 368, Eliot ME 03903

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

Sailboat Trash T-Shirts



Short sleeve 100% cotton, white
with black illustration.
M - L - XL - XXL

\$15.

Plus \$2.50 Shipping

Long Sleeve - \$19. + \$3 p&h

Ash color 50/50 Sweat shirt

M - L - XL

\$22. + \$3 p&h

Nautical Nick

P.O. Box 1700

Marion, NC 28752



Kalmar Nyckel Readied For Sea Trials How She Looked to Me

By James Hodges

I rowed my little boat against tide, wind and current to anchor opposite the *Kalmar Nyckel* shipyard in late April as she was readied for sea trials. The big crowd was not expected until the May 9th commissioning. From my vantage spot I painted this painting of her while sitting sideways in my boat.

Back in 1986 I sketched lines and sail plan from a museum model, built a sailing model, sailed it, and then volunteered with many others to build the shipyard.

She is a fine looking ship, with credit due to Allen Rawl, the builder, and his crew. That she was actually built was due to widespread support over the years from many far and near.

I cannot report on the earlier successful launching as I was busy as one of the volunteers. We had to move a dock to make way for the ship and while tying it off to some piers I was left marooned aboard it. Earlier I had been too busy to build a dugout canoe and dress up like an Indian and paddle it around at the launch site, but beforehand I did say a Crow Indian prayer for it.

Allan C. Rawl The Man Who Built Her

Thanks to newspaper clippings supplied by reader Henry Hollander of Wilmington, we can tell you a bit about Allen C. Rawl, builder of the *Kalmar Nyckel*. An article in the *Sunday News Journal* of Wilmington on March 22, 1998 revealed the following information about him:

Allen Rawl, now 62, gave up a career as a general contractor in 1981 to focus on working on historic ships, something he had been doing since 1976. He was subsequently involved as a carpenter with the *Pride of Baltimore*, built Jamestown's \$2.2 million settler ship replica, *Susan Comfort*, and restored Havre de Grace's oyster skipjack *Martha Lewis*. In all he has now been involved in ten historic ship projects. He refers to himself and his wife and partner Liz as "gypsy shipbuilders" as he sets up shop wherever the project they work on is undertaken.

The *Kalmar Nyckel* Foundation paid Rawl \$100,000 a year for the three year project. He oversaw 40 full time workers and half that many volunteers. Many who worked on the ship were, like Rawl, gypsies in that they got wind of the project requiring their special skills and travelled to the site to sign on.

The builders at Mystic Seaport, about to undertake construction of a replica of the slave schooner *Amistad* went to Rawl for locating timbers for her construction. Rawl turned to suppliers in the tropical forests of Guyana where he had found the exotic hardwoods for *Kalmar Nyckel*. He was quoted as saying, "I lived in the jungle, picked out the trees, supervised the sawing. That's the way you have to do it."

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

The 17th Century Kalmar Nyckel

By Bill Zeitler

In late September of 1997 a near-exact replica of the Swedish flagship of the 1600's the *Kalmar Nyckel*, was launched into the Christina River in Wilmington, Delaware. The launching symbolized the successful conclusion of a ten year struggle by backers of the historic replica to realize their dream. Remaining outfitting for sea trials was to go on through the winter months.

In 1638 the original ship landed a handful of settlers from Sweden, Holland, Finland and Germany to establish the first settlement in what would eventually become the State of Delaware.

This replica cost about \$3 million cash plus many large corporate donations for gifts such as its diesel engine, the now required electronic gear and the sails.

This three masted ship displacing about 307 metric tons, but only drawing about 12' has a LOA of 140', a beam of 24', carries about 6,800 square feet of sails and almost ten miles of rigging.

Most all of the construction was done at the local yard using 300 year old techniques wherever possible. Local artisans hand crafted the ornate wood carvings, fired the iron fixtures using an on-site blacksmith shop, and manufactured the beams, plank-ing, etc from ironwood logs imported from South America.

Since the ship will be licensed to carry passengers, Coast Guard required safety and propulsion (diesel) equipment as well as more or less modern creature comforts and a modern galley are now being installed on the floating hull.



The ship will be manned by about three or four permanent officers and about twenty five trained volunteers as crew.

If you are in Wilmington, ask just about

anyone how to get to the *Kalmar Nyckel* pronounced "calmar nickel". I'm sure they can direct you to her port.

Wooden Canoe Heritage Association

The WCHA is dedicated to studying, preserving, building and using wooden and birchbark canoes.

Members receive our bimonthly publication, *Wooden Canoe*, and have access to books on canoe building, reprints of important articles, and historic canoe manufacturers' catalogs. Visit our web site at <http://www.wcha.org>

Membership is \$20 a year. For more information please contact: WCHA, PO Box 255, Paul Smiths, NY 12970. Phone/fax/email: (518)327-3259 • (518)327-3632 Fax • quenej@paulsmiths.edu

Interested in traditional small boats?

JOIN TSCA!

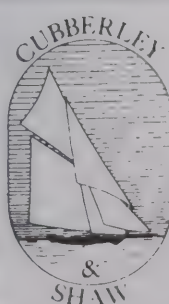
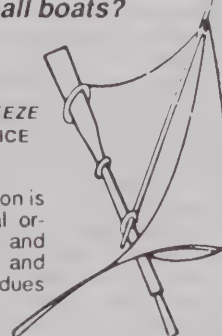
MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO *THE ASH BREEZE*
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to:

The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355



Send for your **FREE** Copy:
Cubberley & Shaw
Maritime Museum News
PO Box 607AB
Groton MA 01450-0607

THE NINA. THE PINTA. THE SANTA MARIA.

IT'S AMAZING WHAT YOU CAN DO WITH A FEW DONATED BOATS.

(Please donate your boat.)



The Center for
Wooden Boats
(206) 382-BOAT

The Indian village which Cartier found at the base of Mount Royal owed its importance to the fact that it was situated at the main crossroads of northeastern water travel. The St. Lawrence ran east and west, the Ottawa north, while the Richelieu, 40 miles below, led south to Lake Champlain. Similar factors have operated to make Montreal the metropolis of Canada and one of the important cities of the Western Hemisphere. With waterborne traffic plying east to Europe and west to the Great Lakes, it is also the main radial center of the principal American and Canadian railway lines of the northeast.

With its British solidity and French temperamentality, I know of no city on the continent that holds more of charm and interest for an American. It was with real regret that my limited schedule forced me on my way without seeing more of Montreal than its colorful streets and the incomparable panorama of spreading forests and sprawling river channels from the summit of Mount Royal.

Resuming my voyage on the second day after my arrival in Montreal, I ran on through the Lachine Canal to be locked back into the St. Lawrence at a basin flanked by towering grain elevators and the docks of the ocean liners. For a mile or two the swift run of water from the tail of Lachine Rapids made fast going, then the river expanded broadly to left and right and I was soon far from either shore as I ran on down the buoyed channel of the overseas steamers.

On the chart this wide reach of open water was marked Lake St. Peter, from which I recognized it as the famous *Lac St. Pierre* of song and story, upon which, among other epic happenings, the *Julie Plante* had come to grief. One of Drummond's priceless *habitants* tells the story.

"On wan dark night on Lac St. Pierre,
De win' she blow, blow, blow,
An' de crew of de wood scow *Julie Plante*
Got scar't an' run below—
For de win' she blow lak hurricane;
Bimeby she blow some more,
An' de scow bus' up on Lac St. Pierre
Wan arpent from de shore."

With the wind blowing from "nor'-eas'-wes'" as well as from "de sout," the captain, crew, and the cook, whose

"...name was Rosie,
She come from Montreal,
Was chambre maid on lumber barge,
On de Grande Lachine Canal,"

were "corpses on de shore" before the break of another day.

From all of which was drawn the following incontestably valid moral:

"Now all good wood-scow sailor man
Tak' warning by dat storm
An' go an' marry some nice French girl
An' leev on wan beeg farm.
De win' can blow lak hurricane
An' s'pose she blow some more,
You can't get drown on Lac St. Pierre
So long you stay on shore."

From the total absence of wood scows on Lake St. Peter, coupled with the hundreds of picturesque little farms planted thickly along the southern shore, I was strongly inclined to the belief that this conservative advice had been followed to the letter.

Running until the river grew dark with purple shadows, I landed at twilight on the gently sloping beach below the farm of the keeper of the nearby light. The whole family,

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 XII - Part 1 To the Hudson by the Old "Grand Pass"

including mother and daughters, came swarming down to drag my boat back above the devastating wash of passing steamers. Then the kindly folk set out a bread and milk supper, entertained me until midnight with stories of their voyaging fathers and grandfathers, and finally turned out at daylight to put the boat back in the river again and speed me on my way.

Your *habitant*, while inclined to be shy and even suspicious of strangers, becomes a very confiding and likable soul on closer acquaintance. The British Canadians who know him best have a great affection for him. Transient visitors rarely take to the *habitant*, however, for in his very dirty towns and villages his worst goods are in his shop windows. Indifference to filth and a dislike of modern sanitation are, of course, legacies from his overseas ancestors.

At beautiful and somnolent old Sorel I came to the town which guarded the St. Lawrence end of the historic Richelieu-Lake Champlain route during the troublous years of fighting of the 18th century. As the main waterway between the warring French and British colonies, the "Grand Pass" was fought for from end to end during the French and Indian War and the Revolution, just as the Indians of the north and south had fought to control it for many centuries previously.

The bitterest struggles were for the strategic points at the head of Lake Champlain, but every schoolboy knows the story of how Ethan Allen and his "Green Mountain Boys" took Ticonderoga and of the capture of Burgoyne and his invading army after he had fought his way down along the "Grand Pass" to the headwaters of the Hudson on a march that was to cut off New England from the rest of the revolting colonies.

Running past the long line of rotting old sternwheelers moored just inside the mouth of the Richelieu, I began to ascend a tranquilly flowing stream which sparkled in the sunshine as it wound off to the south between wooded hills and the nesting farms of the *habitants*. Sunshine and tranquillity, doubly grateful after the Labradorean gale which had buffeted me all the way down the St. Lawrence, lasted about three hours, or just long enough for an infernally black dome of clouds to roll up from the south and begin a systematic and methodical attempt to sluice the valley of the Richelieu into the St. Lawrence.

Rounding a sharp bend, I opened up a long reach of river with the forefront of the storm charging down toward me full tilt. Wind-torn nimbus and driving sheets of rain I had expected to see, but the thing that set the hair of my head fairly standing on end was the evanescent vision of what appeared to be a lightning dazzled wall of water in the act of being lifted bodily and flung forward by the titanic might of nothing less than a full-grown cyclone.

Four years previously I had been tossed on the bosom of a baby cyclone encountered on the lower Yellowstone, but even that incipient twister, though it had blown barns and trees flat before my eyes, had not had the power to stand the river up on end and push it ahead like an advancing barrage. Ready enough to purchase immunity from drowning by following the *habitant* admonition and "staying on de shore" (if not of going to the length of marrying "some nice French girl and leeving on wan beeg farm"), I turned and headed for the bank.

Shutting off the motor as the propeller churned soft mud, I jumped overboard with the painter and carried it to the nearest tree. On my way back for the stern line I stole a glance over my shoulder to note the progress of the oncoming juggernaut of the storm. Driven by spinning gusts of tunneling air, the first big drops of rain were just rat-at-tat-ing onto the canvas spray-hood, but the onrushing wall of upended river appeared to have lagged behind.

There was still time to study the unaccountable phenomenon through my glasses. Yet the first squint through the revealing binoculars confirmed something of my first snapshot judgment. It was a wall of tumbling water, surely enough, but hardly an advancing one. It's funny what an excited imagination will conjure out of the sheet of water falling over a dam, especially when half obscured by the curtain of an approaching storm. Navigating with only a small-scale sheet of the Canadian Geological Survey, I had failed to note that I had been nearing St. Ours and the works of the lower locks of the Richelieu.

Banging on through squalls, which were really only the skirmishing vanguard of the main storm, I ran along to the foot of the locks. As crude as picturesque, these must have been among the first works of their kind on the continent. As in all old-type locks, the inflow of water was very torrential, making the careful mooring of a small boat desirable to minimize bumpings and the risk of a possible upset. The lock hands were highly friendly, as were also a bevy of priests who, with many tiltings of mugs, were holding high revel in the shelter of a gnarled old elm on the island cut off from the river by the canal.

Scarcely was I out into the narrow lake above the dam than the storm, having cleared the way with its skirmishing squalls, settled down to a sustained onslaught. Seldom have I seen fiercer rain short of a real cloudburst. Blown almost horizontally, it struck the spray-hood and poured over into the boat in solid streams. Steering became more luck than anything else, for the least corner of an eye cocked under the edge of my sou'wester was instantly blinded with flying spray.

Resolving in pure bravado to stick it out as long as my motor would, I let myself in for a full day's run. For the brave little kicker was popping away just as merrily when I

stopped for want of light at the foot of Lake Chambly as it had been in the warm sunlight of the morning.

As a consequence of passing through it in so violent a storm, my surviving mental picture of what is said to be some of the finest river scenery in eastern Canada is of little more than a dim gray tunnel streaked with flying water. Now and then I was aware of the waterfronts of villages, with ferry landings as their most salient features. Frequently dim figures waved ghostly arms at me through the mist. Once, where most of the river appeared to be diverted to a narrow chute between two of the piers of a railway bridge, I fought the swift current inch by inch, with a garrulous French watchman leaning out from an abutment and cheering with all his lungs.

Sleeping comfortably enough under the shelter of an extended spray-hood, I shoved off early in the morning and ran across the lake to where old Fort Chambly, built in 1604, marked the foot of the portage up the rapids of the Richelieu to Lake Champlain. The crumbling towers still reared defiantly against the skyline as I drew near, and below them the rapids flashed white for a few moments in an unexpected but suddenly quenched burst of sunlight.

Shaded by overhanging trees of great age, the Chambly locks proved even more picturesquely beautiful than those through which I had passed below. Here I found the superintendent of the canal awaiting me with copies of the Montreal papers containing pictures of my departure. He had already 'phoned on to the bridge-tenders along the canal ahead to be standing by to facilitate my passage with quick action at their respective stations.

The quaint old town, straggling for a mile along the lake, proved quite as attractive at close range as from the water. One of the most interesting sights of a hurried hike to the fort and back was a real old-time blacksmith shop servicing nothing but horses and buggies and agricultural implements. The honest smith and his waiting clientele appeared greatly at a loss to account for the fact that I stopped to photograph them.

That my progress up the next 10 miles of the winding canal partook something of the nature of a Roman triumph was probably due to the fulsome outburst of the reporter of one of the French papers of Montreal, who had insisted that about my voyage hung all the romance of the days of Cartier and La Salle and Champlain! Bunches of nosegays were tossed down by the bridge-keeper's children at almost every crossing, and one starry-eyed little miss made me come right against the bank to be crowned with a wreath of dandelions. Fain would I have lingered for a prolonged basking in this homage of a Caesar, but the imminent threat of a renewal of the storm bade me make way while the sun shone.

Hardest of all to renounce was a *ragout* of delectable savor which a Junoesque *Canadienne* waded out through the matted water lilies to reach across my stranded bow. And yet even this, after the manner of kings, I did not sniff and remit. Caesar thrice waved off the kingly crown proffered him by Anthony before exhibiting symptoms of coyness. I was weakening at a second reaching and would undoubtedly have succumbed to a third.

But soft mud and tangled water lilies are not favorable to maintaining a precarious balance. I grabbed for the hurtling stew dish but

only managed to deflect its tottering bearer against my tilted motor. Juno's father brought her to bank with a boathook but all that remained of the *ragout* was a scum of whitening grease on the soused leaves of the lilies. I can taste that lost stew to this day. There was ecstasy even in the drop that spattered my cheek and trickled down within tongue tip reach of the corner of my mouth.

The roar of falling water drummed on the air as the canal wound between green banks in to beautiful old St. John. Standing with craned neck on a thwart, I could just see over the left bank to where the white water was dancing in the first leap of its swift tumbling run down to Lake Chambly. That stretch of rapids avoided by the 12 miles and 9 locks of the Chambly Canal is where the principal descent of the Richelieu occurs in its 80-mile course from Champlain to the St. Lawrence.

The fall in the 12 miles between St. John and the foot of the Chambly locks is 74 feet, while that at the first lock I had ascended, St. Ours, is only five. Before the dam was built there must have been fast water from not far below the foot of Champlain.

This should have made a fine, sporting but comparatively safe and easy run for the canoes of the Indians and the *bateaux* of the voyageurs.

After locking out into the main river at St. John, I found myself in a broad marsh begirt stretch of almost slack water that was really a northerly extension of Lake Champlain. Here I was exposed to a southerly wind of such force that I had to shut the motor down to half-speed, and even then found it necessary to seek the shelter of protected coves twice or thrice to get rid of water that splashed over faster than I could bail it out. Frequent side channels dissipated the force of the waves as the afternoon wore on, and when I finally won past the Isle de Noix, the sun was breaking through the clouds and the wind beginning to lose its force.

Passing the gray stone walls of old Fort Montgomery, once the most advanced of the American border defenses, I ran through a long railway trestle and headed in to Rouses Point to report to the American Customs Inspection, which consisted of a perfunctory sniff into the door of the forward compartment, was soon over, and I was free to tank-up on American gasoline for the last leg of my voyage.

The declining sun was shining brilliantly by the time I was ready to push off again, and the wind purring gently from the west with barely strength enough to ruffle the darkening water. I had intended running until dark in the hope of reaching a certain highly attractive camping ground described by the Customs Inspector as at the head of a large island some miles up the lake, but the sight of a picturesque old farmstead occupying a wooded point on the western shore brought me in to the beach before sunset.

The cows were being driven in across the meadow as I landed, and the bees were beating reluctant retreat from the sweet clover to the ordered ranks of their hives. And that was what suggested the supper of bread and milk and honey and doughnuts that the gracious farm lady served for me under the apple tree outside the kitchen door.

The place proved to be the historic Point au Fer. It had been a favorite camping ground for the Indians traveling by the "Grand Pass," and there had been some sort of a military station there during the Revolution. Graves of

soldiers who had died in a smallpox epidemic that had attacked the post were still found in the woods. Benedict Arnold and Ethan Allen had held conference in the room which formed a wing of the present farmhouse. I spread my bed for the night under a century-old elm with leaves so dense that but few of the drops I heard pattering above dampened the outer canvas.

By morning the wind had shifted to the northeast, changing the warm showers of the night to a chill, sodden drizzle. With a following breeze for the first time in many days, I made fast time up the lake in spite of hard steering in the whitecaps that kept trying to break over the stern. Point after point slipped past, with the shores growing rockier and more precipitous the farther south I fared. The Adirondacks were to the west and the Green Mountains of Vermont to the east, but with the higher peaks of both ranges only momentarily revealed in the shiftings of the cloud-blankets.

Plattsburg, on the New York side, was abeam a little before noon, and Burlington, Vermont, showed a misty blur of roofs and smoke a couple of hours later. I lunched in the boat without stopping the motor but landed at three in the afternoon at the pretty little village of Essex for gasoline. Here I caught up with a fast motorboat which had passed me at high speed an hour previously. Its owner proved to be a news editor of the *New York Times* by the name of Ruck, making a speed run from his summer home in the Thousand Islands.

Although the hull of his boat had been so badly banged up as to start leaking from bumpings in passing the Richelieu locks, he was still good for 20 knots or more, and the bubbles of his tumbling wake were the last traces I had of him after he had given me a farewell toot off the Essex dock and disappeared around a towering headland.

I camped for the night on a fine crescent of sandy beach, just across a narrow bay from Fort Henry. On the hill above were the ruins of an old fort, while the white tower of the Champlain memorial lighthouse crowned a jutting point to the southeast. One of the most beautiful beacons flashing a guiding beam across any waters of the world, the setting of this monumental structure has been badly marred by the failure to remove to a distance the old frame home of the lighthouse-keeper which now stands closely against it.

The north wind had increased greatly in force overnight, kicking up seas in the main lake which would have made navigation very precarious if not impossible. With that part of Champlain remaining to be traversed narrowed to hardly more than the proportions of a good-sized river, however, the waves were too much broken to have dangerous weight behind them. I managed to pass Crown Point without succumbing to the temptation to land, but at beautiful and historic Ticonderoga the lure was too strong.

A fine work has been done in restoring the rugged old fortress that commanded the strategically invaluable headland above the meeting of the waters of Lake Champlain and the drainage from Lake George. Not the least interesting relic I found there was the oaken skeleton of the *Revenge*, once commanded by Benedict Arnold and sunk in a fight with the British.

To Be Continued



Camp on the shore of Lake Champlain

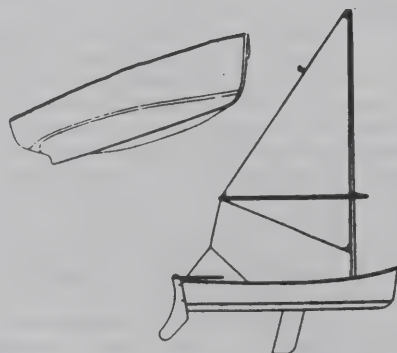


The remains of Benedict Arnold's flagship at Fort Ticonderoga.

CUSTOM BOATS & YACHTS

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

KITTERY POINT TENDER



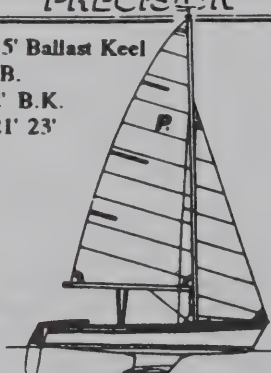
10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing
Two Rowing Stations
Row & Sail Models

BAY of MAINE BOATS

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

PRECISION

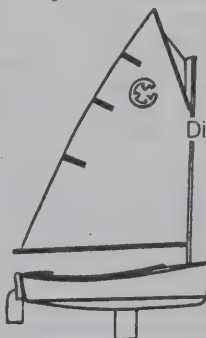
New 15' Ballast Keel
15' C.B.
16-1/2' B.K.
18' - 21' 23'



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

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

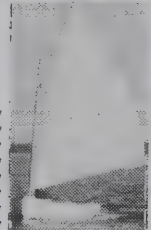
COMPAC
16'-19'-23'
SUNFISH - ZUMA

FERNALD'S MARINE

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

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

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

Auray Punt for Culebra

By Hans Waecker

Since shipping a complete Auray punt to Puerto Rico for our two week vacation would have cost us a fortune, the quote was \$600 and \$700, we decided to cut the 1/4" mahogany ply side and bottom panels to a size to conform with postal regulations, 108" length and girth combined, weight not over 60 pounds. The oars were 78", so the gunwale strips and skids were kept to that length, doubling the 1/2" thick gunwales, staggered, and the skids with an extra 8" added aft. We made seven packages, none over 30 pounds, one containing tools, epoxies, rags, and old clothes, which we discarded afterwards. Shipping cost came to \$135, quite a difference!

The actual building time was about four days as estimated; however, allowing for epoxy curing and paint drying, it took about twice that. Not to mention that I had underestimated the amount of epoxy required, so we had to wait for another shipment, second day airmail delivery. We used System Three epoxy with the slow hardener, as we anticipated ambient temperatures in the upper 80's. As it turned out, it never really got over 85°, so we might as well have used the medium hardener. Pouring the mix into a flat pan kept the pot life sufficiently long to glue up the four bottom sections, longitudinally, strengthened with 3" fiberglass tape on both sides.

The athwartship bottom panel joint, similar to the side panels, which consisted of two pieces, were joined in like manner (Dynamite Payson style) on the outside. On the inside we used a 4" butt block just to be sure that the panels would not come apart in bending them to the rather pronounced rocker and side curves without allowing ample curing time. After all, we had only a two-week vacation. The chines were formed with an epoxy-fillite-silica powder mix with a 2" and 3" tape inside and a 3" tape outside.

The whole chine was given an additional coat of epoxy inside and out. We had given the precut panels a coat of epoxy (and fiberglass on the bottom outside) with a coat of epoxy primer, except for the areas which would later have to be taped. The photo shows the taped centerline inside, as well as the filleted chines. These areas were covered with epoxy primer after curing, and then the whole punt was painted.

The gunwales were covered with a 3/4" half-round, heavy duty, flexible PVC molding to act as fenders and for visual appeal.



Auray punt on Ensenaba Honda, Culebra, Puerto Rico.



Auray punt (Bolger/Payson) prefab kit, mailed to Culebra, Puerto Rico. Put together, brown strip down center bottom epoxy, tape seam, chines epoxy/fillite/silica powder.

By-The-Sea

The Internet Boating Journal

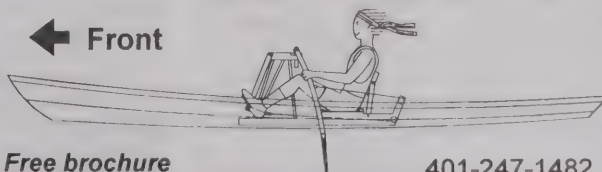
Boat Builders	Boats For Sale	Surveying Help
Plans & Kits	Gear Exchange	Boat Reviews
Oars & Paddles	Boat Brokers	Nautical Books

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

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

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

3/19/97: Have goofed off enough. Of course it has been chilly and damp. Gave interior the first coat of alkyd paint. After 24 hours still not dry and has some runs to low points and puddled. This coat has been thinned 30% with Penetrol.

Scrubbed off the amine blush from the thwart. Used 3-M pad (medium grit, maroon), and warm water. Block sanded with 100 grit and applied first coat of varnish cut 20% with penetrol. The varnish was some very old, cheap, spar varnish. I really know it's the soft stuff.

3/23/97: The paint has dried; looks good. The varnish has dried as well. The Penetrol allowed good flow-out. Minimal bubbles; even with a cheap foam brush. Not a high sheen/gloss. Somewhat expected due to the 100 grit sanding.

Made a few measurements for the lifting ledge. Will also do nicely as a cover for the transom edges. Meanwhile used scrap 1x4 so I could turn hull over onto horses.

Water wiped forward half of bottom and transom to remove amine blush. Gave forward transom a 100 grit hand test sand. Smoothed well. Continue with random orbit sander and apply varnish.

3/27/97: Varnish did not make the white spots (revealed by the sanding) disappear. This was the extra filler of glass beads, a learning experience. Next time 4 oz. cloth and less filler, not glass beads. Used a mahogany stain & varnish mixture to mask the situation. Warm today, should set up well. Tomorrow a quick 80 grit hull sanding and the first coat of white hull paint.

Live and learn, stupid, or too late we get smart; to soon we get old. Needed a little bit of putty for a couple of chips on the bottom. Made up 1/4 oz of epoxy and added 3 times by volume of microspheres and some silica. Smooth, stayed in place, set up well, and used little resin.

A note in the Clark Craft catalog, promising not necessary. When wood is epoxy/glass covered there is no raw wood exposed to prime. May as well go directly to the finish coats. Note: There is a difference between a primer coat and a tie coat.

3/28/97: Checked the paints already on hand. The Dutch Boy gloss is an acrylic polymer. Water clean-up yet has a six year guarantee. I've got it, might as well try it.

4/2/97: The weather has been cold and a surprise snow storm caught everyone. The up side is that the stain had a chance to dry well. The temperature went up to 70 degrees F. Sanded both transoms. Also sanded off the patched spots and gave hull first coat of acrylic gloss white. Roll on and tip off technique.

Rolled on well, tipped off with a foam brush. No thinning (at first). Seemed to cover well with the roller, however when brushed out some shadowing. Also don't like the flow out, bad brush marks. We'll see what happens when it dries. It's supposedly a quick dry material and it does make the surface flaws show up well. The taped seams were obvious and raised. For complete smoothness would need to do a ton of filling.

Next time either fillet and fair, or don't over-lay with cloth, just meet the edges or trim flush. This is a good place to try the exterior spackling for filling between paint coats.

Boatbuilding - 6

By Ron Magen

4/3/97: Gave the transoms a 220 grit sanding and another coat of spar varnish. A couple of more coats should do it. For a "working" boat it's beyond the norm already.

Got some exterior spackle. Note, a component is alkyd resin. So far I like the feel, control, and flow out of the alkyd paint. I need to fill few gross imperfections on the hull and will feel a bit better using something with some semblance of water resistance.

Marked the bottom for the skeg location (going with the single skeg this time), also made a template for the hull rocker curve. Will make skeg from 3/4" ply. I'll seal the edges with epoxy. Attached with screws, interior backing plate, and butyl rubber caulk, it will be sacrificial like the outwale.

Picked up some more color chips from Home Depot. Some of these colors really look interesting. Sam Devlin says that light colors don't heat the epoxy, like dark colors; but we're making small open boats. Also the light colors supposedly don't show the surface imperfections like the dark. However, if the white is any guide, they show up anyway. Cream/beige interior with mahogany thwart and transoms, with white hull is plain Jane to my eye. However, could be considered classic for a tender.

4/4/97: Used the exterior (alkyd) spackle this morning. Went on very creamy. Spread nicely and dried quickly. By afternoon sanded with 220 grit. Very smooth. Should make a good glazing compound.

Gave the hull another treatment. Spread it with a 6" steel putty knife. Rough and a bit gouged. Okay for drywall but a problem with a shape like the hull. Get 4" and 6" plastic knives.

Now all I need is patience. Everything has to dry hard.

4/6/97: The transoms are dry. One area on the forward transom (of course) looked bad. The area that I sanded down. Could be worse. Masked off transoms completely. Power sanded hull with 100 grit. Rolled and tipped off second coat of acrylic. Heavier coat with no thinning. Felt somewhat better, but still doesn't lay down and flow out like an oil based finish.

Put skeg in place.

4/7/97: Checked the hull this morning; paint still wet. Probably due to rain & humidity. But brush marks still visible, even though a foam brush was used. An alkyd paint will be used for the transom's edge trim. Hull dried within a couple of hours of daylight, opened the garage to air circulation. Painted the skeg and gave another thinned coat to some of the bottom. Still poor flow out.

Gave underside of gunnels a coat of varnish; to seal them.

4/10/97: With Joanne's help, turned boat right side up on a strip of carpet. Touched up bare spots on clamp. Cut 3/4" x 1-1/2" strips from remainder of cedar 2x4; (getting a lot from that 2 by). Removed 1x4's from top of transoms. Trimmed transoms to match sheer angle. Laid out and marked cedar for lifting ledges.

4/12/97: Ledges cut, routed, and sanded to shape. Intended to varnish them, but oiling might be better suited to their purpose. Used the teak oil and a foam brush. Absolutely beautiful. Decided to do the outwales as well.

4/15/97: Re-coated the transom ledges with teak oil. Also coated the bottom of the thwart with a heavy oil stain (mahogany color, had around for years), good, solid, covering. With only the dye and varnish, color was coming off on the frames. Marked the frames for location; drilled pilot holes through thwart.

4/16/97: The bottom of the thwart is dry; dull, heavy mahogany colored. At this point no intention to do anything further. Used a Q-tip to dye the countersunk pilot holes. After dried, gave entire face a 220 grit block sanding and a coat of spar varnish. Will probably need two more coats.

Note: The varnish is starting to congeal; time to change cans.

Sanded interior of hull, spackled areas, with 120 grit. Vacuumed residue. Rolled on and tipped off (with foam brush), the second coat of beige alkyd paint. Thinned a bit with Penetrol. Went on nicely; looks clean and much more glossy than the latex. The 4" roller was perfect size. However, next time use a foam or short nap (velvet-like), roller cover. Regardless, the flow out was excellent, no brush marks.

Note: Rollers suck up a lot of paint. Thicker coverings suck up even more paint. Also leave fiber clumps when cut.

Coverage was good, even thinned. Could use another coat over pencil marks. Used about the entire quart. The frame surfaces added some surface area, otherwise pretty much per the books.

Found some #6x1" bronze screws. Used them to set the transom lifting ledges in place. Plugged the existing holes after drilling and countersinking new ones.

Stripped off the masking on the transoms. Need to mask for edge trim painting.

Discussed stern seat options with Joanne. "Keep it simple; you're going to sell it." So I'll just use a 12" x 17" piece of 3/4" ply (just like the .plans). Dye and epoxy/varnish like the rowing thwart. This time I'll lay out and drill the mounting holes first.

4/20/97: Damp, rainy, and an April snow storm. Ideal weather for varnishing.

4/21/97: Finally cleared up late yesterday afternoon. K-mart had Kilz-2 (interior/exterior) on sale. Picked up a gallon. Try it, if only so-so will use it around the house. An unadvertised special was an even better deal. Carver Tripp Super Poly at \$2/qt. A clear, water clean up, polyurethane for floors, furniture, etc. 45 minute recoat time. Got four quarts.

1200 hours: Spoke with the people at Carver Tripp. The super poly has no uv protectants. Also no chemical bond to epoxy; the usual mechanical/sand prep required. Being a hard finish, only reason for boat use would be as building coats under varnish. Would need five days minimum cure before varnishing.

Sanded, with 220 grit and an aggressive hand, the flawed areas on the forward transom. Using a piece of foam roller and a clothes pin, I applied a thin layer of stain/varnish mix. Too thin; bad cover.

Dipped the foam into thick color paste on the stain can lid. A few light, smooth, passes and viola! If not perfection, then at least evened out the tone and masked the white areas.

Measured the seat depth in the aft section. 13" from the front of frame #3 to the transom. The thigh length per design table is 19". A 3" lip should suffice so 16" should be a good compromise.

Cut the seat. Used scroll saw to cut 2" radii on front and routed 1/2" inch round over on edges. Took angle from aft transom and sanded back of seat to match. Used alkyd spackle to fill side and routed edge voids, knot holes, etc. I'll let it dry overnight before sanding.

From the results I had with the old, heavy oil stain on the fore transom, I think it's worth a try on the routed edges. It should hide the plies well. The aniline dye will be used first; then sealed with epoxy after aging.

Used surform tool to trim the pegs I used to plug the old screw holes. Also broke the edge of the outwale.

4/24/97: Dyed the aft seat. Sanded with 120 and 220 paper first. The spackle dried and sanded well. The dye took well; a deep pink on the spackle. I'm going to let it age for the rest of the week. I just may use the dark stain on the edges and go directly to varnish; no epoxy.

Cut a scrap of 3/4" a-c for an aft seat support block. Attached to aft transom. A splash of paint should do.

Supposed to be rainy today, but somewhat clear for the next three. Get some white alkyd paint today, and give the fore transom another coat of varnish to cover/seal the stain.

Getting to the end of the project. Now the concern is how to transport it and if anyone will buy it.

It dawned on me why the frames stick out the way they do (who says I'm slow?). The bottoms have a structural reason, it's obvious, they support the thwart and aft seat. The midframe sides are for locating the leeboards. The sides of the 1st and 3rd frames are for cosmetic matching. Could be shallower, especially if a thicker material is used.

1445 hours: Got quart of white alkyd at Home Depot. Checked the varnishes. Helmsman and Man-O-War, both spar varnishes. Don't carry hard varnishes; a specialty item. At the price of the spar (\$9.50-\$10/ qt.) The \$12 for the Z-Spar or West Marine products (at E&B Marine) should be on equal terms. I want to use a hard finish on the heavy wear areas. Also the info on the Man-O-War can says, "not for use below the waterline", so that is a negative for the transoms.

Based on the can info I'll continue with the old (Grants house brand) spar varnish on the fore transom and long thwart. Probably use stain and spar varnish on the aft seat; make for quicker completion. If I can't find some bronze screws locally, I'll go with brass (shouldn't really use but not structural), or stainless steel.

4/26/97: Decided to go with epoxy seal after all. Spar varnish is relatively soft and will wear. Regular varnish will also wear and need periodic refinishing. Without an epoxy layer to seal off the dye, you could

sand through it.

Treated the edges with the heavy stain. Also the bottom. Wanted the cut edges both sealed and disguised. The three warm days seemed enough aging; no yellowing when I applied the epoxy. With the warm sun it set up quickly.

Note: Wet and lightly sand raised grain/fuzz before dyeing, or very lightly (fine 3-M pad) sand after dye ages. I flowed on a good coat of resin with a foam brush. The wood, especially the raw edges, sucked it up fairly quickly, and I kept adding resin. Had a good layer going, but had to wipe it off; bits of the foam were coming off, catching on the raised bits, relatively big chunks.

Wasn't exactly successful. Gave another coat. It had set up by the afternoon. No bubbles, but hard, raised chunks; the foam bits not fuzz. Next time use chip brush, not foam. If it's dunked in denatured alcohol before it sets up, the brush could be re-used; effective for long projects.

Block sanded the surface to remove chunks and smooth out. Then used 3-M pad to make sure entire surface was scuffed. Gave first coat of spar varnish. Really red mahogany; really translucent. Also gave another coat to the long thwart. From one angle it seems to have a yellowish cast; reddish from another.

The forward transom was sanded/scrubbed, especially the area that I had touched up with the heavy stain. Gave a coat of spar. Hardened up by afternoon, looked good. Will tape off and paint edges tomorrow. Taped and painted edges of aft transom. The white alkyd paint went on smoothly and covered very well; considering the very dark tone it was covering.

4/27/97: Long thwart finished. Don't think it needs another coat. Some light rubbing to remove the tiny specks. The short thwart got another coat of spar. So far one of epoxy and two of varnish. Looks real nice already. Gave a good block sand first; the chunks have all but disappeared.

Gave the aft transom edges a second coat of white alkyd. Then removed masking tape. A few under tape runs; some wiped off, others will need greater efforts, but very good looking. Next time use 3-M blue, or fine line tapes.

The B&D 1/4 sheet sander found a new life. Always was a pain cutting sheets to size, especially with the thin clamping lip. Have a lot of old 6" plain sanding disks, thought I'd try to make the edge sanding easier with some 80 grit. Fits under the clamps easily. A lot of slack in the paper so I clipped two edges, perfect. I'll try some of the 5" ones next (have an entire box of assorted grits that I bought at a marine tent sale for almost nothing).

Some yellowing/cracking of the latex (exterior hull) paint up near the gunnels. I think it was the teal oil I brushed on leaking down. I'll have to tape and sand. Want to repaint side panels anyway. The gloss and flow-out of the alkyd is so much better than the latex material.

Moved the boat into the garage; rain forecast.

4/28/97: Rained all night. Now (0800 hours) basically a drizzle. The sun is supposed to break through later. The paint is going to get a good opportunity to set up hard.

(To Be Continued)

Wing Systems Touring Shell The 1 Boat Fleet



A breakthrough in performance, versatility, safety and value. Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing - \$2,035, Touring Shell as single kayak - \$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems

P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11711

For Orders: (516) 922-2656 Collect

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1 Box 1090
(207) 268-4802 Litchfield, ME 04350

DOUGLAS FOWLER SAILMAKER



Highest Quality Small Craft Sails
Since 1977

Gaff, Sprit, Lateen and other
Traditional Sails a Specialty

Full Seam Curves

White, Colors or Egyptian
Dacron in Stock

Sails that will fit perfectly
Sunfish® \$175

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

Sunfish is a registered trademark of Sunfish Laser, Inc.

This is a small elfin fly with gauzy wings. This playboat resembles it. If you are ambitious, this hull could be cut out of a log, the tail to be fitted later. The length between perpendiculars (without tail) would be 15-1/2'; with tail about 18'. Width about 3', and height of side in the middle about 1-1/2'.

However, to build it from plank, with flat sides and flat bottom, would be alright. You could attempt a slightly curved (sectional) bottom. The side planks could run up to the front of the eyes and a bulkhead inserted there. The rest of the face could be added any way you see fit. This is a take-off on a maduran fishing prahu, and these become very narrow where the head is, about halfway to the eyes. You could use heavy (or double) plank there, attached to the forward bulkhead and strengthened with side attachments.

The masts are stuck-in. Make them heavier towards the bottom; you could build them from plank, getting a T section. If you use the plank for the forward part of the face, you could use two planks, flattening the mast there by trimming the sides. On the inside, another pair of planks could hold the mainmast. This was the very effective construction on my 30' yonck (junk) for a 33' mast, unstayed with 3' bury.

Dreamboats

The Damsel-Fly-Fish

Neither "Fish nor Fowle"

By Richard Carsen

The sails are triangular and have booms. Make the foresail narrow enough that it can clear the mainmast when tacking. The canvas shelter is for overnighting.

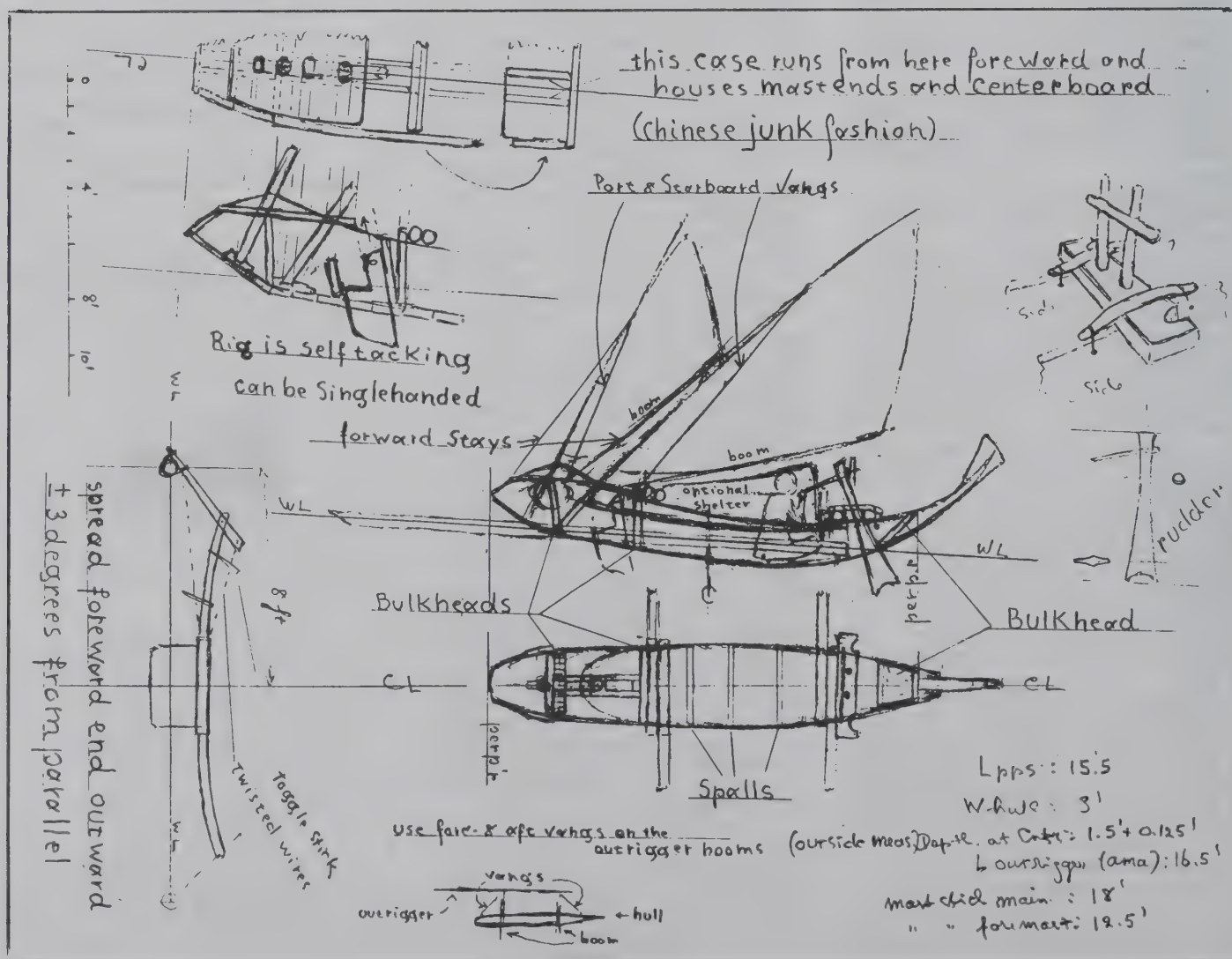
The outriggers could be PVC pipe about 3" to 3-1/2" in diameter. Have them stick out as shown, for balance against somersaulting downwind. The outrigger booms are stuck into PVC pipes, maduran fashion and run approximately 6-1/2' from the side of the hull. These should be slightly divergent, about 3 degrees out of parallel with the boat's long axis, spreading outward at the front end. For booms you can take one-piece branches with the proper curve towards the outrigger, tying them to the pipe; or you can make up a two-piece booms the top straight and another piece connecting with the outrigger. I saw a simple and effective set-up on a single outrigger, motor driven, in Hawaii. It looked like a professional's fisherman's rig.

The horizontal part comes out till above the outrigger. In the case I saw, this was a narrow plank just nailed across the sides, which were ply. There was another plank teed on the end just butted on. It was fastened into the wooden outrigger, a beam. At the top of this vertical piece were two wires fastened. They ran towards the canoe side and were fastened there. A toggle-stick was stuck in between these wires, and this connection had been tightened by twirling the stick. The vertical plank itself just butted against the end of the horizontal and was fastened there with two nails to hold it in place.

Underneath the horizontal piece, the same thing as above was repeated, but these wires did not run all the way to the side of the canoe, but maybe about halfway. The canoe itself was wall-sided and flat bottomed. The whole thing looked as if it was regularly used. This is simple, and you can devise your own version, to your own taste.

The craft may need some kind of lee-board forward. You can fasten one to each side forward with a thru-hull wing-nut assembly, so it can swivel.

Color your damsel-fly red underneath the dark side-stripe, and a very dark green above it. Make the head black and the eyes very light green. Making them phospho-



rescent would add a nice touch on a late summer evening. To make the "wings" from blue tarp material, would look nice.

This is a plaything, meant to flit about at random on some suitable pond in a pleasant breeze, or a small protected bay. Do take a paddle just in case there is the usual no-wind period at the change-over from day to night.

The hull may need spreaders to hold the sides, so they don't fall in. This is common for these craft.

For a rudder you can use your paddle (single blade). The professional set-up is simplicity itself. Get a piece of heavy plank that will span the width of the boat, with an overhang of about 4" at each side. In these overhangs cut a semicircular opening, close to the side and with the

opening facing aft. In the plank bore two goodsized holes (on the flat, and what is going to be the top). Put some heavy sticks in these holes. Above the holes the sticks should be thicker for good bearing.

Maybe about eighteen inches from the plank upwards, fasten a goodsized horizontal stick on the frontside. Lay the whole assembly across the boat where you think the rudder/leeboard (it will function as both) should be located. Drill a hole thru the sides, both somewhat in front, and somewhat behind the plank. Tie a stick on each side, port and starboard, in such a manner that you can force the stick across the plank, to lie flat on it, then fasten that stick down at the other end, good and tight through the hole there).

Take your paddle, or a wedge shaped

"rudder" that you make, lay it into the semi-circular opening and wrap a rubber piece cut from an old tire around it and the plank. If you make a toggle at the end, you can stick that between the two uprights, easy to remove if necessary. Fasten the top of the rudder to the horizontal stick in similar fashion. All this will come apart easily, and if the place is not right, you can move the entire ensemble. Madurans often have a rudder on each side, loosening the top fastening and laying it horizontal on the side not in use. Experience will show what is best.

The vang and a forestay should be used, but the masts should not sag, so you can do away with the support strut. This will make the rig a single-handed one.

Good sailing.

There was a time when students at Proctor Academy needed more than just English, math, and science to graduate. To get their diploma, they also had to build a boat.

"The headmaster then was very hands-on," said Brooks Bicknell, the school's current woodworking instructor. "He was interested in getting kids involved with academics and hands-on experiences."

That was the 1940s, when the prep school had a sailing team and devoted its woodworking shop strictly to boat building. By the 1950s, building a boat was no longer a requirement and, while the interest tapered off, it didn't disappear.

Bicknell, who came to Proctor in 1989, has had no problem finding six students, the most he'll allow, to take his boat building class each term.

Some of his students have never swung a hammer; one grew up near the Maine coast watching his father work with wood. Regardless of their experiences, they all leave Proctor with a boat that floats.

"They always float," said Mitch Jefferson, a senior from Danbury. "With Brooks, if it doesn't float, he'll pretty much fix it for you."

Bicknell teaches basic woodworking and guides some of his students through furniture making. But it's boat building that he's passionate about. He likes the challenge of working with curved surfaces and the fact a boat is so functional. And because he's also a history teacher, Bicknell loves the nostalgia tied up in boats and boat building.

"I think in New England there is a resurrection of people building boats," he said. "Prior to the 1950s, everything was in wood,

Art of Boat Building Revived at School

By Annmarie Timmins

Reprinted from *Concord Monitor*
Andover, NH (AP)

and after that everything was fiberglass. We are getting back to wood, and people are starting to appreciate fine craftsmanship again."

He'd like to have a hand in that resurrection.

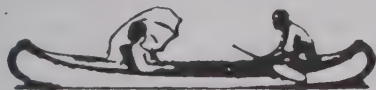
Bicknell lets his students choose between three boats, depending on how much they want to spend on materials and how much time they can devote to their woodworking. Many start with a single-person strip canoe or a sea kayak. Those who have some woodworking behind them go for a dinghy.

The plans for the canoes claim anyone can build one in six hours. The students said it can take about six times that. The tougher boats take some students two years.

Bicknell has a knack for keeping an eye on all his boat builders at once, even when he's bent over the bow of a canoe in a corner.

"In a way, I feel like there's a little bit of me in all of these (boats)."

Jefferson had never done woodworking before building a canoe this term. He took the class simply because it fit into his schedule. The side on his first boat snapped in two, but he's having better luck on his second. And, despite the lack of experience and the bum start, Jefferson is enjoying watching his boat come together.



KAYAKS

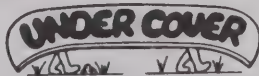
Wilderness Systems - Old Town

CANOEES

Allagash - Old Town
Mansfield - Alumacraft
Hundreds on Display

FERNALD'S

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



canoe and kayak covers

Storage Covers—virtually waterproof yet still breathable, blocks 99.8% of sun's 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



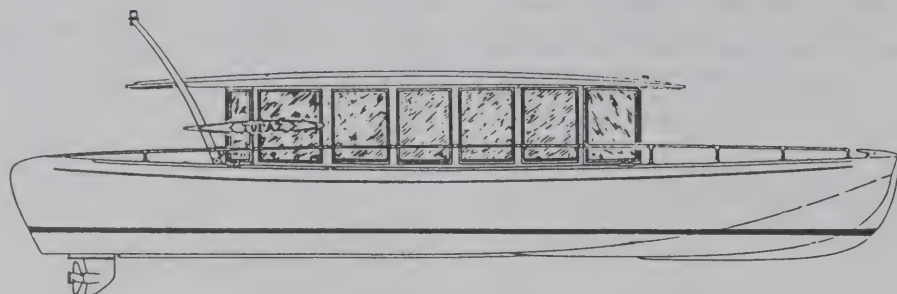
ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES

EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS

ROWING INSTRUCTION
55 Spicer Ave. Noank, CT 06340
(860) 536-6930

Bolger on Design

Topaz Design # 650 for Mike Guthman



Length overall = 31'1"

Length WL = 28'10"

Beam Overall = 7'4"

Beam DWL = 6'2"

Hull-Draft at DWL = 8"

Hull weight (in fir ply) all up dry = approx. 2500 lbs.

Hull weight wet (400 lbs. of fuel/100 lbs. water) = approx. 3000 lbs.

Displacement at 8" draft DWL = approx. 3500 lbs.

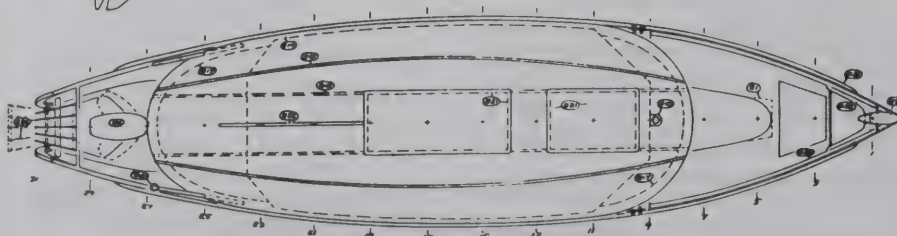
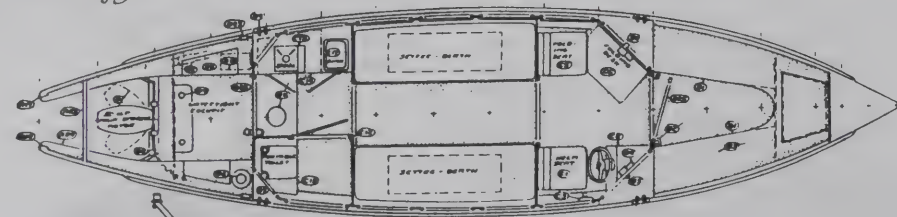
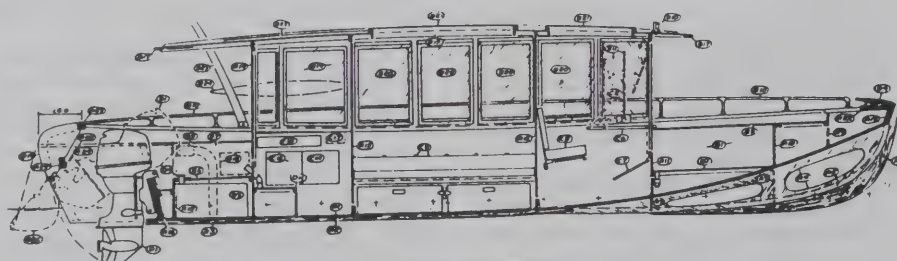
Displacement at 9" draft = approx. 4200 lbs. for 1200 lbs. of "people load"

Displacement at boot top lower edge and 11" draft = approx. 5600 lbs. for 2600 lbs. of load

Power = 10-75hp four-stroke outboard

Fuel tankage = 64 gals.

Holding tank = 33 gals.



Topaz represents an attempt to offer a comfortable, trailerable dayboat for up to eight, and light cruising capability for two in a relaxed, elegant, but very affordable appearance. Topaz is simple, but sophisticated in appearance and function.

Her airy, full headroom, glass house cabin configuration combines an open comfortable space with on-demand shelter from sun, wind, and rain, and the privacy of curtains around that large cabin volume. For what boats cost, they might as well be honestly useable throughout as much of the year as possible.

Whether from the driver's seat or lounging on the settees, she offers well over 300° of unstrained field of vision for all aboard for relaxed socializing underway and sharing of the experience, largely undisrupted by the lowest propulsion noise possible from the distant and "locked-out" power plant. Four large hinged windows per side open fully for ventilation, allowing screens to keep insects from joining in the comforts aboard. And, with doors opening to the bow and the stern cockpits, plus two hatches overhead, she offers maximum adaptability for near year-round utility.

This cabin layout locates most of the variable weights along her midsection for adequate trim with comfortable ergonomics, be it for swifter day outings by two with half fuel, or a full complement of friends for the mid-summer night party. Light coastal cruising for two is possible with her minimal but full headroom galley and head, good stowage under the settees for supplies, including a number of 2-1/2-gallon plastic jugs for water, a moderate battery bank, all assuming just days of independence from shore support between fill-ups of her 64 gallons of built-in fuel tankage.

In many locations, she should invite building a tradition of New Year's Day outings with friends and family as readily as the usual Fourth of July parties aboard.

Topaz offers an unprecedented hull shape with refreshing aesthetic opportunities. She requires modest investments in power, and modest investments in construction efforts. Her hull's slender and shallow proportions make for fine ends which, per given displacement, result in low resistance to run at moderate speeds on comparatively moderate four-stroke outboard power. Her long-slung proportions are rooted in the desire to be able so casually see over her bow while seated anywhere in her cabin, ambling past attractive sights at moderate speeds.

For limited power, her structure can be light and, with her displacement spread out over her length, resulting in just around 8 inches of draft. The challenge of this slender and shallow hull is thus to offer a viable combination of stability, strength, smooth entry and exit, and an appearance fit to be seen in anywhere.

Topaz derives her stability from an unrelieved flat bottom throughout more than half

of her total length. This bottom is a stout uninterrupted 1" thick lamination running stem to stern. It is both cabin sole and solid protection against impact on her trailer, on a dry-out berth, or from navigational errors.

The "V" shape of the forefoot allows soft running at displacement and low semi-displacement speeds, where Topaz will spend most of her time, without elaborate molding, staving, or torturing. It is achieved by just shaping the bottom proper to the up-sweep forward, indicated by the "chine" line.

Without cutting through the bottom panel, a pre-fabricated expansion of 1/4" plywood is then applied externally as a "nose," producing a rather sophisticated entry on an otherwise very simple square midsection hull shape. As a matter of safety, for more relaxed poking around the shore, the "nose" can be structurally sacrificed, running over or into unyielding obstacles without the hull proper taking on any water. Should the hull itself be punctured, she is, of course, unsinkable.

This bow shape solution allows an unprecedented combination of hull strengths, stability, and good flow, typically impossible with traditional V-bottoms, as those bottom-panels need to be twisted if not tortured into that V-shape forward, which requires rather undesirably thinnish hull skins or multiple layers, and often still results in rather crude geometrics for bad bow-shapes and "impressive" waves. At rest, Topaz's bow will be quiet, after all, she is supposed to be "elegant at any speed."

Her unorthodox stern shape combines good flow characteristics with unexpected visual appeal and structural and functional advantages. Topaz's stern is a result of a similar need to combine form, function, and aesthetics, the configuration of which still has to be affordable in cost, effort, and skill.

The highly desirable structural simplification that outboard power can bring to boat design (cleaner overall layout, thrust vectoring, full lower unit retraction, etc.) frequently comes at an aesthetic and some functional expense. There is the (presumably) inherent dictate of motorboard and powerhead inevitably dominating transoms, issues of accessibility of the propeller while afloat, the risks of outboard motors "drowning" from being exposed to wave action, always a greater risk with V-bottom requiring a lower overall mounting position, or just the challenges of doing maintenance on the powerhead without going overboard. And various "fixes" have been offered since the first outboard motor became viable.

Topaz's stern configuration should be a more viable and attractive solution than most. In conjunction with her overall slender shallow shape, it can offer both a straight run for easy semi-displacement speed behavior, and a clean flow along her tucked-in stern when she's just sliding along at 6 knots.

Locating the outboard a few feet inboard results, first of all, in an overall profile, that is in keeping with Topaz's mission of looking good at rest or under way. With the motor down, there are no excrescences in profile indicating her power plant, with her stern "grill" concealing it further from many rear angles. Incidentally, that grill also serves as a swimming ladder. And, while about 8 inches of the powerhead will show when the motor is up, there is no noticeable distraction from Topaz's overall silhouette.

Functionally the powerhead and lower unit are directly accessible from within the self-draining after cockpit for maintenance. And the motor's "inboard" location and relative elevation above the water, due to the hull's shallow draft, reduce the possible impact of wave action on the unit's reliability. Finally, it would be rather improbable to find her propeller and lower unit damaged as, structurally, the outboard is well protected from impact, be it on her mooring with other boats shaving past her stern or from collisions backing up.

Between her bow and stern action, she will look good just at around displacement speed with a 10hp high thrust unit and an overload of 5600 pounds displacement, or at maximum speeds of just between 15 and perhaps 20 knots, on between 50 and 75hp. With a very shallow typical hull draft of around 8 inches, she can readily be beached or just be tugged along with a rope wading through shallow waters into deeper channels again.

As part of her purpose as an affordable picnic boat, Topaz has a very simple hull structure. She can take full advantage of pre-fabrication and pre-finishing of her major components. It is possible to prepare just about every panel of that boat, cut it out, and finish it flat on the floor to be ready for installation, even prime many items, just leaving the glue and tape surfaces bare where they will join with others.

While not exactly empty inside, Topaz is really not "much boat" to dread assembly of, despite her 31' of length. With the exception of the bottom's outer surface, she is to be built right-side up. Her overall parts number is rather limited, and none require very specialized skills to produce a hull to a decent standard. She is light and with comparatively low sides and transom access easier to pursue interior work in. Furthermore, she requires comparatively limited efforts and funds necessary for the usual temporary supports and bracing during her assembly. Finally, as a project of serious capability and aesthetic appeal, it still won't be exhausting intellectually.

The drawings and building key define and locate every major component, such as steering system, engine controls, and other such items, with a few part numbers thrown in where confusion might be more probable. For instance, her 64-gallon fuel tankage consists of two stock off-the-shelf items. Galley components are discussed and located, with the simple self-contained stove undramatic to put aboard.

If you need refrigeration, consider a simple portable icebox on the after cockpit or a dedicated, well-insulated space under one of the settees, driven by an electric compressor. A wet towel over a cooler can do wonders. Her head is based on just a port-a-potty and a 33-gallon built-in plywood holding tank. Ground tackle and line and fender stowage are provided for, while a variety of places can hold safety items for immediate access.

Overall, Topaz's electrical "system" is rather limited, with just one "house bank" of 350Ah at 12V under the settees, and the isolated starter battery of your choice out in its box in the aft cockpit. It amounts to mostly navigation and interior lights, a 12V outlet or two, and some leads to those electronics black boxes. Placing electronics such as VHF, GPS, Fluxgate compass, etc. is up to you, but the plans indicate good locations for them. The large roof area offers opportunity of a few

square feet of photo-voltaics to trickle charge her when moored.

For the occasional physical strain of lifting long floppy plywood panels, advice on color coordination, or questions on how to program that GPS, family and friends might lend a hand occasionally for a few hours. This building key should leave little room for hemming and hawing; i.e., getting depressed, and losing time due to "yet another" setback. Quite frankly, if you get going with preparing individual panels, collecting various pieces of hardware, getting cushions and curtains in the works; i.e., get all those necessary preparations going before the full-time, dense, final assembly rush, your Topaz might very well hit the water within months after the start of the project.

Finally, with a dry weight of around 2500 pounds, if built in fir plywood, and nearer 2000 pounds if built in Okume, for instance, Topaz's weight is not much of a challenge to trailer. With careful matching of the trailer to the hull, she might be able to ride nestled between the wheels of a 3000-pound GWR single-axle trailer. The cars stout enough to tow around 3000 pounds may well be wide enough for their outside mirrors to suffice to see aft past her.

While perhaps intimidating on paper, her light length is a slender one, with bow and stern tucked in, allowing for less dramatic maneuvering even around town. In fact, after some training during quieter traffic volume, you might routinely whisk through town from your driveway to the launching ramp nearby or on different waters every weekend. But there is no need for a four-wheel-drive truck trying to claw through the algae slime and potholes of a crowded ramp. With a retracting third wheel on her trailer's tongue and an moderate 12V electric winch temporarily hooked onto your car's hitch, you could launch and retrieve just her and her trailer without ever risking getting the car's wheels wet, or worse.

Once you've wired up Topaz, running two strands of 0/2 gauge cable from your car's battery to your trunk to plug in that portable winch for a few minutes on the launching ramp is no big deal. On level ground, disconnect the trailer from the car, hook that winch to the hitch and its cable hook to the trailer, and give boat and trailer a good push to let gravity launch her while you push the winch's remote button to slowly pay out the cable for controlled descent. Keep the car idling in Park/Neutral to boost the battery, and set the brakes! Carry two wheel chocks?!

There will be no further prose to wrap up this discussion of Topaz.

Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930

David McKie Marine Surveyors

Member of
NPPA

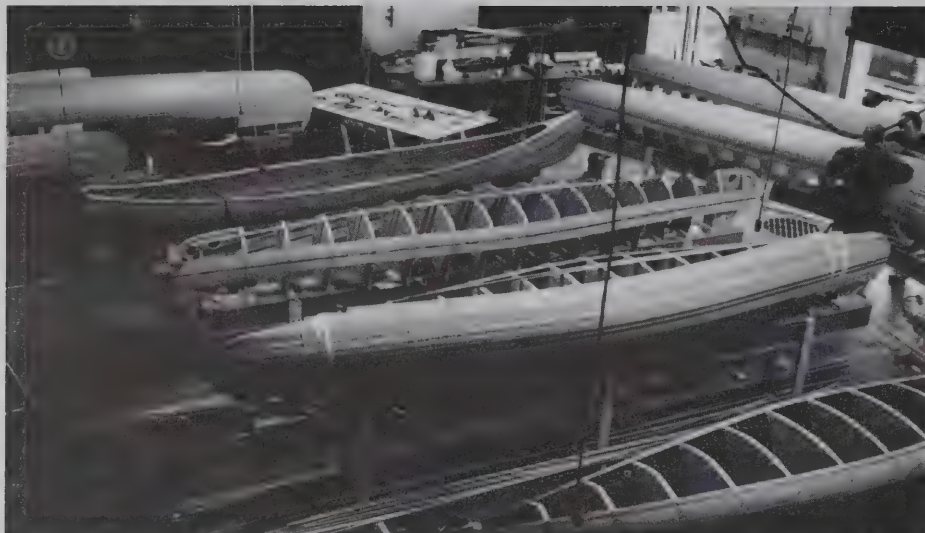


David McKie S A

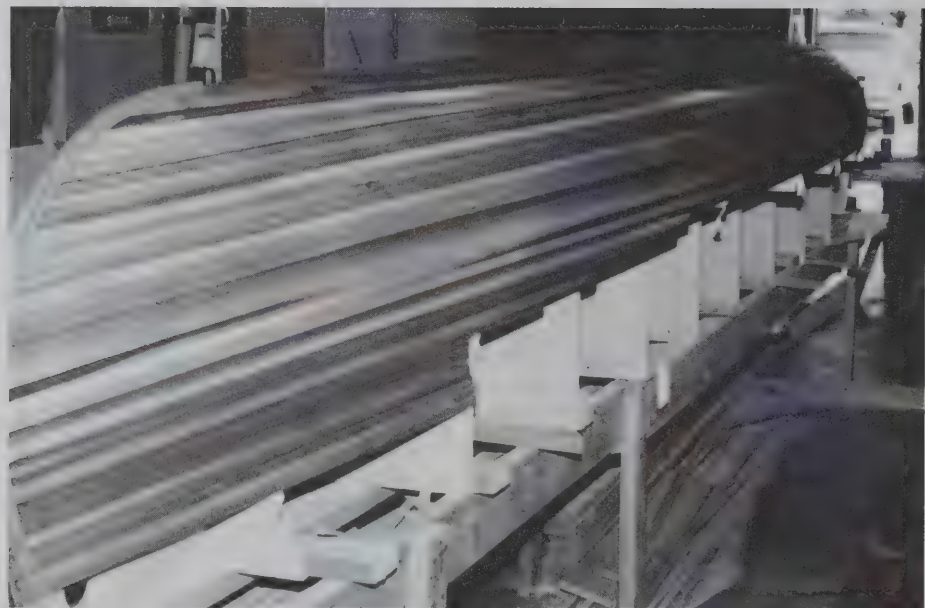
4 Highland Street
Rockport, MA 01966

Phone: (508) 546-2382
(508) 546-7701

E-mail: surveyor@shore.net



"Production line" in a hobby shop.



A nearly completed canoe.

Fairing a canoe hull.



Stripper Canoe and Kayak Too

By Ron Mamerow

As it is my belief that the Great Lakes do not have nearly enough amateur boat builders, I was glad to hear from a new club in the Saginaw-Bay City, Michigan area called the "Tri-City Amateur Boat Builders." After long talks on the telephone, it was arranged for a few of our "Middle Of Mitten Boat Builders Club" members to visit the Tri-City workshop, which is located in a local school for the time being. Three of us went up on April 22nd to see what was up with this group, and a really interesting morning it was. Much to my surprise, we found a shop with at least 14 boats in all stages of being built and one finished.

After meeting and talking with several of the members, I think I got the sequence of events that led up to this point. It went something like this: A semi-retired teacher, John Schmude, a man with a great amount of knowledge and dedication, decided to offer a class in building stripper canoes. In the beginning, the class learned to loft and build a 12-footer. Then they started on their own boats, built the strong backs, made the molds, cut all the cedar strips, milled the edges, then assembled them. All the boats I saw were very well done. The time and effort put into the stripper canoes and kayaks was obvious to us.

During the building process, the students formed a club so they could keep the construction going after the class was over. Then they started planning a symposium at a local park for this coming August. Plans are for some of the members to show their boats, some will give demonstrations on building stripper canoes, and some will give instructions in lapstrake planking. Also, there will be an epoxy seminar and a stitch and glue demonstration. The club also plans to have several paddle power boats in the water for anyone interested in trying them out. There will be no admission charge for the symposium, but the park charges an entrance fee of \$5 per car.

All in all, it appears the "Tri-City Amateur Boat Builders" have gotten off to a great start. Much credit for this must be given to the dedication and hard work put out by John Schmude who, like many others who love wooden boats, are willing to pass on their skills and knowledge.

I am happy to report, even though they are losing the schoolroom in which to build the boats, John is committed to finding a new space for continuing the classes. So we can hope to see the club grow and prosper over the years.

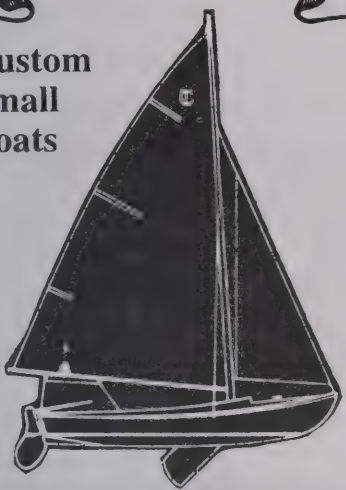
Anyone wanting more information on either club, "Tri-City Amateur Boat Builders" or the "Middle Of Mitten Boat Builders Club" can contact me:

Ron Mamerow, 980 Grand River Road, Owosso, MI 48867-9717, 517-725-7407, rmamerow@shianet.org.



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.

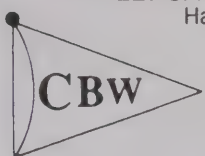
Mast Hoops

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

Builders & Restorers

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.

SOLID COMFORT BOATS



Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans

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

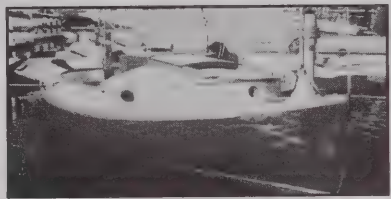
SUTHERLAND BOAT & COACH
4th Generation Boat Builder
Builds & Restores
Wooden Sail/Row Boats
Motor Launches & "Woodie" Wagons



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

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

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



"LYNX"

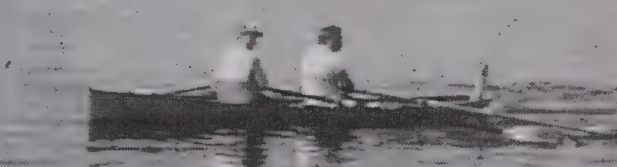
**Built in Your Choice
Wood or Fiberglass**
12' Kitten - 14' Cat
16' Lynx - 20' Cruising Cat
WOODEN BOATS
Built, repaired, restored by boatbuilders
using traditional methods.

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



Non-Plywood Clinker
Custom Best Quality
Small Craft Since 1961
Robb White & Sons
P.O. Box 561
Thomasville, GA 31799



Adirondack Wherry



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

S.N. SMITH & SON



BOATWRIGHT - TIMBER FRAMER

Maintenance Repair (508) 255-8226 Restoration Custom Building

P.O. Box 724 • Eastham, MA • 02642

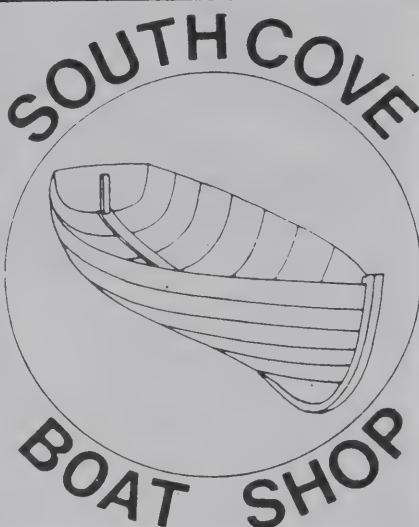
Catboat Preservation, Restoration & New Building A Specialty

O'CONNELL'S WOODEN BOATS



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

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



**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

ROB BARKER

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

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



THE ADIRONDACK GUIDE-BOAT

by the

Indian Point Guideboat Company

493 Engle Rd., Industry, PA 15052

Phone (724) 643-6001 Fax (724) 643-5457

www.by-the-sea.com/indianpointboat/
Gardner Callanen, Boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 10' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine" III

(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

William Clements Boat Builder

NEW BUILDING

RESTORATIONS

Traditional Lap-Strake ~ Glued-Lap Plywood ~ Cold Molded

BUILDING & RESTORATION SUPPLIES

Distributor For

Target Waterborne Marine Finishes
Matrix Adhesive System Epoxy

Free materials catalog

Boat photos & specs \$3.00



P.O. Box 87B

No. Billerica, MA 01862-0087

Telephone (508) 663-3103

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

CUSTOM SMALL CRAFT

Since 1981

Specializing in St. Lawrence Skiffs



QUARRIER BOATS

P.O. Box 125, Alstead, NH 03602

(603) 835-6985

ROBERT STEVENS BOATBUILDERS, INC.

Wooden Boat Building,
Repair and Restoration



Small Point Harbor, HC 32 Box 301, Phippsburg, ME 04562 • (207) 389-1794

NOT FOR EVERYONE!

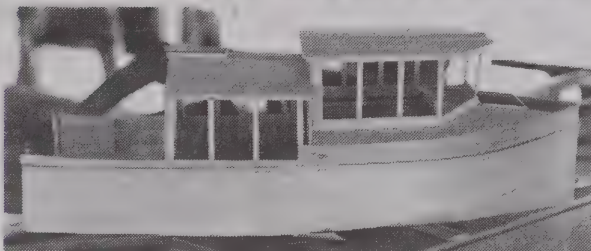


Photo: Peter Krupenye

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



SWIFTY 12

A light-weight, 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

Plans & Kits

SPoonBILL

15'10" x 5'0" Sailing Scow

Bilge Keels for shallow-water sailing and uncluttered interior - ideal for camping, or unrigged as open outboard launch. Extremely easy construction for homebuilders.



Study Plan \$1 from:

CONRAD NATZIO, The Old School

Brundish Rd., Raveningham,
Norwich NR14 6NT, UK
Phone +44 1508 548675



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/>

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, effects, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

TOTO



13'x30" DOUBLE PADDLE CANOE

TAPED SEAM PLYWOOD

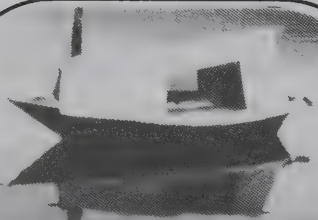
NO JIGS - NO LOFTING

\$15 PLANS

\$1 INFO ON 18 BOATS

JIM MICHALAK

118. E. Randall, Lebanon, IL 62254



Moondance

**a car top, sleep-aboard
cruiser for two... honest!**

The best boat in the world. How's that for modesty! And yet she's *extremely* stable, sleeps two or day sails four comfortably (with lots of gear, a big dog, banjo, etc.), is as fast as anything anywhere near her size, easily car-topped by one person, and about as simple to build as they get. Like I said, the best boat in the world.

11'3" x 5'2" hull 95 lb., sail 75 sq. ft.

Plans and full sized patterns -- \$50
Study plans--\$5

THOMSON SMALLBOATS
Box 670, Vestal, N.Y. 13851



Build A Clancy

Here is a fast, safe sailboat, ideal for sail training, youth programs and designed for the non-boatbuilder.

Order the easy-to-follow instruction book Build a Clancy today for only \$15.00. Order the Builders Package with major components drawn for you.

We ship anywhere.

Write or call for more FREE information.

flounder bay boat lumber



1-800-228-4691 dept. M
1019 3rd Street - Anacortes, WA 98221

YOUR DESTINY IS

KISMET

MULTIHULL DEZINES

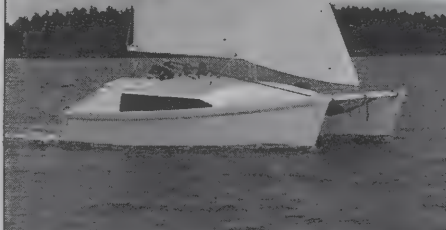
**SUPERIOR PERFORMANCE,
COMFORT AND APPEARANCE.**

**EASY TO FOLLOW PLANS FOR
PROFESSIONAL OR FIRST TIME
BUILDERS**

CATAMARANS -- 24 - 47 FEET
TRI-MARANS -- 24 - 43 FEET

KAYAKS - 16 - 18 FEET

BILL KRISTOFFERSON
P.O. BOX 161, GILLIES BAY, B.C.
CANADA V0N 1W0
PHONE /FAX 1-604-486-7434
EMAIL kismet@prcn.org




SWAMP YANKEE BOATS

I specialize in building just one boat with today's technologies. A stitch & glue version of Ruston'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



CANOE/KAYAK KITS ROWING/SAILING BOATS

Cove & Bead Cedar Strips • Books • Plans

MAS EPOXIES

Info Kit / Study Plans Package \$3⁹⁹

the NEWFOUND WOODWORKS inc. (603) 744-6872 fax (603) 744-6892

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

We Ship Anywhere

THE SIMMONS

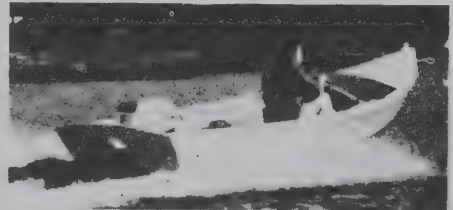
Sea-Skiff

**Classics of the North Carolina coast
from the sounds to the Gulf Stream.**

Outstandingly seaworthy, 30 mph with low power, light, simple (flat laps, straight planks) plywood lapstrake construction. Detailed plans and directions; no lofting.

Information packet - \$1

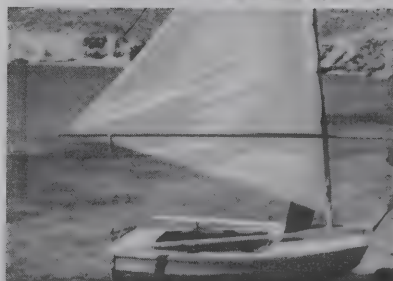
Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350



Sea-Skiff 18 <i>pictured</i> • 17'1" x 5'7" • 5" draft • 20-40 HP • Plans - \$30 US	Sea-Skiff 20 <i>twice the size</i> • 19'4" x 7'6" • 10" draft • 50-70 HP • Plans - \$45 US	Sea-Skiff 22 <i>20% bigger than the 20</i> • 21'6" x 8'3" • 12" draft • 70-90 HP • cabin versions sketched • Plans - \$45 US
---	--	---

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

Pygmy Boats Inc.

The GoldenEye hull is so clean, so light and accelerates so quickly... What a rush! I also really like the way the boat tracks, even in cross winds... It just seems to slip through chop. Thanks again for a great boat!

-- Kit Builder
Michael Bengry
Santa Barbara, CA

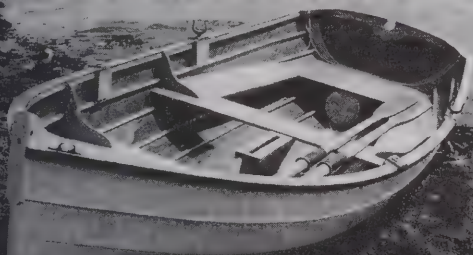


- RUGGED
- ULTRA-LIGHT
- 11 BOAT KITS
- 2 NEW KAYAKS
- PLANS

Join the Pygmy Fan Club

For Info Send \$2 to: PO Box 1529 • Dept. 9 • Port Townsend, WA 98368 • (360) 385-6143

The Penobscot 14



These two designs by Arch Davis feature straightforward construction and exceptionally detailed plans with full size patterns and illustrated building manuals. The Penobscot 14 is suitable for the builder with average skills; the 11 ft. Sand Dollar is designed for the complete novice. Choice of sailing-rigs. Kits available.

Study Packages \$8.00 postpaid. Plans \$85.00 + \$4.50 P&H

Videos: *Building the Penobscot 14* and *Building Sand Dollar*.

See how the designer does it. Each video two hours of hands-on details. \$29.95 + \$2.50 P&H/each.

Sand Dollar



ARCH DAVIS DESIGN

P.O. Box 119, Morrill, ME 04952 207-342-4055
www.by-the-sea.com/archdavisdesign/
ORDERS: 1-800-357-8091 (incl. Canada) Visa/MC

Also: Jack Tar, a 26' plywood lobsterboat. Info. Package \$7.00, plans \$107.00. Jiffy 22 cabin skiff, \$6.00/\$90.00. ACE 14 sailboat \$5.00/\$75.00.



BUILT IN GARAGES...

...And in carports and barns and basements and workshops.

Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or wood-working experience. A few hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo.

Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak.

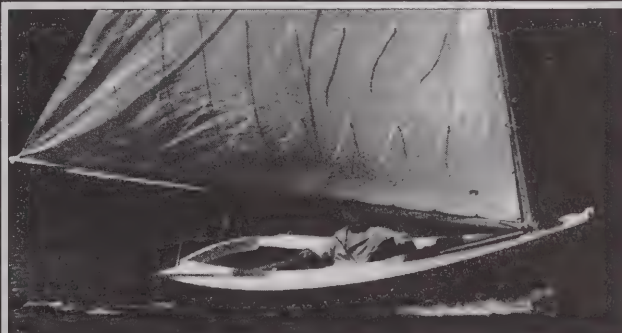
What our customers do have are the lightest, most advanced, easiest to build, and (we think) the prettiest sea kayaks available.

So call for our free catalog of kits, plans, finished boats, materials and accessories. And move that car out of the garage.

Chesapeake Light Craft, Inc.

1805 George Ave. ♦ Annapolis, MD 21401 ♦ (410) 267-0137
kayaks@clcinc.com

10 easy-to-build kayaks by designer Chris Kulczycki



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

OKOUME • SAPELE • TEAK

MARINE PLYWOOD
Hardwood Plywood
Hardwood Lumber

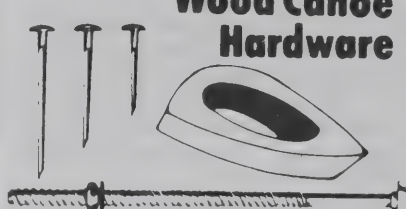
1 (800) 899-1664
We Ship Anywhere!

MAINE COAST LUMBER
35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

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

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



- 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!

Supplies

GAMBELL & HUNTER
SAILMAKERS

Sails and Rigging



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

MATSUSHITA
CARBIDE-TIPPED BLADES
Smoothest cuts. Thinnest kerf. Least power. Best buy: 7-1/4" comb., 1/16" kerf, \$26ppd. "Cuts better than blades costing three times as much." Mac McCarthy (Feather Canoes). "One blade that stands out above all others." Construction in ID.

DAVE CARNELL
322 Pages Creek Dr.
Wilmington, NC 28411-7850 (910) 686-4184

- 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

DARBLER SAILS



TUBULAR PLYWOOD!
Incredibly strong!
(A 1-1/2" dia tube on end supports 3000#)

Absolutely waterproof!
Exterior or interior
Amazingly light!
(8 feet of 2" dia cherry weighs only 28 oz.)

Outside Diameters from 1" to 4-1/2"
Standard 1/8" wall thickness.
Teak, mahogany, white ash, many other species.

Masts, booms, handles, spars, chart cases...
BrandNew
1-800-964-8251

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)
- **NESTE** 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**

ORR'S ISLAND BOAT WORKS
Authorized Dealer
9-170hp Diesels
Full Parts Inventory
Expert Technical Assistance

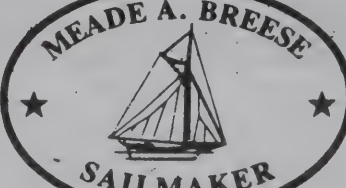
RFD 1, Box 731, Rt. 24 (800) 339-6777
Orr's Island ME 04066 (207) 833-5852
E-mail: oibw@biddeford.com

YANMAR

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

MEADE A. BREESE
SAILMAKER



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing
(410) 639-2646
P.O. Box 546 Rock Hall, MD 21661



ATLANTIC COASTAL KAYAKER

Now in Our 6th Year!

Would you like to
read more, lots
more, about sea
kayaking?

Atlantic Coastal Kayaker will
bring you 40 pages monthly all
about sea kayaking, 10 times a
year (March through Decem-
ber).

Accounts of Paddling
Adventures
Expedition Reports
Paddling & Rescue Techniques
Wildlife Appreciation
Kayaking People
Equipment Evaluation
Reflection & Insights
Access to the Sea
Kayaks You Build
History & Culture
Events Reports
Places to Paddle

**All this for only \$20
(10 issues)!**

Like to see a sample
issue? Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

State: _____ ZIP: _____

Send Check for \$20 Payable to:
Atlantic Coastal Kayaker
P.O. Box 520, Ipswich, MA 01938
(508) 356-6112 (Phone & Fax)

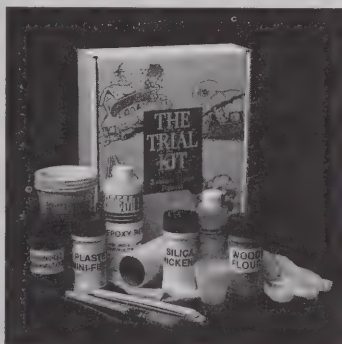
We wrote the book on epoxy.

Right now, when you order our \$10 Trial Kit from System Three, you'll
also receive THE EPOXY BOOK free.

It's so packed with information on how to get your project done, you won't
be able to put it down. Like which products to use where. How-to tips
you won't find anywhere else.

So for only ten bucks you'll get THE
EPOXY BOOK, plus 12 ounces of resin
and hardener, fiberglass cloth, brushes,
measuring cups, fillers, a roller cover,
squeegee and gloves. It's a big box of
stuff that will give you a hands-on
understanding of how epoxy works.

Send us the coupon below or call our
order desk at 1-800-333-5514 and
use your credit card. Call now and
your kit and book will be on their
way to you today.



SYSTEMTHREE

See us on the web at:
<http://www.systemthree.com>



My \$10 is enclosed. Please rush me the Trial Kit, and my very own copy of the **Epoxy Book**.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Telephone: _____

System Three Resins • P.O. Box 70436 • Seattle, WA 98107 • (206) 782-7976

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)



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)

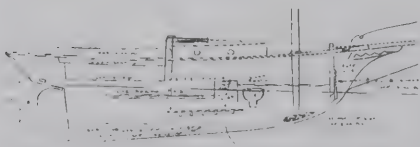
24' Sharpie Sloop, Wm. Atkins design, blt '71, restored '96. 9.5hp OB. Asking \$5,500. Call for details.
KAREN MITMAN, Wiscasset, ME, (207) 882-7693. (5P)

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 Luger & cash.
MARK SHERBAK, Lisbon, ME, (207) 353-7128 before 9pm. (5)

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

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

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



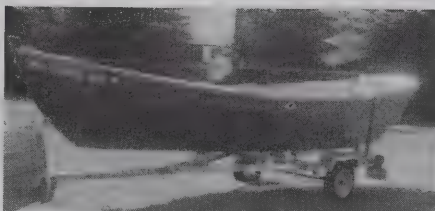
Friendship Sloop, 23' beautiful classic lines, unfinished hull. \$1,500 firm.
SIGMUND EVANKOW, Lyme, CT, (860) 434-2737. (5)

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.



20' Lowell Sport Dory, used periodically but N.R. W/9.9 Yamaha 4-stroke in motor well & galv trlr. \$2,500 firm (\$1,300 firm w/Yamaha).
DAVID SCHMOYER, Macungie, PA, (610) 966-4985 eves. (5)

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/Vetra/epoxy, internal lead ballast, rewired & reinstrumented '97. \$15,000.
ART TONCRE, Rockland Harbor, ME, (207) 596-5514. (5)

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



Island Creek 18', designed & blt by George Surgent. FG hull w/blt in flotation tanks, rudder & CB. Beautifully finished wood deck, seats & floor boards. Hollow wood mast, Beirig sails, wood shell blocks, oars & Seagull OB (like new). A real gem. \$4,500.
GEORGE SURGENT, St. Leonard, MD, (410) 586-1893. (6)



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)

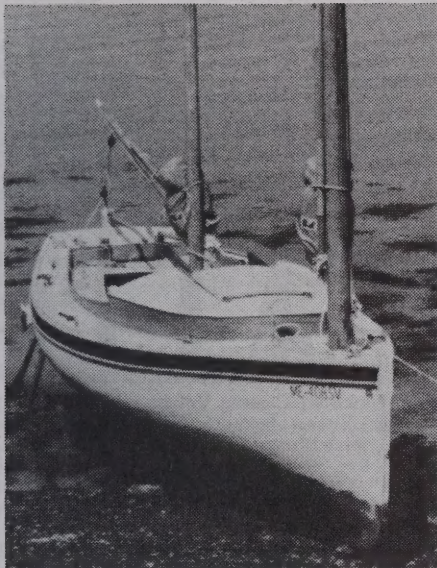
FG Daysailer, similar to O'Day. Newly added in '97: New custom mainsail; new running rigging; painted topsides, deck & cockpit; teak & mahogany brightwork finished w/Sikkens; new tires on sound trlr. \$2,000.
RICK LAPP, Muncy, PA, (717) 546-8372. (5)

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)

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



23' Casco Bay Hampton, cat ketch standing lug rigged. Grt day sailer camp cruiser, room fro 2 belowdecks, spacious cockpit. Vy gd sea boat. Sound hull, pine strip planking on white oak. All there ready to cruise the coast. A lot of boat for \$3,000. Moving to CA, must sell, any offer considered. STEPHEN FLORIMBI, Appleton, ME, (207) 785-2712, email: <florimbi@midcoast.com> (6)

26' Balboa, '74 FG, 22" draft swing keel up, 5' down, 4 wheel trlr, 5,000lbs total tow weight, 10hp Chrysler OB, 5 bunks, 4 sails, much equipment. \$5,000 or trade for Dovekie or similar. JIM DELCAMP, 3540 Childs Lake Rd., Milford, MI 48381, (248) 685-8406. (6)

Sea Pearl 21, w/trlr & camper top. \$4,000. **Bolger Gypsy**, sail, oars, Magic Tilt trlr, all stored indoors. \$750. LEANDER HARDING, Stamford, CT, (203) 323-7359, <harding@netaxis.com> (6)

15' Bolger Gypsy, leg-o-mutton rig. Blt '96, exc cond, incl oars, new 59sf sail, nearly new Shorelander trlr. Located nr Kemptville, ON, short drive from upper NY state. Asking \$1,500 Canadian. BURTON BLAIS, South Mountain, ON, (613) 989-3517 eves, (613) 759-1267 days. (6)

Beetle Cat, Hull #106, professionally restored '95, exc cond. W/trlr. \$3,000. **Mackinaw Boat**, launched '87, sailed until '91, inside storage since. Nelson Zimmer design from *WoodenBoat*. 18-1/2' dbl ended gaff ketch, northern white cedar on white oak. 240sf sail area. Distinctive day sailer in exc cond. \$8,000. **22' Friendship Sloop Project**, hull, deck & rudder. Solid FG heavily blt by Passamaquoddy Yacht Co. in early '70's. Orig constr manual, sail plan, 1,000lbs inside ballast (old chain), cradle incl. Gd project for someone w/extra time. \$500 OBO. GARY PARKER, 46 Green Ln., Jamestown, RI 02835, (401) 423-2325. (6)



14' Parsons Lake-N-Sea Runabout, '58 FG, '61 Merc 400E OB. Splendid late '50's bustleback design. Vy solid boat, many hrs spent in restoration. Ready to cruise. Asking \$1,200. DAN MC NALLY, N. Plainfield, NJ, (908) 791-1581. (8)



26' Tankook Whaler Replica, by Van Dyne. FG hull, hollow Sitka spruce masts. Gaff rigged main & foresail, jib & fisherman topsail. 5hp British Sea Gull that starts & runs consistently. Exc cond, buying larger boat. \$5,750. PAUL MIDDLETON, Richmond, VA., (804) 285-0712. (6)

18' Interlake, FG hull, CB, main, jib, spinnaker, 3.5hp motor, trlr. All gd cond. Fast well mannered sailer. \$1,950. JOHN ROOMES, Sidney, OH, (937) 498-3202 days, (937) 492-3016 eves. (6)

Beetle Cat, the classic. New ribs & caulked '97, sail & spars in gd shape, nds paint only. \$2,200 takes boat, trlr & 3hp Seagull OB. DONALD COHEN, 64 Broadway, Smithtown, NY 11787. (6)

15' MFG Niagara Runabout, FG w/35hp electr start Johnson OB. Also has bimini, old trlr, flotation cushions, docking lines, anchor & more. Ready to go. \$1,900. DAN GONNEAU, P.O. Box 343, Shelter Island Hts NY 11965, (516) 749-4151 wknds, or lv message (718) 726-3549. (6)

17' Mohawk Ranger Canoe, FG, w/Class C sail rig. \$750. PAUL LUBARSKI, P.O. Box 813, Severna Park, MD 21146, (410) 647-4708. (6)

9-1/2' Ensign FG Sailing Dinghy, 2hp British Seagull OB w/stand, Davis oarlocks w/oars, Danforth & mushroom anchors, new life jackets, new cartop racks & many more goodies. \$850 for all. RON FILLMORE, Byfield, MA, (978) 465-0681. (6)

Used Compacs, 2 - 16', 1 - 19', 2 - 23'. FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (6)

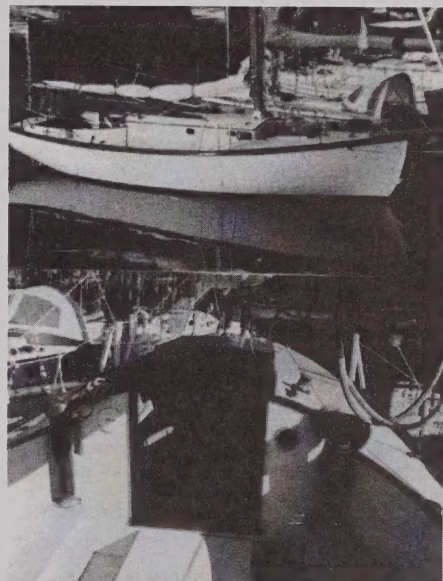
Bolger/ Payson Bobcat, blt faithful to design, w/ detail changes; i.e. slightly cambered deck, slanted coamings. Dacron rigging, Harken blocks, almost new Dacron sail. Had much fun building but for health reasons sailed her less than half dozen times. Price reduced to \$1,950 firm. Photo on request to serious prospect. HANS WAECKER, Cliff Island, ME 04019, (207) 766-2684. (6)



Custom Tugboat, Bolger 16' Microtrawler. Wood/epoxy, unsinkable. Slps 2, standing hdrm, galv trlr. No motor. \$7,500. Optional motors available. BOB CUSHING, Cazenovia, NY, (315) 687-6776, (315) 687-7220. (6)



Great Sea Boat, '65 30' Jonesport lobsterboat by Harold Lathrop, Gouldsboro, ME. Classic lines, cedar planked. 292 Chevy engine. Exc cond. Hull perfect, house nds work. \$7,000 OBO. JAY GUSTAFERRO, Gloucester, MA, (978) 283-4762. (6)



'52 Crocker Aux Sloop, 30'6"LOD, slps 4, enclosed head, hull & engine compl rblt last yr. Perfect cond. Old Town dinghy. \$25,000. DAVID JONES, Camden, ME, (207) 236-7048, (617) 424-9625. (6)

21'6" Beachcomber Dory, professionally blt to John Gardner's plans, vy gd shape, Sitka spruce spars, nds sails, \$1,500OBO. **23'6" Pearson FG Sloop**, '69, full keel, exc cond, hvy duty, grt sailing boat, full sail inventory, new 4hp Mariner OB w/ alternator, many extras. Will sacrifice at \$3,500. **Bolger Shoebox Dingy**, 5'6", blt in flotation, exc cond. \$100

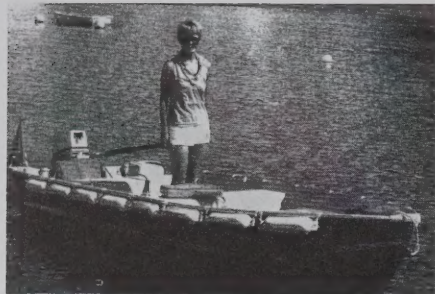
STEVE REDMON, 1315 Fisk Rd. SE, Grand Rapids, MI 49506, (616) 241-2616. (6)

24' Rainbow, S&S design sloop, huge cockpit, on trlr. Asking \$2,000. **22' Ranger**, new main, grt sailer w/wknd accommodations. Asking \$2,500. Both in sound cond.

HARRY DUDLEY, Landmark School, Prides Crossing, MA, (978) 921-6660 days, (978) 526-1176 eves.



17'2" Classic Wood Old Town, lapstrake cedar planked, ash ribs, mahogany deck, gunwales & ventilating windshield. 30hp & 4hp Johnson OB's, vy few hrs use. Never in salt water. Shoreline trlr, electric winch. Mooring cover, many extras. Once in a lifetime boat in mint cond. \$9,900. JOHN SCHMIDLIN, RFD#1 Box 351, Machias, ME 04654, (207) 255-3778. (6)



13-1/2' Starcraft SL14, '93 4 person/700lb capacity, custom foredeck w/storage under, all fenders incl, '94 8hp Honda BF8A 4 stroke OB. Marina maintained, perf cond. \$1,800. STUART DAWSON, York Harbor, ME, (207) 363-7436, (617) 926-3065. (6)

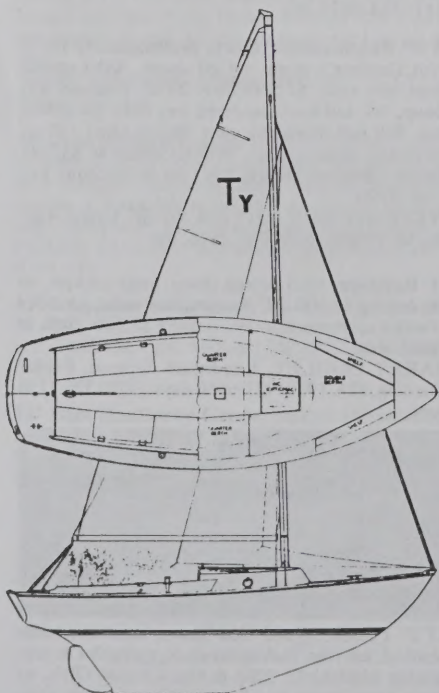
22' Drascombe Longboat, FG, galv E-Z Loader trlr, 7-1/2hp Honda OB, yawl rigged, roller furling jib, 2 sets sails, full boat cover, oars, 1 person launch & sail. \$5,250, BO, or trade for Lugger & cash. MARK SHERBAK, Lisbon, ME, (207) 353-7128 before 9pm EDT. (6)

Classic Wooden Sailboats: '57 H-28, \$18,000. '60's Beetle Cat, \$2,600. '98 Haven, \$27,500. '46 H-12-1/2, \$20,000. '30's Dark Harbor 12, \$7,200. And more. DAVID JONES YACHT BROKERAGE, Camden, ME, (207) 236-7048. (5P)

'57 Penn Yan, 15'. \$350. BOB O'NEILL, Brick, NJ, (732) 477-1107. (5P)

ORCA Sail Trainer, for kids, 10' long, design by Antonio Dias featured in *WoodenBoat* #128 Jan/Feb '96. Blt as prototype by The Newfound Woodworks, Inc. Compl w/sail & 2-pc mast. Ready to sail! \$1,600. NEWFOUND WOODWORKS, INC., Bristol, NH, (603) 744-6872. (6)

16' Old Town Wooden Canoe, new planking, ribs, seats, stripped, oiled, recanvassed. You finish w/keel, gunwales, paint. AA grade. \$575. DANIEL HAMILTON, Kennebunkport, ME, (207) 967-5357. (5P)



19' Classic Cape Dory Typhoon, '71 GF w/teak trim, full keel. Alberg designed. '90 trlr, new sails, motor mount, I/O cushions. Slps 2. \$4,750. BUD BECKER, LaCrosse, WI, (608) 783-6565. (6)



Classic 16'9" Lyman, '62, Gater trlr, no motor. Convert top, mooring cover & orig cushions. Lap-strake planked, ash ribs, mahogany decks, seats & windshield. Still white & bright. Garaged last 12 yrs. Gd cond. \$1,100. Looking for a Lyman lover. P. RICHTER, 123 Lower Flying Point Rd., Freeport, ME 04032, (207) 865-3484. (6)

West Wight Potter, '85, trlr, main, jib, genoa, cabin & cockpit cushions, anchor, etc. All gd cond. \$2,300. R. BRIDGE, Laurel, DE, (302) 875-0879. (6)

18' Interlake Sailboat, FG w/wood trim. Gd cond. \$1,500. TOM TITUS, Tecumseh, MI, (517) 423-7547. (6)

BOATS WANTED

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)

Nemah Sailing Skiff, gd cond. TOM TITUS, Tecumseh, MI, (517) 423-7547. (6)

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)

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

SAILS & RIGGING FOR SALE

BSD Kayak Sail Rig, 36sf, double zipper reefing, fully battened, red & white, w/aluminum 3 part mast, CB and CB mount. Used only a couple of times, too small for trimaran kayak. \$200. **Dacron Main & Jib**, main 20'6" luff, 9'9" foot, approx 100sf; jib 15' luff, 7' foot, approx 50sf. Little used, exc cond. \$200. BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm best. (TF)

SALES & RIGGING WANTED

Sail Rig, for Porta Boat, or "Outboard Sail". S. PIQUET, P.O. Box 45, Warrens, WI 54666, (608) 378-4270. (6)

GEAR FOR SALE

British Seagull Genuine Parts & Service. Please have full Serial Letter/Number code from R/H side of crankcase for identification. ROB ALLAN, 15402 85A Ave., Surrey, BC V3S 5N7, Canada, (604) 543-3192. (EOI 9P)

'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 watermrk@ime.net. Full color catalog \$2 free w/your order. WATERMARK, Suite 402, Lafayette Ctr., Kennebunk, ME 04043. (TFP)

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)

Small Boat Trailer, 15' to 18, heavy duty springs & axle. Could carry up to 1,500lbs. Asking \$500. THE NEWFOUND WOODWORKS, INC., Bristol, NH, (603) 744-6872. (6)



The Bulwagga Marine Anchor, sets immediately, unfazed by weeds! Easily retrieved, even in rock & ledge, has retractable shank. High holding power to weight ratio. One year money back guarantee. NOTECO INC, Crown Point, NY, (888) 674-4465 toll free ph/fax, www.noteco.com (8P)

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

Volvo 2002 Marine Diesel, 18hp @ 3200rpm, 2 cyl. Low hrs, gd running takeout. Less gear. \$1,995. Can arrange delivery. JAY FOLEY, Worcester, MA, (800) 233-6539 days, (508) 753-2979 eves, (401) 466-5122 wknds. (6)

GEAR WANTED

Detachable Metal OB Bracket, for 4hp OB. HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385-4313. (6)

BOOKS & PLANS FOR SALE

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 bygone series of adventures with his Townie and the *Damn Foole* 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)

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)

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)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411-7850. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boat'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)

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)



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)

"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)

Used, Rare, Out-of-Print Nautical Books, send for free list. Search service.

JUST BOOKS, RR2 Box 214, Mt. Vernon, MO 65712, (417) 466-4282. (8P)

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)



A \$400 Touring kayak For \$85? Yes! Just spend an easy 10 hours & you'll have Li'l Beauty, a nationally advertised 39lb 2-person, perfect for camping, fishing or just exploring. Send \$2 for exciting photo-info brochures or \$16 for the compl bldg manual.

HOBBYCRAFTS, Box 158-E, Vilas, NC 28692. (TFP)

Wooden Boat Magazines, issues 1 thru 142 (8 & 9 missing) plus both indexes. \$350 00 + shipping, approx 100lbs.

JACH HAUGHEY, 37 N. Esplanade St., Englewood, FL 34223, (941) 473-0364. (6)

Wooden Boat, Nos. 1-140, compl set, indexes, 1st 100 boxed. Exc cond. \$350 + shipping.

PAUL LIPKE, Montague, MA, (413) 367-2878. (6)

Albee 18' Round Bottom Daysailer, compl plans & instructions. \$5.

R. ALAN, 960 Trapelo Rd., Waltham, MA 02154. (6P)

Plans, for Ian Oughtred Caledonia. Never used. \$75. LEANDER HARDING, Stamford, CT, (203) 323-7539, <harding@netaxis.com>

Used Marine Books, incl titles in yachting, small craft, boatbuilding, naval architecture, ancient shipbuilding. Herreshoff, Crosby, Coles, Payson, Bowker, others. Also trade literature incl orig Lyman catalogs & brochures. Assorted half models. SASE for lists.

OWEN CECIL, Box 634, Oscoda, MI 48750. (5P)

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)

Old Canoe Catalogs.

LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

MARINE RELATED ITEMS FOR SALE

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.

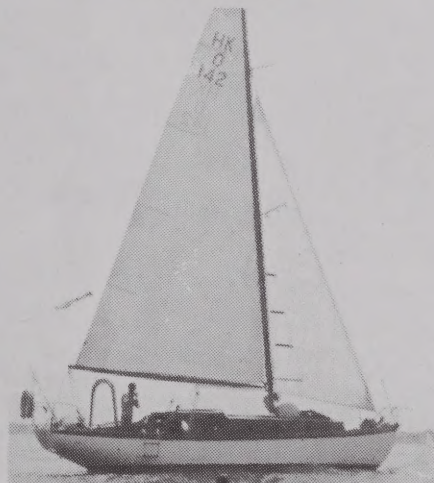
DEB WILLIAMS, PO Box 1031, Norwich VT 05055, (802) 649-2204 eves. (9P)

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)

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)

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)



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)

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)

KLEPPER FOLDING KAYAKS GALORE

"For The Few Who Expect More"

We Specialize in Folding Kayaks Exclusively

KLEPPER • FEATHERCRAFT FOLBOT • NAUTIRAID • POUCH

All in stock • We ship • Why wait?

Best Selection • Best Price

Save when you buy from Klepper West

Tel (530) 626-8647

Klepper West

Western Folding Kayak Center

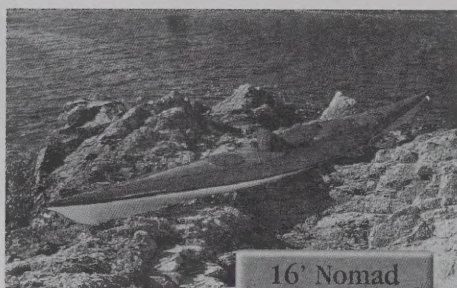
6155 Mt. Aukum Rd.

Somerset, CA 95684-0130

→ We buy used Klepper folding kayaks ←



18'2" Shearwater



16' Nomad



12' Sea Otter

◀ HERITAGE KAYAKS ▶

ALL MODELS

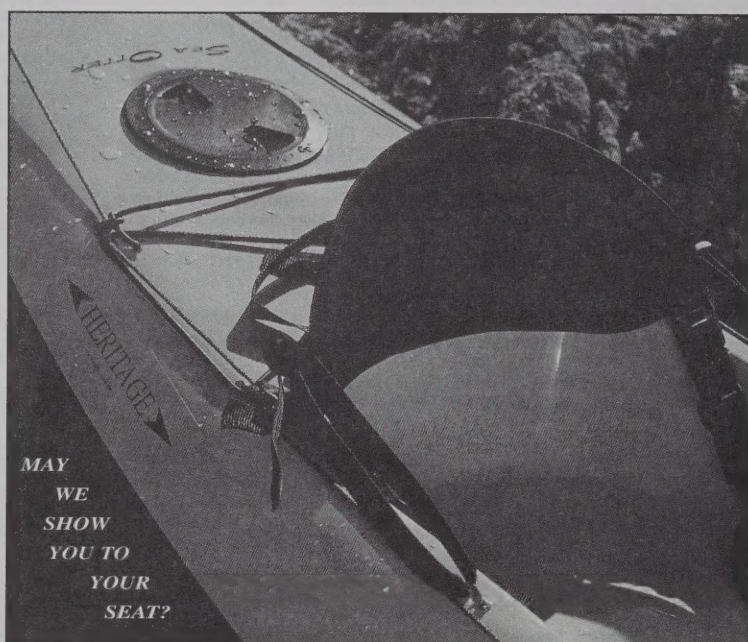
Have
self-bailing
open cockpits

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.

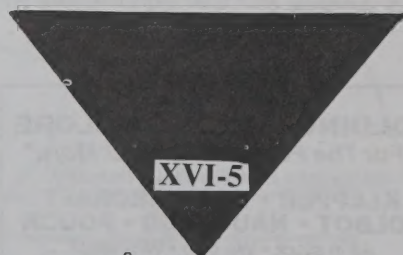
WWW.HERITAGEKAYAKS.COM

(781) 237-1114

For brochures, call
800-430-0998

24 hours, 7 days

POSTMASTER: ADDRESS CORRECTION REQUESTED



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

