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Special Features This Issue
Looking Back on the Wooden Boat Show
Whisper Cruises the North Channel - Just Ducky...a 7' Catboat



messing about in BOATS

Volume 16 - Number 10

October 1, 1998



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Volume 16 - Number 10
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In Our Next Issue...

More adventure tales will include Ross Miller's "Shakedown Cruise"; Jim Thayer's "Starvation"; Bob Halsey's "Sailing Canoes for Pleasure & Racing"; Frank San Miguel's "Everything Would Have Been Okay..."; and Bill Ridlon's "The Monhegan Who's Take a Paddle".

Back in the shop, Bob Hawk reports on "Building Glen L's Rob Roy"; and Robb White reveals "How I Became a Boat-builder".

Designs will include Bill Harding's "The Stuart Knockabout"; Paul Bennett's "Sagamore Tender"; and Richard Carsen's latest "Dreamboat", "Orpheus' Song". Phil Bolger will be with us also.

Dynamite Payson begins his two part feature on "The Great Tool Hunt"; Bruce Gorman brings us "The Inside Skinny on Boat Canvas"; and Paul Burri explains that wonderful tubular plywood, "Hollywood".

On the Cover...

It was the last day of summer sailing school at the Landmark School when I joined the "big kids" (11-17) on a sparkling August day off the Massachusetts north shore and caught a fleeting glimpse of my long gone youth. More photos featured in this issue.

Commentary...

Reader and contributor Robb White has some views on our recent safety column all about people drowning in small boats through ignorance and so I'm turning this page over to him this issue:

"About that sinking and drowning business on Page 3 of the Aug 15th issue: The trouble is not the design of the boats or lack of regulation and requirements for safety products. The drowning problem is not restricted to little boats either. These requirements are peculiarly distributed in the boating business.

Little boats have to have enough foam so that they can be sawed in half without sinking while big boats whose water-tight integrity is in the hands of rotten hoses and rusty sheet metal clamps, with innocent passengers asleep in their beds, will sink like rocks.

Kids who are able to swim like seals are required to wear life jackets in all boats under twenty six feet while old fat, drunken poos who couldn't even climb back in the boat if they fell out are not. I guess the logic is that children are more valuable than adults.

Because so many people drown in boats in this country with all these regulations, maybe the logic is backwards. Maybe we ought to de-regulate the whole business like other countries with fewer drowning deaths do, say like the Bahama's where nothing is regulated and hardly anybody ever drowns.

While nobody in the remote places where boats are essential ever has a PFD, VHF, ESPD, flare gun or sticker of compliance, they all have a big jug of water and some kind of way to move the boat if the motor quits (they can scull a surprisingly big boat surprisingly fast), and.... experience. Maybe the problem isn't with the boats, safety equipment or regulations but with the people who go boating. Maybe there are people who ought to stay home and watch some more TV or go to amusement parks and ride the rides so they won't get themselves into a fix.

Three common fixes happen around here all the time: We live on an island that is 3-1/2 miles from the mainland at the closest place. Fat people come over here on jet-ski's and cavort around, run out of gas on the way back and are swept out the pass by the three-and-a-half knot current whether they stay with the dead jet ski or not. Fortunately, they hardly ever die because of their stupidity.

Towboat Harry charges \$300 to go get a dead jet-ski even though they tow pretty good. It is usually pretty rough in the pass, so he likes to wait for them to get out past the tide rip. One reason is so he won't bust the damn thing wide open trying to get made up to tow in the chop and make a slick of gasoline. Another reason is so that the operator of the jet-ski will have time to holler until his voice is gone so Harry won't have to listen to all sorts of foolishness on the way back.

Another example is the phenomenon we call "left by the land breeze". In the summertime, the difference in temperature of the water and the land usually causes a nice cool breeze from the land at night and in the early part of the morning. People on the beaches of the mainland wake up and feel this little wind and holler, "Cool," and drag the beach catamaran off the sand for a sail. They get out pretty far before the land breeze dies completely and they are swept out the pass by the

same three-and-a-half knot current.

Harry charges \$300 to go get a dead Hobie Cat even though they don't tow worth a flip. He doesn't charge extra because "flip" is the right word. He likes to see them doing that back behind his boat all the way back to the mainland. He uses a one inch dacron towline with a good swivel in it so no matter what the catamaran does back there, it doesn't affect the progress of his big six hundred hp. steel boat. He says he doesn't lose a knot even when the damn tow dives to the bottom.

Some people trust a battery to crank an engine. They'll go out fishing or partying and listen to the radio, call and chat on the VHF, run the depth machine, maybe the radar and the Loran and the gps a little. Finally one of these things ain't doing like it ought to do and they beat on it and cuss it and call some more on the VHF to tell everybody that "X" brand Loran ain't no damned good but nobody seems to "have their ears on". Finally they key it one more time and the engine cuts off. They don't know it but it isn't the Loran or the VHF, it is a little wire somewhere that has had a little too much salt water and, though the battery was up when they left, the engine hasn't been putting back anything all day long and it is dead. The VHF pulled out the last electron. Hopefully, somebody notices and calls Harry.

Harry doesn't charge the same for a long run that makes him miss supper and Vanna White as he does to go to the pass for a jet ski or a Hobie Cat in the middle of the day. He is liable to take his time and finish his supper and maybe even watch a little Jeopardy before he goes down to the boat in a case like that. The bloody fish water in the ice box can get kind of nauseating on top of all that beer while those folks are waiting.

It is easy to tell who Harry is around town because he always carries a little hand-held VHF in one pocket so when one of his spotters calls, he can get right on the job. Harry loves his work. They say he will run over you if you try to encroach on his territory. I wouldn't dream of it. I can't dream of any way to regulate his customers or their craft so that they won't continue to put money into Harry's pockets either.

Unfortunately, all this incompetence is not always amusing. Just lately, some fishermen went out in a 20' outboard boat. When they didn't come back, their people called the Florida Marine Patrol. The fishermen had followed all the written rules and had even left a float-plan with the exact Loran numbers of the place where they were going to go fishing. The Marine Patrol found the empty boat anchored right there. They finally found one of the fishermen, 50 miles downwind, almost dead from exposure. The others were never found at all.

It turns out that when they got ready to come back, the single outboard wouldn't start, and they ran the battery down so low that the VHF was too weak to send very far. The boat was too big to paddle with the paddle that is required by law and after they finished drinking up the two liters of store-bought water, shooting up all the little shotgun-shell flares boats that size are required to carry and cussing the VHF, they got tired of waiting.

A twin engined outboard or inboard boat is not foolproof either. My own neighbor, right here on the island, has the biggest-deal twin-engined outboard boat you ever saw in your life. For safety (he told me) both engines are completely independent of each other. Two

batteries, two fuel systems, two sets of guages, four fire extinguishers.. ready.. ready to burn a world of gas and blow out a big oil slick at just the turn of a key (well, two keys). I know he thinks I am a fool with my little single, rope pull, engine on my little skiff (he probably doesn't know anything about those nine foot ash oars lashed to the floorboards).

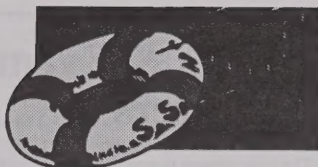
The other day, he couldn't go when he got ready.. couldn't wake up a single one of them 500 horses. I watched him lugging two enormous batteries into the house so he could get to the big diesel generator that he keeps for power outages and just such unforeseen emergencies as this. After he had run the loud, stinking generator all morning long, he lugged the two batteries all the way back out to the boat and when the damn thing still wouldn't start, he stood around on the porch with his cellular phone for a long time (this was before Harry or there wouldn't have been any story) and finally came to ask me if I could run him to the mainland to try to find his mechanic.

It was rough, and I was just fixing to take my afternoon nap, so I decided that it would be easier to take a look at his boat. I found that the two switch keys, way up front, that activated the two starter solenoids, way back in the back, were fed by one hot wire from one of the batteries and that wire was connected to the electricity distribution center with one of those crimp-on doohickeys which had been eaten by electrolysis from salt water leaking down into the dashboard through the screws that held one of his VHF radios which got fire from that same one wire. After I got him going (he had more or less ruined those two batteries with overcharging) I almost told him how lucky he was that he was anchored in his own back yard and wasn't trusting his life to a factory-installed, salty-wet, crimp-on electrical connector while he was bottom fishing half way to the Florida Middlegrounds like he likes to do, but I didn't say a word.

A lot of people think a big motorboat is like an automobile but no matter how much money they spend, there are two major differences: First, you can always walk away from a dead automobile. Second, an automobile doesn't have to go in salt water all that much.

You can't effectively make boats perfectly safe or people wise by regulation. It is possible that some folks trust the regulations to lull themselves into a false sense of security. They figure that if things are so well regulated, the equipment must be safe so, if they buy name-brand stuff, get the brochure from the Marine Patrol, a safety check from the Coast Guard Auxiliary (which my neighbor is one) and go overboard with compliance, they are safe in a boat. I approve wholeheartedly laws which protect us from the stupidity of others. I am delighted with the new crackdown on drunk fools. I wish the Marine Patrol would spend more time checking for diesel fuel in bilges, holding tank violations, and trash throwers and less time idling around the boat ramp in the blue haze of their own exhaust looking for whistles and out-of-date flares.

Anybody who trusts his life to regulations, electricity, machinery and boats at sea is taking a risk. If those people have to have the authorities to make them do what they need to do for their own safety, the risk is much worse. If they are stupid enough to think that messing about in boats ain't serious business, we are liable to read about them in the paper some day."



Small Boat SAFETY

Another "Dull" Patrol

I have just completed another "dull" patrol, and that's the good news. In the course of 6-plus hours we warned a boater about "feet in the boat" (bow riding); talked to a fisherman tied off to an ATON, he moved on; responded to a PWC who was waving an orange distress flag. He was right up against the bank and we drew 36 inches. As we maneuvered to toss him a heaving line, he got his engine started and roared away; picked up one plastic bag from the ICW (five years ago it would have been a dozen or so, but public education seems to be working); dodged a violent but very local rain squall that reduced vis-

ibility to almost zero for some 20 minutes.

And that was it for the afternoon. As far as we could tell from radio reports from the two other Auxiliary vessels in our AOR, it was a calm, peaceful and SAFE afternoon.

The bad news was some 30 miles to our south. Because Station Wrightsville Beach and Station Oak Island share the same hi-site, we could hear half of the Oak Island transmissions, and they had problems, two catamarans overturned offshore, one PWC with a dead engine drifting offshore in strong winds, and one person in the water who had lost his hold on a raft and was described as wearing a blue PFD. At least one Auxiliary vessel was involved in these SARs. The first three had happy endings, but we ended our patrol before we learned about the person overboard. My fingers are crossed for him/her.

We had a "dull" patrol today. As one who does 150-plus hours on the water each year, I have become convinced that that is the best kind. When I have a crew member who is "bored," I remind him that the very fact that we, Auxiliaries, are out there may be the reason that fewer boaters get in trouble, and if they do, Auxiliary boats are close to the scene to render assistance. After all, we are not there to perform daring deeds, we are there to encourage boating safety.

"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.



The Man Who Never Got There

Peter Rugg was a merchant, and a rather prosperous one at that. He did business in New York and lived in Brooklyn Heights, overlooking Governor's Island. In those days, the only way back and forth between Brooklyn and Manhattan was by boat. There were ferries and water taxis at several places along the waterfront. The one most convenient to the Rugg's home was the one at the foot of Fulton Street, near what is now the old fireboat house at the foot of the Brooklyn Bridge. As anyone who has ever walked at a brisk pace from Cadman Landing, as it is now called, to the top of the Heights can attest, it is a good hard climb.

Peter's daughter, Elise, was as desirable a five-year-old as can be imagined. From her beautifully made shoes to her golden ringlets, she was a model of deportment and grace. Everyone doted on her, none more than Peter. They were often seen out picnicking or boating together on the river.

In the winter of her fifth year, however, she came down with a fever. There was a lot of it going around that year. Most not only survived, but came back strong. Elise simply grew weaker and weaker.

The doctor had come over several times from Manhattan at Peter's request. Each time he felt her forehead, checked her pulse, and

prescribed something that did no good. Other doctors were called in. None seemed to do any better than the first. Elise sank lower and lower. Finally, Elise reached a crisis. The fever was so hot, and she was so weak, that Peter felt he could not wait for the doctor to come to him.

He bundled Elise up in her blanket and, without waiting for his carriage to take them down to the landing, took off on foot. On that cold, stormy day, all the boatmen were ashore in a warm shed while they waited for work. The ferry was on the other side of the river. Without waiting for a boatman, Peter put Elise in a boat, untied it, and headed for Manhattan. As he got out into the current, the boatmen went running down the dock, shouting for him to come back, it was too dangerous for an unskilled boatman to be out in those conditions.

Peter replied, "I will get Elise to the doctor even if Satan himself stands in my way."

At that, the river seemed to open up like a grinning mouth and he and Elise disappeared.

That is not, however, the last that they were seen. Every so often, on Fulton Street in Manhattan, a man dressed in a very old style will be seen carrying a child and inquiring how to reach the doctor's office.

Be kind to him, he is still trying to get Elise to the doctor.

ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (617) 934-7555.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Activities & Events Organizers '98...

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

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

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

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

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

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

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Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plymouth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsc Lake Rd., Ellington, CT 06039. (860) 872-6375.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, P.O. Box 255, Paul Smiths, NY 12970-0255, (518) 327-3259.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

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

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (978) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Bill Lake, 7520 Russell Ct., St. Leonard, MD 20685.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: <http://www.seanet.com/~jrweiss/tscapuguet>

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

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

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

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

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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

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



The National Small Boat Calendar

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

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

You write to us about..

Activities & Adventures...

"The School"

When talking to customers who might have wanted to come to our 2nd Annual Newfound Rendezvous in mid-September I encountered some hesitation from some who wondered about being there with all those "expert boatbuilders". Realizing that I was further along on that boatbuilder learning curve only because off all the experience I have acquired being in the business, I knew that nobody ever rolled out of bed a boatbuilder. For this reason we will be starting the Newfound Woodworks, Inc., School of Fine Woodworking and Advanced Boatbuilding Techniques, otherwise known as "The School" the first week of October.

The class will be held Tuesday and Thursday evenings, 4 hours per night for 12 weeks, a total of 96 hours, at a location a couple of miles from our shop in Bristol, NH. The initial technique will be strip building, the boats will be canoes and Rangeley Lake boats.

We invite input from prospective participants as to other content for courses. May we hear from you?

Michael Vermouth, Newfound Woodworks, 67 Danforth Brook Rd., Bristol, NH 03222, email: <info@newfound.com>

Free Wooden Boat Exhibit

The Harbor Historical Association of Georgetown, SC will sponsor the 9th Annual Wooden Boat Exhibit on October 17, with displays in the water, along the boardwalk, and on Front Street in Historic Downtown Georgetown of an estimated 60-70 classic wooden boats, ranging in size from kayaks to 60' yachts. There will be no admission charge to any of these events. Visitors will be able to meet and talk to wooden boat craftsman, manufacturers, and owners about techniques and materials.

This year the Wooden Boat Exhibit will feature the International Wooden Boat Challenge in which ten two-man teams will compete for the title "World's Fastest Boatbuilder", building a Teal, a 12' rowing dory, judged on quality of construction as well as speed.

For additional information contact the undersigned.

Jan Lane, Georgetown Wooden Boat Exhibit, PO Box 2228, Georgetown, SC 29442, Toll Free (871) 285-3888 or local (843) 545-0015.

Please Join Us

The North Carolina Maritime Museum Friends TSCA will return to the lovely home of Jim and Ellen Brode on Bogue Sound for our 5th Annual In The Water Meet on September 26th and 27th. Last year's most excellent meet took place here, with an ideal small boat sailing area, great camping on the Brode's property, a dock, two nearby ramps, and plenty of shallow anchoring at shoreline.

If this sounds appealing to you please call for details on the gathering, what to bring, etc.

Roger Allen or William Prentice, (252) 728-6673

Beetle Cats Race

The New England Beetle Cat Boat Association held its 16th annual National Championship of the Beetle Cat Sailboats, known as the Telesmanick Open, on the weekend of August 15th and 16th at the Bass River Yacht Club, South Yarmouth, MA. With good sailing weather, 26 entries participated in the races. Many local yacht clubs were represented including Chatham, West Dennis, Mattapoisett as well as Bass River Yacht Club. Participants also came from Brooklyn, NY, Brooklin, ME, and Philadelphia, PA.

A bit about Beetles: The Beetle Cat has been sailing in New England waters since 1921. Though this 12.6' long, 6' wide, center-board, gaff-rigged cat is thought to resemble a benign insect, it was named by its designers and builders, the Beetle family of Clark's Point, New Bedford, MA.

In 1928 Miss Ruth Beetle took over the boatyard at the death of her father, John. She was, in 1932, the only woman boatwright in the U.S. Then came WWII, interrupting all construction. After the war, Ruth's brother Carl Beetle, sold the right, title and interest to the Concordia Company, Inc., boatbuilders in South Dartmouth, MA, which was then run by Waldo Howland. These all-wood boats are still built by hand, now by Beetle, Inc. in South Dartmouth.

During the 1920's and 30's the Beetle's popularity grew rapidly in Massachusetts and Rhode Island. Its 5" draft with the board up allowed it to navigate in shoal waters. It's stability and tendency to round up at an extreme angle of heel and spacious cockpit made it a good boat in which to learn the fundamentals of sailing. It was easy to maintain, transport and store as well, so its numbers spawned large and active racing fleets, including one of the oldest started in Bass River in 1927. The first Beetle Cat Championship was held ten years later and NEBCBA was formed.

Roy Terwilliger, Harwich, MA.

An Amazing Man

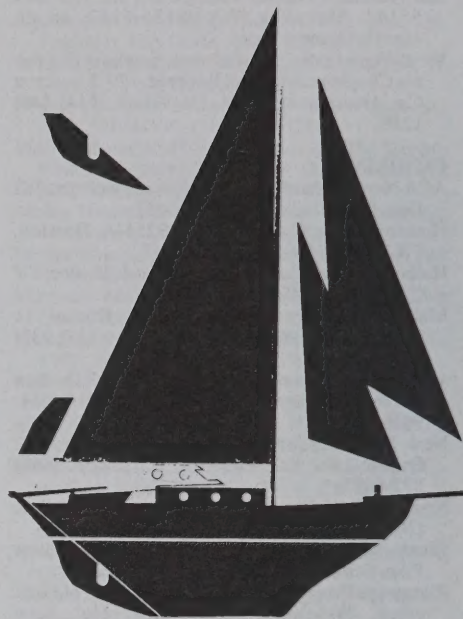
Olin Stephens was our guest for the 60th Anniversary of the Lightning Class held recently at Skaneateles, New York. He had earlier been our guest at the 40th and 50th anniversaries. He is 90 years old but spent the whole day on the lake in an open boat watching races and would not move to a boat where he could get under cover. Truly an amazing man.

Joseph Spalding, Skaneateles, NY

Needs...

Homemade Steering Vane

I am particularly concerned with finding a way to create a homemade vane that will accommodate the extreme rake of the transom of our cutter; most vanes that I have seen require that the trim tab shaft be dead plumb to function properly. To do this in our case would result in some very long and damage prone stand-offs from the primary rudder.



I think that I have most texts on the subject, but none deal with a condition such as we have. I have taken to making little models of the stern and hope from these to devise a means of transferring the movement of the vane to the trim tab using bent shafts, but without sacrificing too much to complexity and friction.

The vane problem arises from our unwillingness to spend \$3,000 on a Monitor or other such manufactured vane; our refit expenses are going to be high enough as it is. We are planning to refit our 20 year old cutter in April and then, after a two weeks shakedown in the Chesapeake, sail her up to Lubec, Maine where we will live aboard while we build a new house along the wonderful shores of Johnson's Bay.

I am confident that somewhere, someone has gone through a similar exercise and can provide some info. If not, I will devise some means of getting the job done.

I have earlier checked out many of the long-distance sailors who call at Mustique and it is rare to find a boat that does not have either a manufactured vane or, more likely, an autopilot. Since our cutter is spartan in the extreme and has virtually no electrics, we immediately rule out all power-requiring gear. Home-made vanes seem to have been a lot more popular in the 60's, but there must be other folk today who want an option to the expense of the available options; we just have to find them.

Rick Klepfer, PO Box 349, St. Vincent, West Indies

Looking for a Cat

I am getting close to retirement and am looking for a 16' to 18' gaff rigged catboat that I can single hand. My wife says that sailing is like being in jail but with the possibility of drowning, so I really can't rely on her to crew. If any readers know of any used catboats, such as the Areys Pond Lynx or Sturdy-cat anywhere close to New York City I would appreciate hearing about them.

E. James Fordyce, 111 Barrow St. Apt. 5B, New York, NY 10014

Motor Free Lakes, Etc.

Is there a selection of small to decent sized lakes, rivers, and inlets which have power boat bans in effect? If so, how may I discover where they are? Here in southern Maine in summer, paddling is hardly enjoyable due to the high number of powerboats.

Has anyone invented a rowing sysytem that operates a propellor through gears?

Have you ever heard of a floating boatshoe design, something like snowshoes that would float, give traction and support 200 pounds?

Kevin Spainhour, P.O. Box 11279, Portland, ME 04104-7279

To Market, To Market...

Being overly eager to get back on the water I went to REI to look at clothes and got hooked by a small plastic kayak, a 9'5" Swiftly, 37lbs. I was getting desperate, gotta get out there. My Alden shell is only 40lbs but when getting it on and off the roof racks I've experienced mild panic. If I started to get my lower back pains I might drop the Alden, maybe even crack the fiberglass hull!

I really wanted a more maneuverable boat anyway for creeks and under skipjack bowsprits. Can't do that with the 18' Alden wing-spread.

So it's "to market, to market to sell a slim boat, buy a toy kayak, at least I can float." (See my ad in the Classifieds in this issue).

Charles Hewins, Philadelphia, PA

This Magazine...

So Many Good Looking Boats

Thank you for the past several years of informative fun reading. There are so many good looking and fun boats to mess with shown in your magazine.

I am pleased with your coverage of multihulls, I'm finishing my third tri, a John Marples 38 footer.

Dick Jenny, Battle Ground, WA

Useful Information...

More About Kalmar Nyckel

I hope readers enjoyed my short article on the *Kalmar Nyckel* in a recent issue. If any would like more detailed information the *Kalmar Nyckel* Foundation has a full color illustrated information folder available. Inquire of *Kalmar Nyckel* Foundation, 1124 E 7th St., Wilmington, DE 19801, (302) 429-7447, email <kalnyc@kalnyc.org>, www.kalnyc.org

Bill Zeitler, Wilmington, DE

How About Carl Alberg?

Has anyone ever written about Carl Alberg? I love his designs but have never seen anything printed about him.

Skip Marsh, 2593 W. San Madele, Fresno, CA 93711

Cruise N' Carry Parts & Service

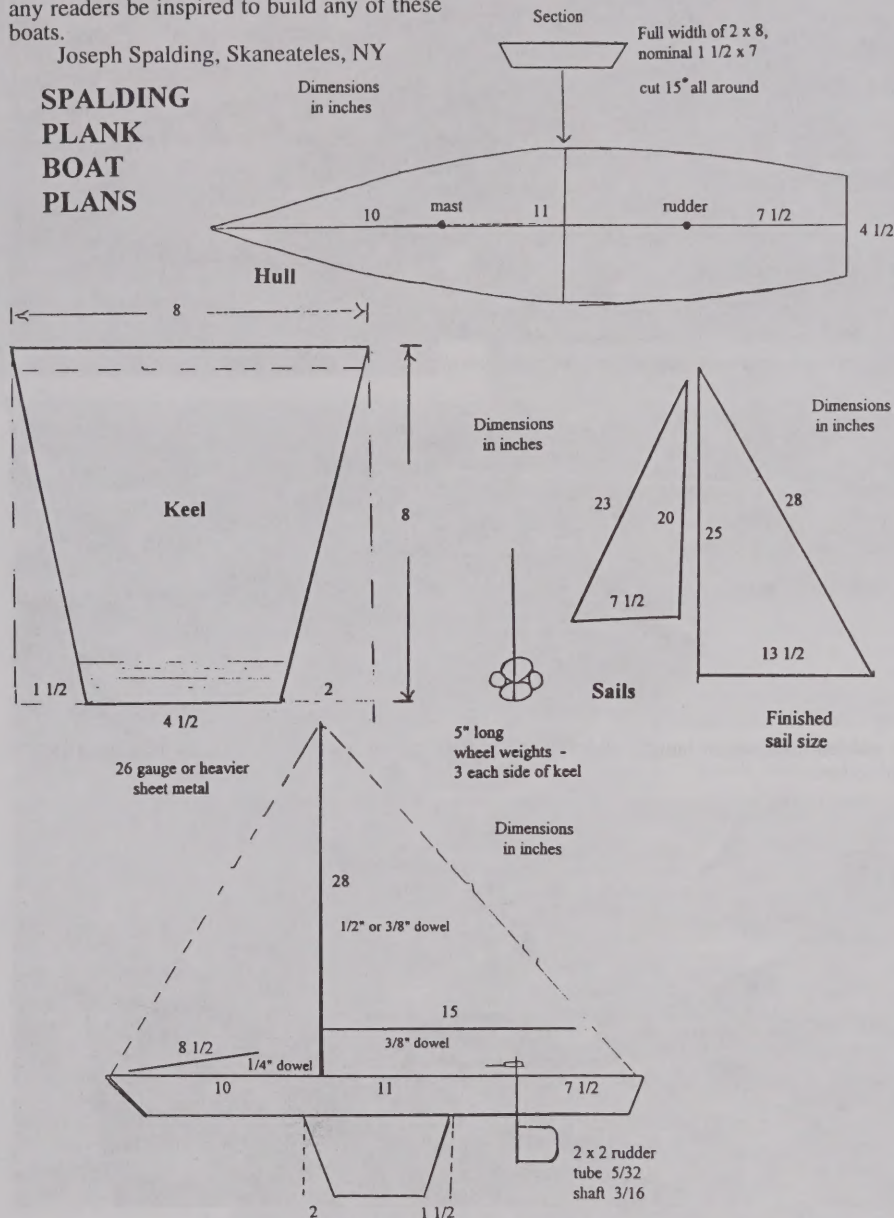
Any reader in need of parts or service for a Cruise N' Carry outboard can obtain them from Jeff Wilcox Marine in Stonington, CT, (860) 536-4206.

Plank Boat Plans

Here are the drawings published with my recent article on my plank boat sailing models, this time with dimensions shown, should any readers be inspired to build any of these boats.

Joseph Spalding, Skaneateles, NY

SPALDING PLANK BOAT PLANS



Simmons *Sea-Skiff* Day '98

Saturday, October 10

Cape Fear Museum • 814 Market Street • Wilmington, NC

Boat Show

9 AM-5 PM
Simmons Sea-Skiff
boat show

Lectures

11 AM
Marc Barto • Building
a 22-ft. Simmons Sea
Skiff

2 PM
Mike Hubbard • Caring
for and repairing your
Simmons Sea-Skiff

Free with museum admission • Call 910-341-4350 for details

Looking Back on the Wooden Boat Show



This crabbing shack on Waterman's Wharf is an attractive museum waterfront feature.



An unidentified steam launch underway, a classic plumb stem cabin cruiser tied at dockside behind her.



This inboard fantail skiff has workboat lines but was yacht quality finished.

Two more of the museum's workboat collection, ashore and afloat.



Photos by Joanne & Ralph Johnson

Thanks to readers Doug MacNary and show organizer Valerie LaFrance, we were able to bring you some coverage of the Wooden Boat Show in our September 1st issue. Now, thanks to readers Joanne and Ralph Johnson, we have further photographic coverage of the show, not too late in our opinion for another look.



Mountain Marine specializes in unique hollow wooden masts built up of vertical overlapping staves, but also showed this attractive lapstrake round bottom skiff.



Olive Branch is tender to the historic ship *Maryland Dove*.



A New England Townie sloop, built since the 1930's by Pert Lowell Co. of Newbury, MA, graced this far from home waters locale.

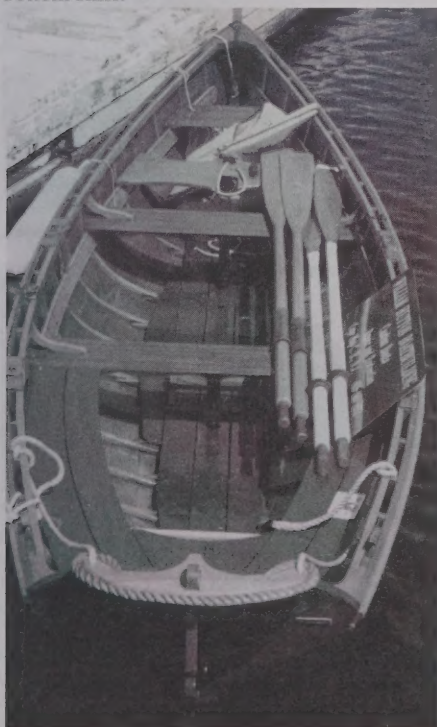
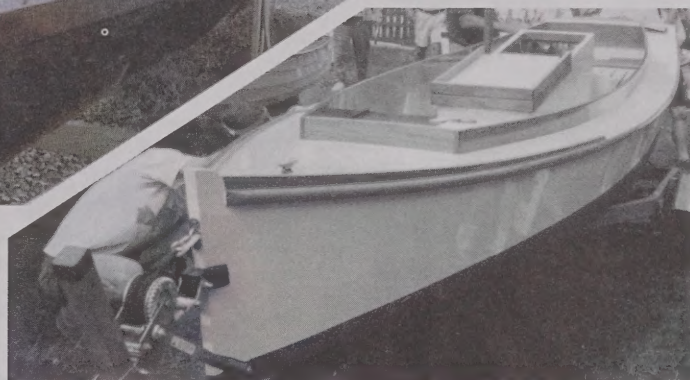


Rob Barker carries on building traditional lapstrake boats at his South Cove Boatshop,

William Hutton, Boatbuilder, showed the sort of boats he can build with this lovely round bottom skiff.



Left: Stillwater Boats displayed this traditional looking pulling boat built with their unique folded ply technique. Below: A Smith Island crabbing skiff displayed by the Shipwright Company of Annapolis.



Not part of the show, this draketail is a classic Chesapeake workboat design.





Family Boatbuilding, the Highlight of the Show

(The launching of 60 skiffs on Sunday afternoon was really the highlight)



Dear Iain and Alison, this lets you know I am alive and well in Hilton Head. However, I do have a sea tale to tell you. You missed quite a sea voyage, and quite frankly you may also thank your lucky stars you didn't sail.

When I got back to York River I was frantic for a crew, and desperate as no one was available who I knew. At last, through a friend, I found a 68 year old man who had just arrived at the marina and seemed to have a considerable amount of experience. He was interested in the trip, so I had a crew.

I wanted to leave the next day, the 7th, but the weather was terrible and it continued to storm Friday and Saturday. Finally on Sunday the weather looked better so we left at 4pm, much later than planned as nothing seemed to go right, including the fact that Ed, my crew, fell off the fuel dock as we came in for diesel fuel, a very bad omen, I might add. After he showered and redressed we headed into the York River and on down the Chesapeake we went, in good wind and light drizzle.

I had misgivings about a near night departure but Ed was confident and we continued on, passing the Chesapeake Bay Bridge & Tunnel around 1am. The weather got worse and the wind picked up to 20-25 from the NE, so we were on a fast beam reach SE. Then Ed got seasick and I spent the next 30 or so hours single handing, not much fun in rain and heavy seas trying to get away from one of the busiest shipping lanes on the east coast.

The third day out was the worst. Ed was up and over his seasickness and I began to get the exact details of his experience as he did not seem to understand "cleat", "sheet home" and other (I thought) rather basic maneuvers in the sailing world. His voyage across the ocean was done on the *Queen Elizabeth* in 1955. The sailing experience was on a 20' boat on a 3 x 5 mile lake. It became very clear to me that I had a 68 year old novice on my hands who was now ready to quit!

Then the storm hit. The weather had been less than pleasant for the entire trip so far. If I hadn't had a GPS I would have been sailing by dead reckoning alone, for I never saw the sun, much less a star. By the afternoon of day three I did not like the look of the sky and the slowly falling barometer, so I put a second reef in the main and pulled in the jib to storm length. In two hours time the winds went from 15-20mph to 35-45mph and in four more hours were well past 50mph.

Why is it that bad storms always seem to strike at night? This one was bad and Ed was terrified, and useless, but we were flying and all went well until I decided at 3:30am, with the wind now gusting to nearly 60mph, that I had too much canvas up. I decided to shorten the jib a bit and brought *Is-lia* up into the wind (you can imagine what that was like) and let the jib sheet go so I could pull in the reefing line.

Big mistake! The jib flogged and blew apart. I pulled in what I could and reset our course and went below. Ed was in a panic over all the noise and was sure we were sinking, but I told him not to panic until there was water three inches deep on the cabin sole. I also told him we had lost the jib but I had a spare that we would put up when

Not a Nice Voyage

By Robert Petersen
(Written to Iain & Alison Geddes)

the storm was over.

About 7am we were knocked over about 60 degrees. Everything that could come loose on the starboard side did and promptly headed for the port bulkhead, a big mess. The rudder shaft packing gland began to leak a lot from the rudder shaft working. Then the bilge pump stopped, the violent motion of the storm stirred up the bottom of the bilge and a small piece of wood got caught in the impeller. I dug out the bottom of the bilge as best I could with my hand, you wouldn't believe the amount of sand, wood, etc. I hauled out. Where did it all come from? I had vacuumed the bilge out in '93 when the engine had been removed for repair work to the prop shaft.

The next morning the storm continued at about Beaufort 8 and all I could do was run before it. We were blown about 300 miles out before it calmed down.

The blown jib was just the start of my trial by breakdown and an unwilling, perhaps even mutinous, crew who constantly wanted to use the EPIRB to summon rescue. We got the ruined jib down on day five, which was actually a decent day, and we rescued a barn swallow that had been blown out to sea by the storm.

That little swallow was to sail with us through another night of a great storm, and into even more trouble on day seven when I lost another jib, and the steering cable snapped at 1:30 am. We drifted before the storm until daylight when I could then see exactly what had happened. Although I thought it was the steering cable it could have been the rudder shaft, as the Aries line on the port side had been pulled right off its thimble in the previous storm.

When daylight arrived I unfastened the engine hatch, as it had been sealed from inside before I left York River, and lifted it off to see the damage. Sure enough, it was the cable, a 1/4" steel line neatly pulled in two, probably where it was weakened from 20 years of use. It had been on my list of things to be replaced. I had an emergency tiller so now all I had to do was get the bronze deck plate loose.

As far as I recall the last time that deck plate had been touched was the day it had been put into place 21 years ago. I did not have the proper type of deck key, even if I had it is questionable whether or not it would open that deck plate anyway. But a 3lb maul and a cold chisel did the job.

After I got the tiller onto the rudder shaft I realized that it was far too short to handle a 15 ton boat without some sort of mechanical advantage. While rummaging around for blocks it occurred to me that the Aries windvane also steered tiller boats so I rigged the tiller to the Aries and it worked. It worked very well, and steered us until the last part of the trip up Skull Creek and Broad Creek.

So far I have skirted around the biggest disaster of all. During the whole gale we were slammed very hard, hard enough to sweep away the ship's bell, the life ring, and break two stanchions, one on the taffrail, and worst of all, rupture the bow water tank. I

did not discover the latter, however, until I noticed the main tank was low and went to fill it from the bow tank. There was no water!

This moment of horror was on the 14th of May at 8pm and we would not touch land for another 5-1/2 days. During that period there were about 20 gallons of water at most in the tank, the hot water heater and the auxiliary tank for the pressure pump. As it happened it rained hard at least once every day, that water was truly god sent.

At 7:30am on the 17th of May we were 240 miles due east of Savannah with a crippled sail plan and a makeshift steering system, short of water, and with wind against us. We had about 25-30 gallons of diesel fuel, and with a little calculation I realized we could make Port Royal Sound if the weather was decent and there were no more breakdowns in the propulsion machinery.

For the next three days the engine ran without ceasing except for once a day when I shut it down for greasing, checking the oil, etc. We were spared really bad weather except for terrific thunderstorms and torrential rain, the rain being quite welcome considering our situation. As we approached the coast the fuel situation grew worse and on the morning of our arrival I emptied all the kerosene from the lamps and the kerosene jug into the diesel tank, kerosene being high octane fuel for a diesel.

When I was finally forced to turn off the engine (we had less than a quart of fuel left) we were in 15 feet of water and about a mile offshore. I radioed Broad Creek Marina that we were alive and well but had run out of diesel fuel and needed 5 gallons to make it to the marina. I gave them a GPS position but it took them four hours and some amazing radio relaying to finally get to us with the fuel. The entire island by then knew about the yacht that had weathered a big storm and run out of fuel.

After we finally got the fuel, and after another 6 hours of motoring, we arrived at Broad Creek Marina. I was mighty happy to get there, let me tell you. I needn't tell you how happy Ed, my crew, was. I think he thought he wasn't going to get back alive.

TUGBOATS & TOWBOATS

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HARBOR IMAGES

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"June, too soon," the wise sage said, as I inquired about the weather on the North Channel of Lake Huron.

"But that's the time I have to go," I thought. "Surely it won't be that bad!"

"Take lots of cold weather clothes, boots, long johns, gloves, hats," they all warned. Would I be sailing to the Arctic, I wondered?

Stopping at Hugh Horton's place in Mt. Clemens on Lake St. Claire, I received further warnings of high winds and cold weather from a friend of Hugh's who stopped by to chat. Luckily, Hugh had *A Well Favoured Passage*, by Marjorie Brazier, and a Richardson Chart Kit of the area, which he was kind enough to loan to me. We pored over the charts, and Hugh agreed that Little Current, on Manitoulin Island, was a great starting point for my trip. It would offer me the option of sailing west into the North Channel, or east into Frazer Bay.

Hugh also suggested a crossing into Canada at Port Huron, and then a short trip north along the Bruce Peninsula to Tobemmorey, where I could catch the Chi-Chemaun ferry to Manitoulin Island. From there it was only a short drive to Little Current.

The next day I did just that. The yellow flowers blooming in the warm sunshine of the Bruce Peninsula produced a scent that flowed through the open windows of my van like tulip time in the Netherlands. I had a reservation for the next day on the ferry to Manitoulin Island. In camp that night I slept in the van, as the weather was cool and rain threatened.

Early the next morning, *Whisper* and I were put on the central deck along with the oversized loads aboard the Chi-Chemaun. After an hour and a half of 14 knots to the north, we were off-loaded at South Baymouth on Manitoulin Island. I decided to take a site at Batman's Campground just south of Little Current to pack the boat and get my bearings.

On the west side of Little Current I located the Spider Bay Marina and checked with the harbormaster about launching *Whisper* in the morning. The charge was \$3.75, and I could leave my van and trailer as long as I liked for free. The marina was almost empty, and I guessed that I was indeed pushing the season. The weather was very nice, though, going into the low 80's during the sunlight hours. Returning to camp, I spent the next few hours carefully packing all the supplies I'd

Solo to the North Channel

By Ron Hoddinott

need for a week in the islands into the nooks and crannies of a 21' Sea Pearl. That night I fell asleep to the call of the loons in Frazer Bay.

The next morning I left Batman's Campground about 7:30 after making some tea. All the breakfast stuff was packed away in the boat, so I went into Little Current and got a great breakfast at Garry's, right across from the Shell station on Highway 6. While there, a man came in and asked if I was the owner of the Sea Pearl outside. We struck up a lively conversation centered on my trip to the North Channel, and Shane St. Clair's trip through here in 1988. He told me that his father runs the Strawberry Island lighthouse. After breakfast, we went outside. He snapped a photo of *Whisper*, and I showed him Shane St. Clair's article in *The Small Boat Journal*. He wished me well, I thanked him, and set out for Spider Bay Marina.

I didn't rush anything getting ready, I just took my time and made mental lists to be sure I wouldn't forget anything. I set up the masts, attached the electric motor to the bracket, launched the boat, and cast off for the Benjamins.

With all the wind we'd had yesterday, I'd put a reef in both the main and mizzen. But as the day wore on, it became quite apparent that it was going to be a light air day, and the reefs soon came out. Heading west, I was delighted to have a northwest wind. By 10:45, Narrow Island Light was abeam to port. We were working our way out of the narrow channel that leads all boats to Little Current and Frazer Bay. As the waterway opened up, the wind got lighter and finally stopped altogether. I waited for quite a while, but finally made the decision to start the electric motor to see if we could find some wind up ahead.

I only had to motor for 10 minutes before a new wind filled in from the southwest. We jogged along under full sail, the sky was cerulean blue, and the only sound was the gurgle of water passing by *Whisper's* leeboards. The quiet intensity of this place

began to have its effect on me. I was spellbound. I was alone. No other boats punctured my solitude. I felt surrounded by the water, sky, islands, and mountains in the distance. *Whisper* also seemed happy to be in this pristine waterway.

I knew that up ahead was Clapperton Island, but in the blue haze it was difficult to discern just where one island started and another one ended. I used the GPS to plot a fix and set my course for Logan Bay on the north-west side of Clapperton. It was still early afternoon and I could have kept going, but I wanted to see what every island along the way had to offer. With an increasing southwest wind, I sailed on a beam reach to the mouth of the bay, turned left and headed in. I selected the southwest corner of the bay, as it was shallow and I could get out and stretch my legs.

Setting the anchor out astern, I eased into shore. I didn't have shorts or swimming suit on, so I just took off my clothes and jumped out to set the Bruce anchor in the reedy sand shoreline. I mean, there wasn't a soul around for miles, right? I took a short polar plunge to cool off. The water was cool, but not as frigid as my friends had warned me.

While walking along the shore, I noticed that a deer had visited that morning. Fresh tracks are easy to spot, with the sharp outline of the hoof and the sand kicked out in front of the track by the hoof leaving the print. I fished for about an hour, catching a nice small mouth bass and losing a large northern pike. The weather forecast was for more good weather with light variable winds. The Benjamins and Croker Island lie just to my north. I can get there in one or two hours depending on the wind tomorrow. Then I can fish, explore, climb rocks, or just be lazy and enjoy the scenery. What a life!

Midnight, eerie sounds of flute or high pitched organ float across the stillness of the night wind. I think it is coming across the water from somewhere on the island. It seems to imitate the sounds of the loons, but the notes are long and sustained and change in strange ways. I've never heard anything quite like it. I'm wondering if I'm only hearing part of the music, and the rest isn't reaching me from wherever it is emanating.

Could this be an enchanted island? Are there magical ghostly musicians playing old Objibway Indian melodies? I lie in my bunk and these thoughts float through my brain like smoke over water. I strain to listen to see if there is more that I'm not hearing, but all I can make out are the long strange tones keeping company with the loons' cry. The magic of Manitoulin Island and Logan Bay, all on my first night in the North Channel.

The next morning, after a coffee and oatmeal breakfast, I noticed the wind starting to pick up out of the east. Logan Bay is open to the east and the bay was starting to get choppy. I made sail and hoisted the anchor. It came up clean. Nice sandy bottom, good holding ground.

Beating out of the bay and around the Logan Reef Light, I freed my wind on a north-westerly course toward Secretary Island and Croker Island. Keeping Secretary Island close to starboard heading north is the preferred way to enter the area littered with rocky shoals and small rocky islets.

With Robertson's Rock Light abeam, I got my first clear view of the Sow and Pigs. Beyond them were the Boars. Both are huge

Ready to launch.



outcroppings of granite in different shades of gray and pink. They almost fill the channel between South Benjamin and Croker Island. *Whisper* swept into the area with the lovely pink granite of the Benjamins to port and the gray granite of Croker Island to starboard.

I decided to investigate Croker Island first, as it was the closest, saving the Benjamins for later or even for tomorrow. Heading into the cove at Croker, using the chart and eyeball navigation for my bearings, I spied a yacht coming out from behind a small island in the center of the cove. The *Sara's* skipper spun her around for a closer look at *Whisper*. He admired the *Sea Pearl*, and I told him how shippy his little cutter appeared as well. We exchanged greetings and he told me that the flies weren't too bad in the anchorage.

Then I turned *Whisper* to starboard and headed into the anchorage behind the island. With sheer rock walls on all sides I had no wind, so I turned on the electric motor and silently glided forward, with seagulls standing on the rock which guards the shallow entrance to the inner harbor. What I didn't know at the time was that I entered the anchorage from a passage that the guidebooks say cannot be done, easing over huge rock boulders on both sides of the narrow passage. Much of what is written for boats with 5' draft just doesn't apply to *Sea Pearls*! I circled the harbor under electric power, grateful not to have to start a gas engine and disturb the peacefulness of this incredible place.

Again I was alone in the anchorage. I selected a spot near the eastern end of the cove, anchored, and powered back towards shore. With my bathing suit on, I took a 60' line up to a tree, where I looped it around and back to the boat. That way I could cast off without going ashore.

I sat back and began to allow the peacefulness of this special place to soak into me. Only natural sounds were heard, the lap of water against the rocks, the swooshing of the wind through the tall spruce trees on the hills above, the cry of seagulls, and the eerie wail of loons. The freshness of the pine scented air drifted across on the cool wind. I decided that I might be able to climb up to the top of the hill overlooking the island, but the way was too steep. Pine needles covering smooth granite rocks made for poor footing.

I slipped and caught myself from falling. Then, after seeing a small snake, I decided that it wasn't that important, and that being alone, I'd better keep myself safe. The flies were getting to be a bother, so I cast off from the shore and drifted out into the center of the cove. A bit later I decided to mosey on over to the Benjamins for the afternoon and evening. I powered quietly out of the cove, going out the way no one is supposed to go. Seeing the north shore of Croker's main cove, I realized that I was looking at a pink sand beach. I had to see it. I beached *Whisper* and was amazed at the coarse pink sand. I suppose it had been formed from tiny rocks being smashed by waves.

No one was around. I fished the shoreline for 20 minutes or so, and then cast off for the Benjamins. The winds were east about 10 to 12 knots. It was only a short sail across the channel to the main cove between North and South Benjamin. The pink granite of the Benjamins shone in the afternoon sun. In a place of superlatives, this place stood out above all others.



Closing in on Secretary Island



The Boars.

The "tickle" on South Benjamin.



Coming into the cove, I discovered a beautiful beach with pink sand surrounded by high pink boulders in every conceivable organic shape. My heart soared. Again I was the only boat in the anchorage. I nosed into the beach with my stern anchor out to hold me right off the beach. The spit of pink sand my bow anchor bit into was only 4 feet high and 20 feet wide. It connected North Benjamin to a pink granite islet. I walked around the islet, amazed at the size, shape, and color of the granite. The shape and size of the rocks were every bit as impressive as Acadia National Park in Maine. The Benjamins have the advantage of being on fresh water with a lack of tides. You feel that this place was made just for you, instead of feeling that you are just one of thousands trampling a treasure.

There was plenty of small driftwood just large enough to make a cooking fire. A previously used campfire complete with stones for a fire ring was right on the beach. I soon had a roaring blaze going. I let the sticks burn down to glowing coals, and then put my small camp grill over the coals. The hot dogs were quickly done. I enjoyed a can of fruit cocktail with them and made a cup of instant cappuccino to polish off dinner. Around 6:30, after straightening out the cabin and cockpit, a constant chore, a light rain started to fall. It was over in a half hour or so. Lovely.

The air was very still, but cool. I wondered if I could sail through the rocks that separate North and South Benjamin to the west side. The cruising guides again say it can't be done, but they didn't have a Sea Pearl.

The morning sun woke me early, and I made a delightful breakfast of corned beef hash and a fried egg with bread and butter. I raised anchor. The wind was light out of the west, and I wanted to make the most of it to explore South Benjamin from the west side. I squirreled my way through the rocks directly across from my snug cove on North Benjamin. The electric motor was on 2 power and we eased ahead slowly. The sun was behind me, so I could see every rock detail below. A few twists and turns, and long careful looks at the chart, and I was through.

I headed south along the coast turning into every cove and cranny along the way. I stayed close along the shoreline, turning in to inspect every indentation in the rocks. At one point, we eased into what seemed to be a pink rock "tickle" through the southern end of the island. With boards up, we cruised through. No other boats were in view. A few spots featured steel rings in the rock for moorings. It was an awesome sight to be that close to the rocks and yet able to sneak through. I felt like I'd been granted permission to steal diamonds.

I located the cove where Tim French and Dick Harrington camped on their cruise with the Wayfarer group last August. Finally through to the other side, and convinced that I'd completely explored South Benjamin, I took bearings to carry me right though the rocky shoals known as the Boars. The Boars stand up 20 feet high and there is deep water right beside them. Soon I was "among the Boars," feeling quite small.

A light southwest wind carried me safely through the Boars and Sows at 4 knots on a course of 135 true. The conditions were hazy but sunny with a cool breeze over the water. Cartwright Point on Clapperton Island was just off my starboard bow. I worked my way out between Amedroz and Clapperton Islands on

a broad reach with the wind picking up, and the Pearl slipping through the waves at 5.5 to 6 knots.

With Bear's Back Island off my port bow, I set the sails wing on wing and spent a few minutes trimming the sails to get everything balanced. Then I tied off the helm, with the boards up, and lay back in the cockpit, and watched *Whisper* work her will with the wind and sea. It was a warm day, and my hat was tipped down to keep the sun out of my eyes. Every so often I'd glance up to check the course and the trim of the sails. Everything was fine. *Whisper* knew how to run off downwind with little help from me. I almost went to sleep in the lazy morning sun.

Sometime around noon, Elm Island was close aboard to port. I felt the urge for a pit stop, so I put the helm up, tightened the mizzen sheet, and let the main sheet free. *Whisper* went into her hove-to act while I took care of urgent business. Elm Island was a bird nesting ground, and thousands of cormorants and seagulls took off as I cruised by. I drifted downwind of the island, regretting my choice of stopping point in the guano wind.

The wind began to lighten as I sailed past Strawbenzee Reef, leaving it to port. The wind suddenly died completely. I turned on the electric motor just to keep moving, as the sun was getting quite warm overhead. I began to wonder if the sage was correct about the weather, or was this an anomaly of El Nino. By 1:40 I was 4.5 NM from Picnic Island, behind which Spider Bay Marina was located. A shower became my new priority. Finally I took down the cabin, got out the rowing seat and oars, and started rowing for Little Current, 4 NM away. I discovered by watching the GPS that slow steady strokes could get the Pearl up to 3.1 knots if I didn't let up. If I took it slower, I could still make 2.5 or 2.7. I rowed for a half hour, making over one nautical mile. Finally, at 2:30 PM the wind returned.

By 3:55 I had arrived at Spider Bay Marina. I decided to take a slip and wash things down for the night. I put away my cold weather clothes, took a shower, had a great hamburger and fries dinner at Garry's, charged the battery, and had a quiet night afloat.

The next morning the wind was blowing 15 to 20 knots out of the east. I thought that a trip to this area wasn't complete without taking in Bay Finn, Killamey, or both. Accordingly, I got everything back on board and took off for the 9:00 AM opening of the Little Current swing bridge. All the water of Frazer Bay was trying to pass through this bottleneck misnamed Little Current. It seemed like I could make it with the help of the sails and the electric motor. A Grampian 26 sloop was also in position for the opening. His 15hp Evinrude had no trouble pushing him through the opening. *Whisper* went through as well, tacking and using the motor on full power.

Once out of the narrow opening, the full force of the wind was evident. Whitecaps speckled Frazer Bay as far as one could see. Long tacks toward Strawberry Island were called for to get in her lee. It was necessary to pass between the Strawberry Island Lighthouse and Garden Island to reach open water. Having the Grampian in front of me gave me some idea of how well I was making progress to windward. I was actually able to close the gap between us taking advantage of some well advised wind shifts and the lee of Haywood Island for smoother water. Clear of Haywood,

I tacked across the bay and took shelter behind East Mary Island about 12:30 for a bit of lurch.

I plotted the opening to Bay Finn on the chart and entered the position as a waypoint in my GPS. It looked like I'd have a close reach from where I was at East Mary Island. I took off going great guns at 5.5 to 6.4 knots on a course of 34 degrees true. Unfortunately, I didn't read the fine print on the chart I was using. It was a chart that didn't use the same chart datum that I had programmed into my GPS having been surveyed by Lieut. H.W. Bayfield R.N. in 1822!

I ended up close to where I expected anyway, and soon found myself again beating against a strong breeze and steep choppy seas toward the opening that became Bay Finn. I was amazed that I could look down the fjord and see the mountains on the other end. The cliffs to starboard were the milky white quartz crystal rock of Frazer Bay Hill and the Killarney Ridge. From a distance they looked like snowcapped peaks. I told myself, "I'm sailing to the mountains," a unique experience for a Florida sailor.

We slowly made our way up the fjord. Finally we were inside, and the wind went very light. I turned on the electric motor and we silently glided forward, passing the deserted resort called Okechobee Camp. I was beginning to wonder how much juice the battery had in it. The motor was starting to slow down, even on full power. With the wind dead against me coming right down the fjord, and narrow channels marked intermittently right along sheer rock walls hundreds of feet high, I had to run the motor or be swept down the channel.

I was making for Mary Ann Cove, only a few miles up Bay Finn. Finally the last point was rounded and *Whisper* glided into Mary Ann Cove. I really expected to see one or two yachts anchored here at the very least. Instead there was no one. I anchored close to the southeastern shore and tied my stern line to a tree. I was feeling quite smug, having made it here mostly under sail in pretty tough conditions. I had a snack and a Coke. I waded ashore to take a few pictures of *Whisper* and her new surroundings. Then I listened to the weather radio to see what kind of conditions to expect the following day. The weatherman reported 30 kilometers from the southwest for tomorrow. No, not the southwest! I'd just spent all day getting to the northeast. I mulled it over. Did I really want to have to slog it out all over again tomorrow? The answer was no.

I quickly made ready to depart. It was already 6:00 PM, and no sane sailor under normal conditions would consider going back out at that hour. But I had trust in my boat and in myself. I would get back to Little Current, or somewhere near there, before nightfall at 10:00 PM. I had a little less than four hours to retrace my course of the day. The only difference was that now I would be running and reaching, *Whisper's* best points of sail. The slow part was getting out of Bay Finn. I had to save the battery for the push under the bridge. I fussed with the sails trying to make more than 2 knots.

Finally at 7:00 PM we sailed out from Frazer Point and into a hatful of wind from the northeast. *Whisper* got up on the waves and did her best planing imitation. It was like giving a race horse her head in the final stretch. I yelled out loud for no one to hear, just happy



Whisper in Mary Anne Cove, Bay Finn.

to be moving quickly through the seas. We made several miles in the first half hour, but the wind was gradually dying. Now I had to hope it wouldn't stop completely and leave me out in the middle of Frazer Bay with no shelter for the night. East Mary Island finally came into view and was left behind. I skirted the shoals off West Mary and Stony Point trying to run down on the Strawberry Island Lighthouse. The sun was going down quickly ahead of me.

When the sun reached about ten degrees above the western horizon, I experienced a moment that I'll never forget. It was a visual feast for the eyes. Monet couldn't have painted it better. The sun was peeping through some gray clouds and illuminating *Whisper's* reddish tanbark sails from behind like stained glass windows in a cathedral. The forest green cabin dodger was in the center of view, while the red-roofed white lighthouse on Strawberry Island filled in the view just ahead. The boat was rolling through the waves as I was urging her onward to the west. I was suddenly filled with a warm knowing that I'd made the right decision to return.

It finally became apparent that we weren't going to make the last opening of the Little Current Bridge that only opens during daylight hours. I picked Boat Cove on the east side of Strawberry Island to come to rest for the night. We glided in on a failing southerly wind about 9:30 PM, and dropped anchor in 12 feet of water near the southwest shore. I dropped down into the cabin and went to sleep, exhausted. Later I got up and made a cold dinner, made up my bunk, and slept until morning without interruption.

Every bone and muscle in my body ached as I stretched and looked around in Boat Cove the next morning. I made myself a grand slam breakfast of pancakes with a fried egg on top. Then I raised anchor for Little Current. As I came around the point out into Frazer Bay, the wind veered into the northwest, still a beat, but stronger at 18 to 20 knots. I worked *Whisper* closer to the bridge and hoped to make the 9:00 AM opening. It was about the closest shave I've ever had getting to a bridge before it closes. I checked my watch and I was 100 feet from the bridge when the bridge was scheduled to close.

Fortunately for me, the bridge tender took pity on me and allowed the bridge to stay open long enough for me to get through. The current was from the west now, and it was another struggle to make it through, tacking and using the electric on full power. I was sure the cars waiting in lines were upset with the bridge tender, but he was my hero of the hour. I doffed my hat to him as I cleared the bridge.

Back in Little Current again, I beat slowly up wind and current to Spider Bay Marina, where I took *Whisper* from her native element. I took my time sorting out the cruising gear and putting her in shape for a return to Florida. I finally pulled out of the marina about 1:30 PM and headed over to Green's Fisheries for some more delightful fish and chips. This time the owner was working the stand. Mr. Green filled my order and then came over to talk boats. He admired the fine lines of my little ketch, and asked some intelligent questions about her heritage.

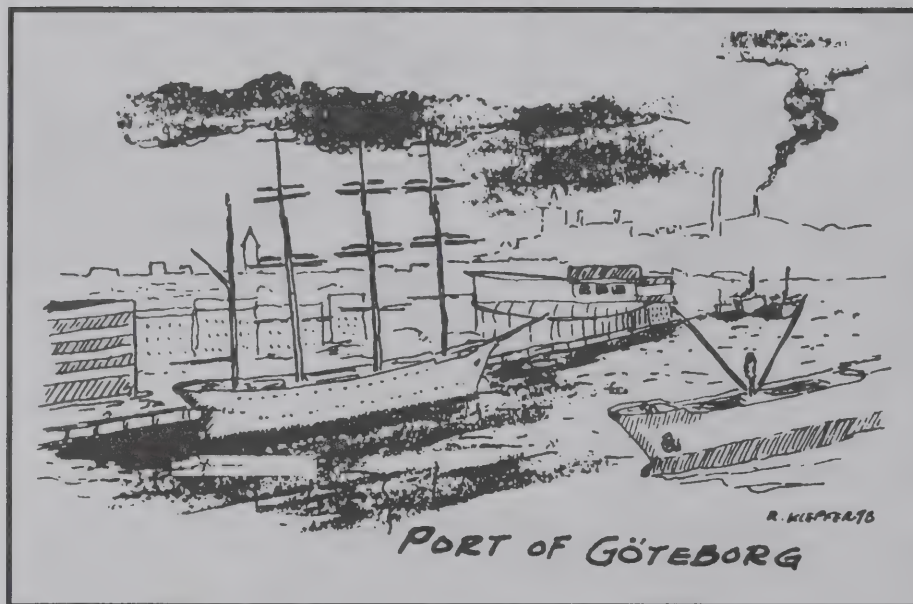
Also, sitting at a table nearby were two men from Sudbury who'd been delivering a

bicycle to the island. They gave my boat a stern appraisal and asked if I had two red sails. I looked down at my fish and chips. I had a bad feeling about this. "Yes," I replied. "Did I hold you up at the bridge this morning?" One of them grumbled about the bridge tender holding the bridge open for longer than the prescribed time. I explained what a hard time I had getting through with the strong current. They nodded as if they understood. By the time I left, we were all joking and laughing about bridges and boats, and I felt a lot better about it.



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Scandinavian Semester IV

By Rick Klepfer

Our last week of time in Sweden was to be spent in Göteborg, where most of the relatives live and where we could see a few things of interest before heading back to the West Indies. Although the port of Göteborg has declined sharply in the last 20 years, it still has a lot of interesting things to see. Among these are the huge Stena liners that carry passengers and automobiles from Sweden to other ports on the Baltic, Germany and Denmark. These slab-sided ferries could be seen loading at the terminal every day and, if you are patient, you could see them steaming down the Gota river to the sea.

At the time of our visit, the Stena Line was in the midst of a major problem concerning the design of a new class of catamaran; it seems that they had been designed to operate at high speeds and thus reduce operating costs, but the ships were put into service without adequate testing and it was soon found that the hull forms produced a huge and damaging wake. A lot of problems were caused to boats and shore structures before the company became aware of the difficulties. No resolution was arrived at during our time there, but quite a few naval architects were working on the problem.

Göteborg is also the home of Roda Bolaget, or the "Red Company" of tugboats. A few years back I had the privilege of traveling on one of their sea-going tugs as it assisted a huge freighter out of its berth, down the crowded river and out to sea. This had been a great experience and I thought perhaps I might see some of my old acquaintances and see if I couldn't catch another ride. But the Red tugs were all snug in their slips, with snowy decks and had no customers as we drove by; perhaps next time.

We took a day to go see the reconstruction of a Swedish East Indiaman that is being undertaken in an old slipway at Eriksberg. The original ship had been built in 1738, expressly for the lucrative trade with China. At this time in history, Sweden had just fallen from its position as a world power and was in dire finan-

cial difficulties. They found that every trip to China was capable of returning profits to Sweden equal to 100% of their gross national product!

The first ship built to this purpose was the *Göteborg*, which was launched in Stockholm and made three highly successful voyages before she was wrecked on a well marked reef, only 900 meters from her slip in Göteborg harbor. Almost all of her cargo was salvaged, but the ship was a total loss. Her location was lost until 1984 when a huge underwater archeological excavation, taking 7 years, was started. Although little of the ship was left, a sizable number of artifacts were recovered and public interest was attracted.

We took a tour of the works to see what we thought of the project. In a huge shed, a keel had been laid and 34 frame pairs had been erected upon it. These frames are an interesting departure from standard 18th century ship-building practice in that they are of laminated construction. Each frame is a glued-up assembly of 27 layers of thin stock. The lofting floor is a huge steel plate with numerous holes into which steel guides are placed. The laminations are glued, placed against the guides, and then forced to the desired curvature by a few hydraulic rams. They are left in this position until the glue, a resorcinol type, cures; after which they are planed to their final shape.

This seemed like a good way to do things when you are working on such large members, and the workmen told us that the laminated frame was far stronger than a sawn one; but I was concerned by their use of spruce which would be more prone to rot than oak, and also by their use of iron fastenings to secure the frames to the keel.

They had a fully equipped blacksmith shop on the site as well; here worked one master smithy and about seven apprentices. It was interesting to note that to be admitted to work in the shop, you first had to make all of your own tools.

They plan on launching this ship in two years, but I do not see how it is possible. In

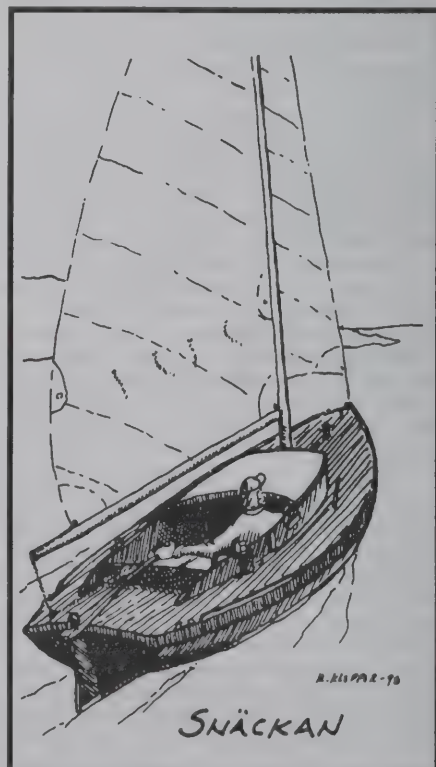
addition to their time problems, they must find commitments for a huge construction budget, an outfitting budget and, the most commonly overlooked money-eater, a budget to handle the huge operating expenses a vessel of this size will require. I didn't come away with a feeling of confidence that this project would be seen to a happy conclusion; but hey, I thought that about the *Kalmar Nykel* project in Delaware, and they finally got their ship launched!

A more manageable project on our visit was Kay's nephew's recent acquisition; a 20' sloop of traditional design and construction, named *Snackan*, or *The Crab*. We drove over to a hanger at an abandoned airstrip to see it and discovered that the building was full of classic Swedish sail and power craft. But *Snackan* held center stage as she was set in the center lane where she could easily be seen from all angles.

As is very common in Scandinavia, she was varnished everywhere except her anti-fouling and her housetop. This would make me shudder under most circumstances, but in these northern latitudes, the sun is not so bright and damaging, and a varnish finish does not require so much labor; particularly if the boat is housed inside for the winter. I have always marveled at the thousands of "all-bright" boats that one sees along the coast in summer; I can't imagine that so many people are that expert in maintaining a varnish finish. Well, they may have an edge in the weak sunlight, but they still put the US to shame when you consider that most boats in the States can't seem to keep their varnish maintained, even if it consists of only a couple of grab rails!

Even though I don't care for varnished decks, finding them too slippery in wet conditions, I liked everything else about *Snackan*, and I can see why she garners compliments wherever she goes.

We closed our journey to Sweden by driving down the coast to Helsingborg, where we



took a car ferry across the crowded Kattegat to Denmark. As Sweden set down on the eastern horizon, we had some time to think about our experiences there. Although the government is basically a Socialist one and they are renowned for high taxes; we got to thinking that perhaps the good aspects of this arrangement outweigh the bad.

The obvious benefit that this system engenders is that everyone is taken care of in the society. We saw very few street people and no one who could be identified as homeless. The cities are clean and we never saw anything that resembled a slum; graffiti is a rarity and we saw only a small display along the train tracks on the approaches to Stockholm. Never did we see any litter, and the countryside is mostly free of billboards and other advertising.

Despite the claims of debilitating taxes, every home we saw was clean and well maintained; inside and out. In our travels all over the country, we rarely saw an automobile that was more than a few years old, and no junkers or abandoned cars on the side of the road. Most cars seen were recent Saabs, Volvos, Mercedes and BMWs.

The public transportation system is far better than that in the US; but I guess that this could be said of any country. While not cheap, we traveled rapidly, in comfort, and *on time*, any place we desired, on their extensive rail system.

With regard to taxes, the most commonly quoted tax rate we heard was 40%; but if you add up *your* federal, state, county, city, sales and head taxes, and compute each on the whole, not what's left from the previous tax, and I bet you will see that you pay nearly as much, or perhaps more; and what are you get-

ting for your money? I suppose that you have to factor in the value of living in a free society, but even so, I think that US tax money could be spent a lot more effectively.

We might not view their restrictive society with much favor after spending our lives in the States; but some of their restrictions make a lot of sense. We were told that the death rate from automobile accidents had dropped to 25% of what it was 20 years ago, even though the number of cars on the road has quadrupled in that period of time. One of the reasons for this is that they have a zero tolerance approach to drinking and driving; the first time you are caught behind the wheel with any alcohol content in your system is the last time you will ever drive a car. If you throw a party, you must make sure that there are sufficient "designated drivers", otherwise you will end up with overnight guests since no one who has been drinking will drive.

They also have strict laws on speeding; going so far as to put up cameras that are triggered by a speeding car - no high speed chases, they just send you a letter with a photograph of your car, showing the driver's face, the license plate and the radar speed; along with a big bill and directions on where to send the

check. A few of these and you join the "drink-and-drivers" as non-drivers.

One aspect of Swedish law that will appeal to every US boater and sportsman is that of water access; every body of water, regardless of where or how small, is to be accessible to any Swede who wishes to use it, not just up to the tide line or some other arcane limit, but something like 300 yards of public land around every body of water. It isn't possible to build a house or any other structure within these limits. Sounds like we should take notes.

Now, lest you think that all we did for the month was to look at boats; it is not true in the least. In addition to boat-browsing, we went down a mine belonging to the oldest company in the world, went to many house museums, visited the foremost folk artist in Sweden, rode a chair/sled known as a "spark", hiked through snow-covered mountains, went antiqueing, visited two high schools, set off fireworks at New Year's, shopped, went to two art museums, had our teeth cleaned, had our watches and cameras repaired, got haircuts, visited relative's graves, visited ancestral homesteads, and in general soaked up culture and took advantages of the many things that the West Indies has yet to dream of. Would we go back? In a minute!

By-The-Sea

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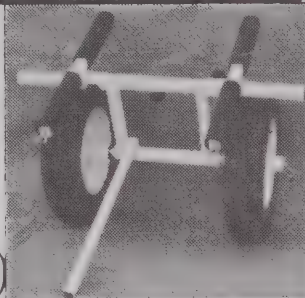
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"Hey Bob, we really gotta get you out sailing with us this season." The voice on the phone was Harry Dudley, who runs a summer sailing program at the Landmark School for youth with learning disabilities a few miles from here in Beverly Farms. Since this was a repeat of a 1997 invitation I had not followed up on, we made an immediate date and on a nice midsummer Monday in August there I was on the beach with about two dozen of Harry's students and half a dozen of his instructors. These were the "big kids", about 11 to 17, the "little kids" had earlier done their morning session.

The fleet was moored off West Beach, and access was to be by dinghy ferries. Harry suggested I join him in the queen of the fleet, *Palmetto*, a 27' L.F. Herreshoff sloop with lots of cockpit room and a low cuddy. *Palmetto* is yacht finished, built about 1957 at Hodgdon's in East Boothbay, Maine, for a local Manchester, Massachusetts yachtsman. When age shut down the years of enjoying his boat, the owner gave it to Landmark. Crockers Boatyard in Manchester had maintained the boat and continues to do so. Despite obvious sistering of every rib in sight belowdecks, the care has done its job and *Palmetto* is still a wonderful sailing boat, the fastest amongst the eclectic mix of boats donated to Landmark over the

Summer Vacation Sailing With Landmark

By Bob Hicks

25 years now that Harry has been running his summer sailing program.

This was the last day of summer sailing school, and a nice mellow 10 knot onshore breeze provided motive power as the fleet got underway. The most spectacular of the rest was *Watermark*, a 25' Crotch Island pinky built for Landmark new by Lance Lee's original Apprenticeship at the old Maine Maritime Museum. *Watermark's* twin spritsails drove her along at a surprisingly fast rate. Also along today was a 22' Ensign, a 19' Corinthian and a 15' Bullseye, all fiberglass boats. We beat out past Misery Island, then reached southwesterly towards Beverly's inner harbor before returning alongshore and inspecting the palatial homes of the well-to-do lining the coast in Beverly Farms.

Being on board this classic summer daysailer with six young people was a great experience. They were all pretty experienced daysailors now, but Harry continued coach-

ing them as each took a turn at the helm. They had collectively rigged the sails earlier, and rowed the dinghy ferry. I just went along for the ride. As I watched and listened I felt just a bit of long ago summers creeping in, reminding me of my early teen years. The exuberance of those years was here with me again, even when some chose to sort of lay back and relax on their final sail of the season.

Harry and his wife started the school in 1973 on an 80' schooner, the *Nathaniel Bowditch*, with a seven week program. Harry said he soon realized kids would never learn to sail on so large a vessel and began collecting the fleet of small boats. The students are all classified educationally as having learning disabilities, once labelled "dyslexics", and come from near and far. They start the summer season by readying the boats and gear, get sailing eventually, and wrap it up with the decommissioning and storing of the boats for the winter. It's a "whole sailing season" experience for them.

Palmetto, however, gets to stay out on her mooring longer, until late November when Crocker comes over and hauls her out. And she goes in early in April. She spends winter in a cold dark shed, hardly drying out her hull at all. Now 40 years old she still gives her crews a fine summer of sailing.



Corinne and Jason ready to free the boom.

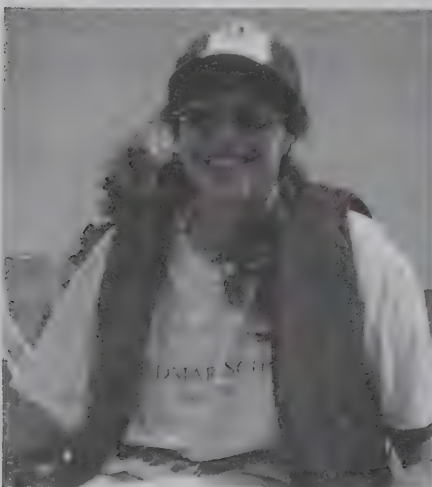


Vanessa at the helm as Mike prepares to take over.



Rob has his turn at the helm, despite feeling a bit peaked that day.

With five seasons at the Landmark Sailing School behind her, Marcie is a seasoned sailor.



Their Pearson Ensign has lots of room for sprawling.



Schoolmaster Harry Dudley, still enthused over his program after all these years.





Landmark's Crotch Island Pinky, a wonderfully traditional boat that also sails very well.



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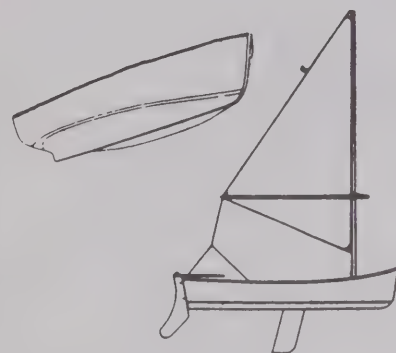
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My "big" boat is a 15' sandbagger catboat called an American Flyer. The lines of American Flyer are based upon the 18' sandbagger *Comet*, designed in 1870 by A. Cary Smith. An article about the American Flyer appeared in the February 1, 1996 issue of *Messing About in Boats*. The American Flyer was awarded the Councours d'Elegance award at the 1996 Wooden Boat Show. With a hull weight of 200 pounds (an average 15' fiberglass catboat weighs 700 pounds), the American Flyer is very responsive and a whole lot of fun to sail, as well as being easy to launch from a trailer.

During the summer, the winds off my home port of Marblehead, Massachusetts, are usually very light. The American Flyer was given a big sail plan which makes the boat a splendid sailer. At this stage of my life, I definitely am a fair-weather sailor, it has to be a pleasant sunny day with moderate breezes for me to sail the American Flyer. Marblehead has a nice concrete launch ramp in the protected harbor, but it is only useable for half the tide. This makes launching dependent upon the time of the tide that day, and some days the tide just doesn't cooperate with the desire to go sailing.

For some time, I had been looking for a lightweight small sailboat able to carry a single passenger just for sailing around Marblehead harbor at sunset, or those times when I wanted to simply drive down to the harbor and launch a boat regardless of the tides with as little fuss as possible for a quiet sail. My requirements were that it had to be very portable (lightweight), have traditional looks, be a good sailer, and be easy to paddle as well as sail. I have always been impressed by the photos of small canoes being held up over a person's head as a demonstration of their lightweight construction. Why couldn't I find a plan for a traditional small sailboat which would be as light as one of these featherweight canoes?

About seven years ago, I built a 60-pound decked sailing canoe which I thought would work out as the solution to my needs. It turned out that the weight made it difficult for me to carry or launch, something I could manage to do but it was not a pleasant task. This boat was very tender to sail, and I got myself into several situations where I did not feel confident about the safety of what I was doing.

I started looking around for something more suitable and saw Don Betts' Peacat Catboat written up in *Messing About in Boats* in the July 1, 1992 and January 15, 1993 issues. This is a nice looking, small catboat around 7' long, built using lauan ply and fitted out with

Just Ducky A 7' 25-Lb. Catboat

By Dave Thibodeau

a chopped-down Beetle Cat sailing rig. My effort to secure a set of plans from Don Betts was not successful, so I continued to search for other options.

In the November 15, 1996 issue of *Messing About in Boats* was the Bolger Design #638 for a small yacht. This is a 7' long, 32" beam small catboat with a proposed weight of 25 pounds. The design was done for Karen Seo, who wanted a traditional looking, small, lightweight boat she could both sail and paddle in quiet waters. It features drag link steering to free your hands for sailing or paddling, a folding mast tabernacle that allows the mast to be lowered to a horizontal position over the sailor's head to make it easier to paddle in strong winds, and a full offset centerboard to give good sailing performance to windward.

The hull lines are of a full bodied round bottom boat. The 32" beam provides adequate stability, while still allowing the boat to be paddled with a canoe double paddle. The more I studied this design, the more I liked it, and as a result I purchased a set of plans from Phil Bolger and Friends to build the boat. The one big difference I made in the construction was to build it using 1/4" northern white cedar tongue and groove strips purchased from Newfound Woodworks rather than the 3mm plywood lapstrake called out by the designer. I realized that in order to meet the 25-pound design criteria, Phil Bolger had specified 3mm plywood with no epoxy or fiberglass sheathing.

My experience with launching small boats off ramps and beaches is that they take quite a beating, so I went with the 1/4" Northern white cedar strips sheathed inside and out with 6-oz. fiberglass cloth set in West System Epoxy. I ended up with a boat that weighs 30 pounds. I could have saved several pounds by

using 3/16" cedar strips, 4-oz. fiberglass cloth, and a sheet of un-sheathed 3mm plywood for the deck rather than the 1/4" Northern white cedar strips covered with a layer of 6-oz. fiberglass cloth.

This would have probably got the boat down close to 25 pounds, but it would have made it somewhat more fragile. Mac McCarthy, author of *Featherweight Boatbuilding*, who has built hundreds of lightweight boats, says a boat around 30 pounds is easy to handle and launch; you can build them lighter, but you will start to create a boat that becomes fragile to launch and use. I do my sailing from a concrete ramp, which means some measure of protection must be provided to prevent damage to the hull. At 40 pounds, a boat starts getting heavy to lift and carry, and at 50 pounds, I am not able to easily lift and carry a boat by myself. Mac McCarthy suggests the boatbuilder work at taking some weight off the midsection of their body rather than obsess about an ultra lightweight hull.

The plans from Phil Bolger and Friends for this boat are five large detailed building sheets, including full-sized drawings for the frames which allow the builder to skip developing a set of lines from the table of offsets provided. I took the time to draw a full set of lines as I was planking with the 1/4" Northern white cedar tongue and groove strips rather than the 3mm plywood specified in the plans.

I like building small boats using tongue and groove strips, there is a minimum of tools required, and the fitting of the strips is not critical as the hull will be sanded, faired, and covered with fiberglass cloth. I was able to set four to six strips each side in a day, which is equivalent to 1-1/2 lapstrake planks per side. I consider this good progress for an amateur builder. The plans specify a full 1/2" plywood frame every 12" with the 3mm plywood lapstrake construction. I knew I didn't need this level of structure with strip construction, so I started out conservatively and built three full frames into the boat using double 6mm lauan plywood.

When I had completed the hull, I realized I could do without any frames, so I went back and surgically removed them from the hull, a rather messy job but it turned out well. I kept deck beams at the mast as well as the forward and rear of the offset centerboard case. This resulted in a hull without any frames, which makes it very easy to keep clean. With a small boat being launched from a beach this a valuable feature, you are sure to pick up sand or pebbles in getting in and out of the boat.

The performance of *Just Ducky* has been most satisfying. The boat is very stable, easy to get in and out of, and not tender when under sail. I have had a couple of 200-pound people sail this boat and it sails OK. It goes to windward nicely and handles a puff well. Paddling the boat is easy and comfortable. The rudder is responsive and positive. When people ask me who designed the boat, and I respond Phil Bolger, they say, "It doesn't look like a Bolger design, looks like something designed by Herreshoff that you reduced in size." I tell them that Phil Bolger has designed many pretty traditional looking boats, it is the unique designs he has done that seem to stick in their minds.

Sailing and paddling *Just Ducky* around Marblehead Harbor is most enjoyable. There are three or four places to launch the boat, depending on what part of the harbor I am in-



terested in exploring. At a pace of two or three miles per hour, sailing around through the moorings, I can study the beautiful yachts and talk to people aboard their boats. Just about everyone compliments me on the boat and asks who designed and built it. I find that even though most of the boats in the harbor are large fiberglass sailboats or motorboats, the owners still like to talk about building and sailing small wooden boats.

During June 1998, I had the pleasure of visiting Phil Bolger and his wife, Susanna Altenberger, in Gloucester, Massachusetts. In a series of notes I exchanged with Phil on building *Just Ducky*, he expressed an interest in seeing how this design turned out. Phil and Susanna both sailed *Just Ducky* around Montgomery Cove and agreed that this is a boat that is fun to sail and it performs well.

I managed to get a photo or two of the master himself sailing Design #638. Susanna took video of Phil sailing *Just Ducky* from the dock, and later Phil and Susanna followed me around Montgomery Cove in their electric launch *Lily* as Susanna took some more video. In parting, Phil said he thought *Just Ducky* was a little sweetheart, and I have to agree with his assessment.

Plans for Design #638 are available from Phil Bolger and Friends, 29 Ferry St., Gloucester MA 01930, fax 978-282-1349 (no telephone).

You may contact me as follows: Dave Thibodeau, 273 Atlantic Ave., Marblehead MA 01945; e-mail catboater@hotmail.com.



Designer Phil Bolger tries out his concept at David Montgomery's dock.

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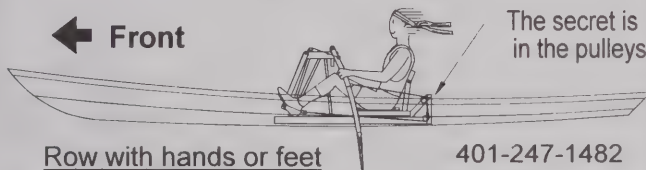
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Dreamboats

A Maduran PrahU as Yacht

By Richard Carsen

This particular type vessel used to be seen all over the Indonesian archipelago. Whole fleets would move with the monsoon winds. This type of low stress, strut supported sail is ancient. Originally mastless, this sail is as basic as you can get.

The maduran prahu uses short masts. The boom of the mainsail seems simply to lie on deck. This does have the effect of creating a foil. As the axis of the sail is the yard, the sail must be seen as turning around that axis. Thus the effect of the wind on the sail is both lifting and pushing forward.

The supporting strut takes the strain out of the rig. A number of struts of different sizes are used to give different slope to the yard. Vangs, attached to the yard somewhere between 1/3 and 1/4, restrict sideways movements; the struts too have a vang to port and starboard. The one on the weatherside is taut, the other hangs loose. The V-shaped end of the strut catches the vang where it joins the yard. Normally these vang run thru a block on the forward outrigger boom but here, where no outriggers are present, they run through

blocks at the end of special spars athwart the forward deck and somewhat overhanging the sides.

Here, instead of the traditional side-rudders, I have shown a rudder hung on the aft transom in Chinese fashion, which needs neither gudgeons nor pintles. The "kingpin" of the rudder is caught at the top between two longitudinal beams which run from a thwart-beam that supports the "wings" across a thwart-beam at the top of the transom to the plank that joins the ends of the wings. This Chinese setup is as old as boat endings in Egypt (BC), but then a steering oar would go between the wing and the side, the upper end supported by an upright, a system still in use on some Pacific craft.

Between the kingpin and the actual rudder blade is a slot which extends from the top of the blade to about halfway, the distance the rudder can be lowered. When fully retracted, two small beams ending on a low bulkhead inside and sticking out beyond the transom catch the kingpin at this halfway point. They restrict the kingpin's sideways movement. To

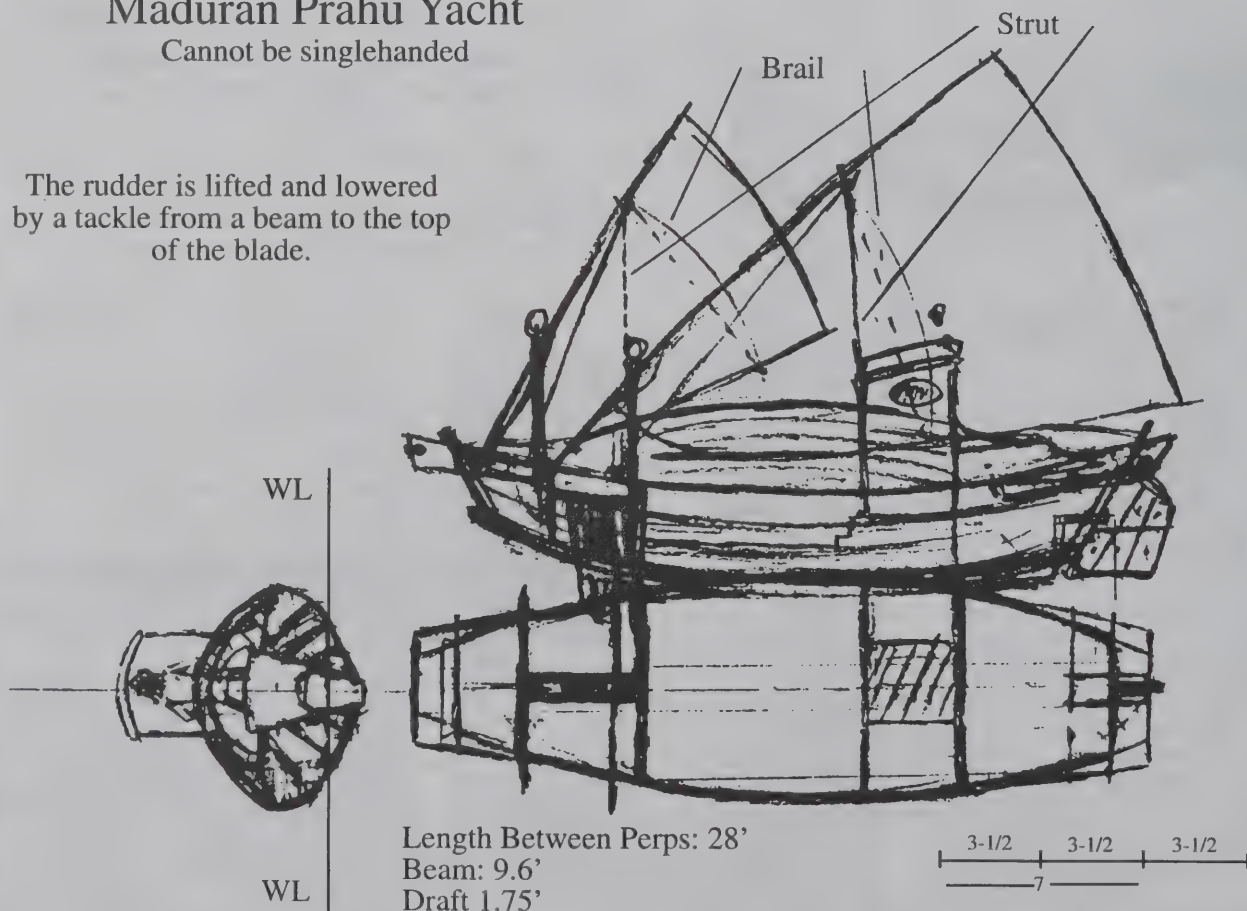
keep the pin between the beams, a light thwart-piece crosses the beams behind the pin. This thwart-piece is held there by two wooden pins stuck thru this piece into the beams. If the rudder hits an obstacle, the force would shear off the two light pins and so remove the thwart-piece, allowing the rudder to swing backwards undamaged. Like many of these native inventions, it takes longer to explain than to construct. It seems that simple things that are also effective are hard to explain like, for instance, the Chinese lugsail.

Another deviation from the original design is the narrow box that holds both the mast-ends (thinned down) and a centerboard. This again is a take-off on present day Chinese junks. The box would be bounded by a bulkhead, both at the fore and the aft ends. Otherwise, an ordinary system of sawn or bent frames is used, but another bulkhead at the end of the deckhouse would be a good idea to add further strength. The deckhouse as shown is rounded both ways. This is traditional for these craft. The small steering cabin isn't.

Maduran PrahU Yacht

Cannot be singlehanded

The rudder is lifted and lowered by a tackle from a beam to the top of the blade.





Club Project Winter 1998 Conversion

By Ron Mamerow

After the success with our first club project, as reported in the February 1st issue of *MAIB*, the members of the "Middle of Mitten Boat Builders Club" were anxious to start a new project. This time we were given the opportunity to convert a very old sloop into a low power fishing and just messing around in boat.

The sloop is 18'6" long, 6'3" beam, and weighs about 1,300 pounds. It was built in the late 1930s at Charlevoix, Michigan, and spent the 1960s and 1970s on Burt Lake, in the upper part of Michigan's Lower Peninsula. The current owner has had it for 10 years and it has only been in the water one time. That's when the garboards at the keel opened up about 1/4" for six feet on both sides. This made for a very interesting day of trying to get to the beach, and then getting her on the trailer with a few thousand pounds of water on board. The boat was put on a trailer and left for about eight years, until this winter.

After we inspected the damage, it was decided to replace 3/4" of the garboards with Douglas fir and plug up the centerboard trunk with a piece of red oak. We also found several broken ribs that needed to be repaired or replaced. It was also decided to use epoxy to glue the new wood into place, then put one layer of 6-oz. fiberglass over the area on the outside and a thickened epoxy filler on the inside for added reinforcement. All in all, the boat is in very good shape for her age.

In January, the owner got her off the trailer and onto a cradle in his heated garage. Then, at the February club meeting, we rolled the boat up on her starboard side so we could work on the keel at a convenient height and wouldn't have to work overhead while laying under her. Two days later, the members who could get the time, started cutting out the

garboards and got them close to ready for gluing in the new wood. At the next get-together we finished fitting the new wood, then we glued in the fir filler strips and the oak centerboard trunk filler using the thickened epoxy.

A few days later, we rolled her on her port side to work on the starboard side of the keel, finished putting on the glass cloth, and started to cut out the bad wood from the ribs and floors. At this time, the owner did most of the work for about three weeks. He faired up the keel area, replaced one butt block, cut out the rest of the bad wood on the ribs and some of the floors that were split or rotten. Then he laminated in new wood to replace the ribs and put in Douglas fir to replace the floors.

We then put her back in an upright position so that we could work inside her. Most of the remaining use of epoxy was limited to putting in fillets on the new wood, and then sanding it down along with all the old wood so a coat of primer could be put on. The outer hull was then scraped and sanded for a new coat of paint.

By this time, it was spring and the owner took over the remaining work, painting, and reassembly. The members started looking for a summer club project, and this time we made out like a bandit. Two of the newer members had boats started, but not too far along. They offered to let the club build them for the summer projects. The boats are an 8' dinghy and a double paddle canoe 13' long called a "Toto," designed by Jim Michalak. They should be a good learning experience for us all.

If any one wants any information on this or any other project we have done, they can contact me.

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A Boatyard Moment

By Hugh Ware

Last year Rob Stevens built a Viking ship for Hodding Carter III to sail from Greenland to Newfoundland, but it never made it, due to rudder failure. Alex Ware of Custom Lumber Sawing had a piece of clear white oak 12' long by 6" thick, better than 14" wide for a replacement. Delivery would be made at Crocker's Boatyard in Manchester, MA where Ware could trim off the excess stock with his bandsaw mill. We join the action...



Off Ware's pickup, Stevens on left.



The first cut is made...



...and the piece is turned.



How to make the second cut?

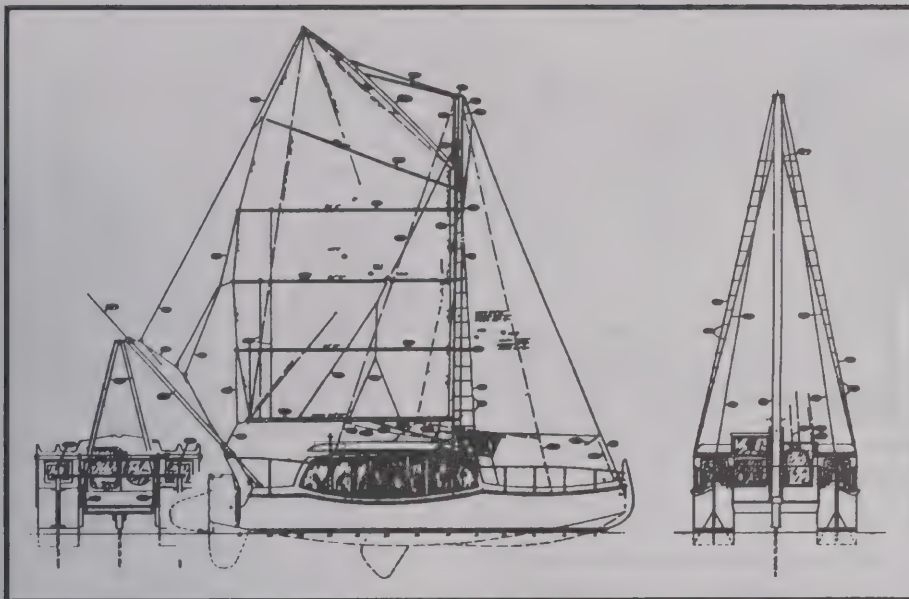


He tries to see the rudder in the wood.

Ware and Sturge Crocker kibitz and wait.

No! The piece will go to Maine. The decision will be made later.





Bolger on Design

Design #646 *Double Eagle* for Fritz Koschmann The Yawlboat (Design #651)

Part 2

Last issue we discussed *Double Eagle's* genesis and layout. Here is the rest of the story...

Between your budgetary limits, the space efficiency of it, and the long legal tradition in the Maine charter schooner trade, for instance, the notion of pushing *Double Eagle* with a meaty yawlboat that also doubles as a 7-passenger mule for all purposes, including that of a life raft, seemed most sensible indeed. As a versatile tool, and not a thing of beauty, it is at least 1/2" ply stout throughout, overpowered on its own, carries 40 gallons of gasoline in two built-in saddle tanks, should be unsinkable, and shaped well enough to plane safely, despite her bulk and hauling capacity (see discussion of Yawlboat, Design #651 in Sept. 1 issue).

Yawlboat typically lives on the adjustable ramp between the hulls aft, its bow tight via fenders against *Double Eagle's* after stress bulkhead, held there by lashings through massive eyebolts to keep it put in reverse.

When at rest, the ramp with Yawlboat on it would be winched up to eliminate wave noises under the platform.

To power *Double Eagle*, the ramp with Yawlboat on it would get lowered enough for the drive leg to put the propeller well under water. Under power, *Double Eagle* is fully controlled from the regular helm station forward, with the motor's throttle and shifter duplicated there, while the massive twin balanced rudders should suffice to steer her reliably. Adding drive leg directional controls might clutter things up too much, even though maneuverability in close quarters would be superior indeed. While operating in auxiliary mode, matters of drag and relative efficiency are tertiary in a fully rigged cruiser such as *Double Eagle*.

To sail *Double Eagle*, you lift up, from the gallows spanning the catamaran's stern for that purpose, the tail of that ramp with the Yawlboat on it, using either a \$65 1500-lb. Fulton worm gear winch or a less strenuous 12V truck winch, until the boat's bottom is about two feet above the water level. Now *Double Eagle* is clean to run under sails without any appendages to cause drag, get damaged in shallow waters, or corrode merrily.

To join the two craft, Yawlboat would approach *Double Eagle's* stern and maneuver its well-padded nose between the hulls, plus fenders on the hulls, to power it directly onto that lowered ramp until she can be hooked into the eyebolts. There are a number of ways to reliably connect both the Yawlboat to the mother ship and the outboard motor's throttle and shift control.

Her Rig

Double Eagle carries up to 930 square feet of sail on a short, single-stayed and tabernacled mast of just 40' length, two welded 20' sections of 8" sched. 40 pipe. The main mast is stayed with six shrouds, four of which carry rat lines for fun and scouting for whales. An A-frame of two 4" 20' aluminum pipe sections, rooted in both hulls and supported by the gallows across the Yawlboat bay, controls the mainsail sheeting and reefing system.

The point here is to get a lot of sail area on a short mast, reducing top hamper, drag, and first cost. This allows you more sail area lower, to run more of it longer before things get risky on a catamaran. And, of course, you have to be able to readily single-hand her repeatedly during a day's sail, starting in the morning by setting the sails, then putting reefs in, shaking them out, lowering the rig for lunch beaching, raising it again for the second leg

of the day, etc. Finally, the shorter mast set in a stout tabernacle allows ready laying of the mast within minutes and just with on-board gear to avoid unnecessary drag on her open water mooring and unnecessary noise while trying to sleep through a blow; powering up a remote river this would also avoid getting the mast top snagged in overhanging trees, not to mention the obvious advantage in negotiating all but the lowest bridges.

Double Eagle should be perfectly sailable with just the mainsail alone, making her a cat catamaran. It is a so-called Chinese gaff of 675 square feet, which combines the better aerodynamics of the western gaff rig with the better control and reefability of the eastern Chinese lug rig. It allows rapid and reliable reefing for low drama adjustment of sail plan to changing wind conditions.

While in tighter environs with many variable angle tacks, the boom sheet alone is used, longer runs on one tack would justify low strain adjustment of the upper sheets to achieve the best sail shape, and tacking to a certain regular angle allows leaving the adjustments untouched. Thus, seeing three sheets indicated on the study is not as wild as the sheer number would suggest. With each sheet controlling never much more than around 300 square feet of cloth, the strains are low and the promise high of a great sail shape that is not derived from massive stresses generated by sizable boom vang, for instance.

Overall, this rig has limited strains necessary to its function.

Notice, for instance, the lack of permanent backstays under the assumption of the stout mast pipe below the tabernacle pivot point, distributing the stresses running to the forward bulkhead, with running backstays for serious surfing/jockeying if so inclined.

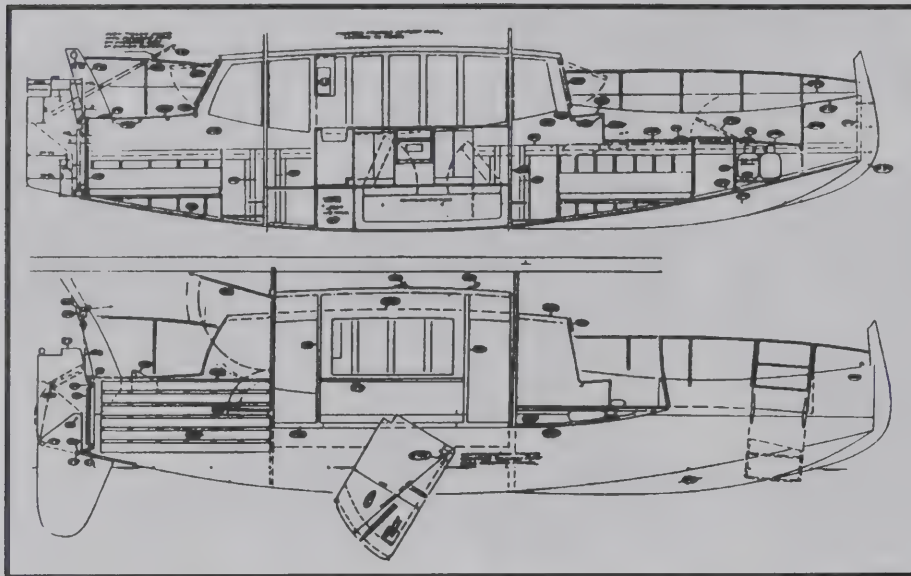
Notice that under these conditions, a significant part of the typical stresses on the mast is actually taken by the sheets and thus the sheet staffs frame. Yes, the jib(s) would still sag some, but that would not matter on that course, when it would matter to get more tension into the headstay(s), the running backstays would help.

Notice that there is no exotic hardware required for a proper set up, her boom, laminated battens, and gaff all have simple jaws to engage the mast with simple parrels on the forward end of them. There are no tracks, no batten cars, or other fancy stuff that modern, full batten rigs dictate. Two smaller winches would make hoisting the main sail easier.

The optional jib(s) could be anything used. The larger of the two, 255 square feet, fitting the two shown geometry more or less, and to be set during light air episodes off either one of the two mast forestays, weather side might be preferable depending on course. The smaller, 176 square feet, could be set in stronger winds going to windward to complement the main's aerodynamics.

Notice, finally, the location of the mainsail's sheets, its reef lines, and its winches, all clustering within immediate reach from the helm in and to left of the wheelhouse on the tabernacle and the other side of the forward companionway door. There are no acrobatics on a wet and slippery house top just to tie in a reef or drop or raise the sail again. The jib is an on-deck proposition, but well-protected within the railings, going forward would only offer nuisance from bow spray.

With you in the wheelhouse, and your



guests well-protected and in safety behind you in the saloon within immediate earshot, even a nasty blow should not be too dramatic for all concerned. Their relative position to the boat's probable axis of movement is highly desirable, while you are up front, with no uncertainty of what lies in your path or whether the anchor is still holding.

The Structure

Double Eagle's proportions are a sensible mix of our thinking on desirable multi-hull attributes and the economies offered by integrating stock plywood dimensions into all aspects of the design. The point is to build capable shapes fast, stout, and with little tedium.

We've never held with the notion of elaborately sculpted, super skinny shapes out of expensive materials that can neither carry any useable weight nor tack too well with all that long slender body resisting any tighter turns. They are fiendishly elaborate and man-hour intensive to build, and are still way too fragile for any really plausible coastal use such as yours; we see advertised from a known multi-hull designer a 56' catamaran with 9mm wall thickness (3/8").

If the fabulous speed of these machines is only possible by cruising with a single suitcase per person, the constant risk of holing from even smaller flotsam, and living with high stress and cost rigging, the question arises about where you can go this fast, with that little endurance, through what waters where nothing stands/floats in the way? Many multi-hulls look as though like they have been designed under the assumption that the owners are to live aesthetically on the edge as a matter of typical holiday leisure and fun.

Double Eagle is more like those fewer catamarans that are more relaxed, stouter, and no doubt slower, but still faster than similar sized mono-hulls, while offering a multiple in usable volume and comforts. Since she is of plywood, she should still be lighter, stiffer, and cheaper to build than her distant FRP cousins.

Her hulls are essentially 5-sheet/4-butt propositions of 39'+ length without the stem cap/profile added to the bows. The hulls' 4' beam allows shallow overall immersion of her weight, shown at 16" draft to be around 14,800 pounds, which allows her to carry an honest cruising load of water, fuel, food, accommodations, and toys to have fun on the vacation,

rather than enduring some sporting exercise in the ascetic lifestyle of the manic speed demons.

The hulls offer well over 9:1 length to beam ratio, on a bottom with enough rocker to allow spinning her through stays reliably. To keep her quieter when at anchor, we've added to the outside of the uninterrupted bottom a "Vee-Nose" under her bow. In the worst case scenario, that nose could be cracked from impact bouncing off a rock or misjudging that beaching adventure without her taking on water. It is essentially sacrificial, epoxied and taped to the bottom after the hull is more or less complete and ready to be turned right-side-up for assembly of the bridge and cabin.

Assembly of these hulls should proceed rapidly, upside down over the partial bulkheads, with a horizontal seam at 4 feet above baseline to maximize the plywood's advantages, while allowing a top-down approach to assembly and finish through bottom paint stage by just turning those 40 x 4 x 4 "boxes" to the get the side to be worked on next up and comfortable at chest height once right-side-up bulkheads get extended vertically and horizontally across to the other hull for you to line her up straight and plumb. We try to arch plywood where possible to reduce necessary stiffening supports, and there is 2" building foam for large panel stiffening and thermal advantage in the roof sections. Most of the cuts in her are straight, typically involve no beveling, and most bulkhead/framing angles are 90°. Progress to close her in should be rapid and motivating.

Her windows are a mix of polycarbonate and laminated glass, and certainly constitute a significant cost, though probably not more than any smoothly finished surface of any material used to enclose this volume. And since this glass house concept obviously has great ergonomic advantages, fretting over glass cost should be outweighed by them anyway.

The tankage in both hulls is structural for further labor saving, effectively producing a double bottom in that area. And, without any ballast apart from the 6 2V (=12V) battery bank, totaling 720Ah, she is, of course, unsinkable.

Preliminary Cost and Weight Estimates

We have attempted to "guesstimate" the

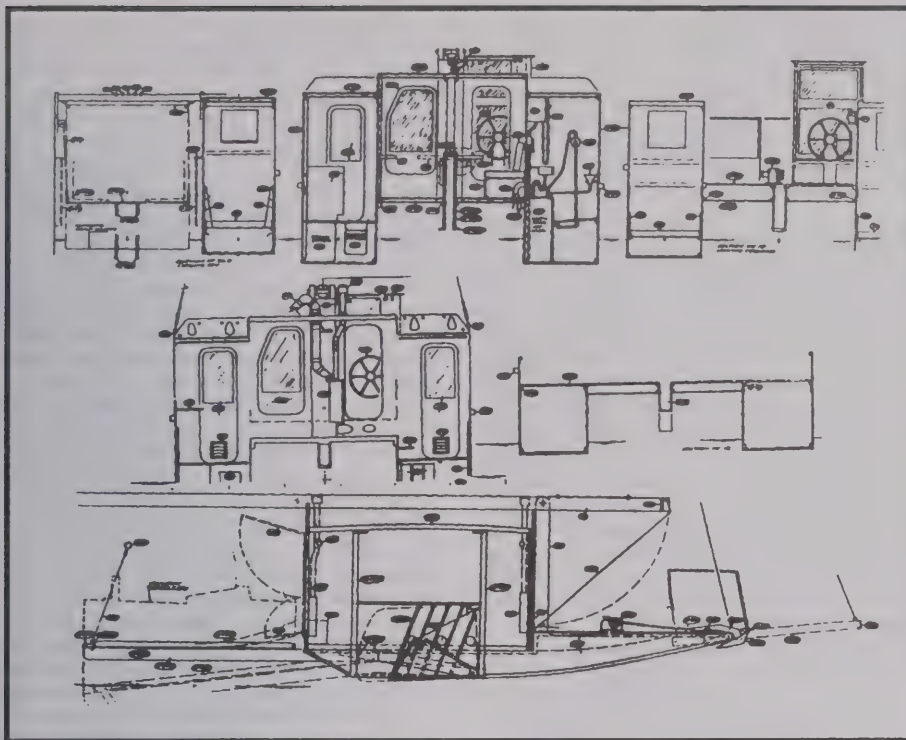
total amount and cost of plywood, glass, epoxy, hardware, doodads, etc. necessary to assemble *Double Eagle*.

Plywood: We've taken a preliminary look at each piece of plywood on her and tried to add up the equivalent in 4' x 8' sheets of 1/2" ply as the common denominator for cost and weight analysis (do it yourself to confirm numbers):

- Bottoms at 1", 2 times 2x5x 1/2" = 20 sheets
- Topsides at 1/2", 4 times 5 = 20 sheets
- Transoms at 1/2" = 1 sheet
- Horizontal hull buttstraps (4x40'x6") at 1/2" = 3 sheets
- Upper outer hull sides at 1/2" = 11 sheets
- Upper inner hull sides at 1/2" = 11 sheets
- Cutwater spine at 1/2" = 2 sheets
- Cutwater sides at 1/4" = 4 sheets
- Light bulkheads and division in state-room and foredeck 1/2" = 6 sheets
- Bathroom divisions of 1/2" = 6 sheets
- Starboard waste and water tanks/floorboards of 1" = 2 sheets
- Fridge liner of 1/4" = 1 sheet
- Port tank divisions and galley/landing floorboards of 1" = 2 sheets
- Forward stress bulkheads at 1" = 11 sheets
- After stress bulkhead at 1" = 10 sheets
- After deck at 1/2" = 2 sheets
- Aft and forward hull faces at 1/2" = 2 sheets
- Hull face hatches at 1/2" = 2 sheets
- Seats and kick panels at 1/2" = 2 sheets
- Hull roof panels at 3" ply/foam/ply laminate = 4 sheets of 1/2" ply and 4 sheets of 2" foam
- Hull foredecks at 1/2" = 4 sheets
- Spine at 1/2" = 6 sheets
- Spine/centerboard case at 1" = 2 sheets
- Centerboard at 2-1/2" = 2 sheets of 1" and 1 sheet of 1/2"
- Center platform of 3" ply/foam/ply = 6 sheets of 1/2" plywood and 2 sheets of 2" foam
- Wheelhouse at 1/2" = 4 sheets
- Foredeck at 1" = 3 sheets
- Main cabin roof of 3" ply/foam/ply = 6 sheets of 1/2" ply and 3 sheets of 2" foam
- Bridge underside at 1/2" = 2 sheets
- Four berths at 1/2" = 4 sheets
- Settee at 1/2" = 1 sheet
- Table, counter of 2" laminated countertop particleboard = 1 sheet
- Outside stems at 1" = 1 sheet
- Rudders at 1" = 4 sheets
- Rudder heads at 1-1/2" cheeks = 4 sheets of 1" and 4 sheets of 1/2"
- Arch at 2" = 4 sheets of 1"
- Pressure treated lumber for platform and "corral"
- Three 2"x8"x8' pt
- Two 2"x8"x16' pt
- Three sheets of 3/4" ply
- Fourteen 2"x4"x8'
- Twelve 5"x1"x10' pressure treated decking

GRAND TOTAL AMOUNT = approximately 190 sheets of 1/2" plywood (including Yawlboat).

Boulter Plywood of Somerville, Massachusetts, lists heavier fir marine ply and lighter okume marine ply at the following costs (without quantity discount factored in) and weights



per sheet (not actual final construction weight):

Fir marine ply at \$48/sheet x 190 = \$9,200 (at 9500 pounds gross)

Okume marine ply at \$86/sheet x 190 = \$16,340 (at 7220 pounds gross)

Predictably, cost clearly favors fir plywood, and it's domestic.

Since there is much cut-offs and cut-outs, we think we can safely assume that there would actually be 20% less weight in the assembled structure. Fir = 7600 pounds actual bare hull weight; Okume = 5800 pounds actual bare hull weight.

Predictably, weight clearly favors Okume plywood, and finished bright inside would be stunning.

Whether it is wise to take the financial hit up front and buy all of the gross number of sheets at once, and simply cut out and off for the sake of time savings, or whether it is wise to spend significantly more time assembling and finishing pieces of scrap into whole panels, depends on the panels, your speed of work, and your pocketbook, not infrequently if you could do any money-making job instead, savings in material are lost in time spent matching, assembling, and joint finishing scrap.

Glass: All those windows and clear walls amount to about 200 square feet of transparent material:

- 1/4" laminated glass would weigh in at around 700 pounds, with a price not ready at hand now.

- Much stouter 1/2" scratch and UV= resistant polycarbonate, like Lexan XL, would weigh in at around 625 pounds, and will readily cost around \$2,200 without discount.

= 9,200 + 2,200 = \$11,400 (fir/Lexan XL)

Epoxy Fiberglass, Hardwood: We would roughly figure around 1000 pounds of weight for those materials, might well be less, at a shot-in-the-dark cost of \$2,000.

= 11,400 + 2,000 = \$13,400 (fir/Lexan)

Rig, Hardware, Batteries: There would probably be around 1500+ pounds of those items, particularly larger capacity batteries at around 720 pounds, at a rough cost estimate of \$7,000, mostly sail.

= 13,400 + 7,000 = \$20,400 (fir/Lexan)

Cabin Appointments, Cabinetry, Galley, Mattresses, Curtains, etc.: We would assume at least \$2,000 for stove, sinks, pumps, galley stuff, plus mattresses and whatever your friend with that sewing machine charges, \$1,000 (?). = 19,300 + 3,000 = \$23,400 (fir Lexan)

Outboard/Outdrive: Depends on your flavor and pocketbook, but will be between 200 and 300 pounds and between \$2,000 for an older unit over the 251 IP air-cooled 2-cylinder outdrive option of \$5,000+ to \$6,500+ for the new T-50 Yamaha.

For a Grand Total of somewhere between \$25,500 and near \$30,000 (vs. your \$25,000 target).

The prototype is being assembled in three pieces indoors for final union on the beach.

Plans for Design #646 *Double Eagle* (including #651 on 10 sheets of 22"x34" plus 42-page building key are available for US \$950 from Phil Bolger & Friends, 29 Ferry St., Gloucester MA 01930-4834, fax 978-282-1349.

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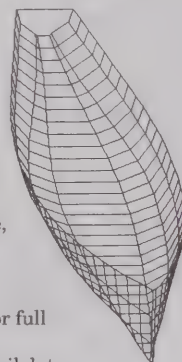
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Have you ever wondered about some of the exotic woods that turn up in wooden boatbuilding? Well, here's some sober straight goods on what some of these are from an engineering viewpoint.

TEAK: The wood of the tree *Tectona grandis*, of southern Asia. It resembles oak in appearance, is strong and firm, and in England is called **Indian oak**. It contains an oil that gives it a pleasant odor and makes it immune to the attacks of insects. It is used for boxes, chests, home furnishings, and for woodwork on ships. The color is golden yellow, the grain is coarse and open, and the surface is greasy to the touch. It is one of the most durable of woods, and also has small shrinkage. The weight is 40 lb per cu ft. In Burma large plantations grow teak for export. Trees grow to a height of 100' with a diameter of 3'. The growth is slow, a 2' tree averaging 150 years of age.

The wood marketed as **African teak**, known also as **iroko**, is from the tree *Chlorophora excelsa*, of West Africa, and is unlike true teak. It is a firm, strong wood with a brownish color and a coarse, open grain. The weight is somewhat less than teak, and it is harder to work, but it is resistant to decay and to termite attack, and is used in ship construction.

Surinam teak is the wood of the tree *Hymenea courbaril* of the Guianas and the West Indies. It is also called **West Indian locust**. The wood is dark brown in color, hard, heavy, and difficult to work. It is not very similar to teak and not as durable.

Seacoast teak, or **bua bua**, is a hard, yellow, durable wood from species of the tree *Guettarda* of Malaya. **Australian teak**, from New South Wales, is from the tree *Flindersia australis*. It is yellowish red in color, close-grained, and hard with an

What Wood Is That?

From the *Materials Handbook*

An Encyclopedia for Managers, Technical Professionals, Purchasing and Production Managers, Technicians, Supervisors, and Foremen

oily feel resembling teak, but more difficult to work. In wood, of Burma, also called **eng teak**, is from the tree, *Dipterocarpus tuberculatus*, from which gurjun balsam is obtained. The wood is reddish brown; it is not as durable as teak.

Two woods of Brazil are used for the same purposes as teak: the **itauba**, *Silvia itauba*, a tree growing to a height of about 75' in the upland forests of the lower Amazon, and **itauba preta**, *Oreodaphne bookeriana*, a larger tree growing over a wider area. The first is a greenish-yellow wood with compact texture and rough fiber, formerly prized for shipbuilding. The second resembles teak more closely, and is used for cabinetwork.

KHAYA: A class of woods from trees of the genus *Khaya*, growing chiefly in tropical West Africa and known commercially as **African mahogany**. The woods closely resemble mahogany, but they are more strongly figured than mahogany, are slightly lighter in weight, softer, and have greater shrinkage. The pores are larger, and the wood coarser. The wood is used for furniture and store fixtures, musical instruments, and paneling. It is not as suitable for patterns as mahogany.

African mahoganies are marketed under the names of the shipping ports, as the shipments from the various ports usually differ in proportion to the different species cut in the region. The chief wood of the genus, from which the native name *Khaya* derives, is known commercially as **dry zone mahogany**, *K. senegalensis*. It is also known as **kail** and **oganwo**. It grows from Gambia to Angola on the west coast and eastward to Uganda. The heart wood is dark reddish brown, and the thick sapwood is grayish to pinkish red.

The most favored commercial wood is that of the **red khaya**, or **red mahogany**, *K. ivoreriensis*, known locally as **dukuma** and **dubini**. This wood is highly figured, with interlocking grain,

and when quartered shows a ribbon figure with alternate light and dark stripes. It comes chiefly from the Ivory Coast, Ghana, and Nigeria. **Sassandra mahogany** is chiefly this species. **Duala mahogany** is chiefly **white mahogany**, *K. anthoteca*, known also as **diala**, **krala**, and **mangona**. The wood is lighter in color but tinged with red. **Big-leaf mahogany**, *K. grandifolia*, has a reddish-brown color. Much African mahogany is cut into veneer, and the standard thickness for the face veneer is 1/28".

Gaboon mahogany and **Port Lopez mahogany** are chiefly **okume** wood, from the tree *Aucoumea klaineana* of the Guinea coast. The tree belongs to the family Meliaceae to which *khaya* belongs, and the wood resembles African mahogany but is lighter in weight and softer. It is light pinkish brown in color. It is shipped chiefly to Europe where it is used for furniture, chests, boxes, and boats. **Cola mahogany**, from the Ivory Coast and Ghana, is **niangon**, *Tarrietia utilis*. The heartwood is light reddish brown, and the wood shows a herringbone figure on the quartered surface. It is heavier than *khaya*, and the pores are larger and more numerous. **Cherry mahogany**, or **makore**, is a plentiful wood on the Ivory Coast, Ghana, and in Nigeria. It is from the tree *Minusops heckelii*. The wood is dark reddish brown without figure. It is heavier than *khaya* and is finer in texture.

SAPELE: The figured woods of various species of trees of tropical Africa which are mixed with *khaya* and exported from West Africa as **African mahogany**. Sapele woods are harder and heavier than red *khaya*, but shrink and swell more than *khaya* with changes in moisture. They are also darker in color with a purplish tinge. **Sapele mahogany**, also called **scented mahogany** and **West African cedar**, is from the *Entandrophragma cylindricum*, a very large tree growing on the Ivory Coast and in Ghana and Nigeria. On the Ivory Coast it is called **aboundikro**.

Another species, *E. angolense*, is called **Tiama mahogany** on the Ivory Coast, and in Nigeria is known as **brown mahogany** and **gedunohor**. A less heavy wood, from the tree *E. utile*, is known on the Ivory Coast as **Sipo mahogany** and in the Cameroons as **Assie**

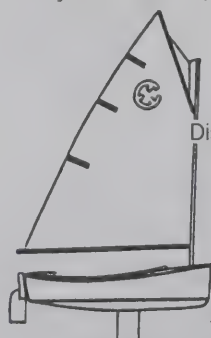
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mahogany. It is one of the chief woods exported as mahogany from the Cameroons. The wood known on the Ivory Coast as **heavy mahogany** and **omu** in Nigeria is from the tree *E. candollei*, and is much heavier than other sapeles.

Nigerian pearwood, from species of *Guarea*, notably *G. cedrata* and *G. thompsonii*, is also exported as African mahogany. The woods are more properly called **guarea**. The color is pale pink to reddish. The weight is about the same as sapele. The wood is of a finer texture than khaya, but it is not figured like sapele or khaya. Another wood marketed as African mahogany is **lingue**, from the tree *Azalia africana* of the west coast of Africa from Senegal to Nigeria. The wood is light brown, turning dark when seasoned, and is beautifully figured.

LAUAN: The wood of trees of several genera of the Philippines, Malaya, and Sarawak, known in the American market as **Philippine mahogany**. The woods resemble mahogany in general appearance, weight, and strength but the shrinkage and swelling with changes in moisture are greater than in the true mahogonies.

The lauan woods are used for furniture and cabinet woods, paneling, and for boatbuilding. The lauans belong chiefly to the genus *Shorea*, and the various species have local or common names. The so-called dark-red Philippine mahogany is

tangile, *S. polysperma*, and **red lauan**, *S. negrosensis*. Tangile is also called **Bataan mahogany**, and has the closest resemblance to true mahogany of all the species. The thick sapwood is light red, and the heartwood dark brownish red. It has greater tendency to warp than mahogany. Red lauan has larger pores, but is favored for boat construction because of the large sizes available. **Tiaong**, from the *S. teysmanniana*, resembles tangile but is lighter and softer. **Almon**, from the tree *S. eximia*, is harder and stronger than red lauan or tangile, but is coarser in texture and less lustrous.

White lauan is from a different genus of the same family and is *Pentacme contorta*. It has about the same mechanical properties as tangile, but is gray with a pinkish tint. **Mindanao lauan**, *P. mindanensis*, is quite similar but is lighter and softer. **Mayapis**, from the tree *Shorea palos*, is coarser in texture than tangile and is subject to warping and checking like red lauan. It is intermediate in color, and the light-colored wood is marked as white lauan, while the dark wood is sold as red lauan. **Yellow lauan** is from the trees **kalunti**, *S. kalunti*, **mangasinoro**, *S. philippensis*, and **malaanonang**, *S. Polita*. Yellow lauan is yellowish in color and has lower strength and greater warpage than other lauans.

Bagtikan, from the tree *Parashorea malaanonan*, is reddish gray in color, not

lustrous, but it is heavier and stronger than the other lauans. Sometimes mixed with Philippine mahogany is the wood known as **lumbayan**, from an entirely different family of trees. It is from the tree *Tametuz javanica*. The thick sapwood is light gray in color and the heartwood reddish. The weight and strength are about equal to tangile but the pores are larger. When marketed separately, it is a more valuable wood than the lauans for furniture manufacture.

The reddish woods from Sarawak, Sumatra, and Malaya known as **meranti**, or **morenti**, are *Shorea* species of the lauan types. In the East Indies morenti is used for barrels, casks, and tanks for palm oil. Similar woods from North Borneo are called **seraya**, or known as **Borneo cedar** or **Borneo mahogany**. The *Shorea* trees yield Borneo tallow and dammar. **Merawan** is a wood from various species of trees of the genus *Hopea* of Malaya. It is valued for furniture and interior work. Much of the so-called mahogany normally shipped from the Philippines is **Apitong**, the wood of the tree *Dipterocarpus grandiflorus* also grown in Borneo and Malaya. The wood weighs 44lb per cubic foot.

George S. Brady, Materials Consultant (Retired)

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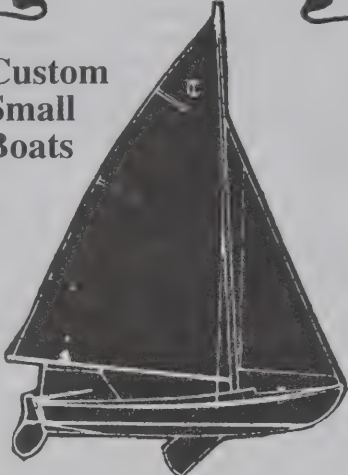
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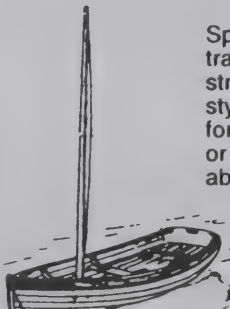
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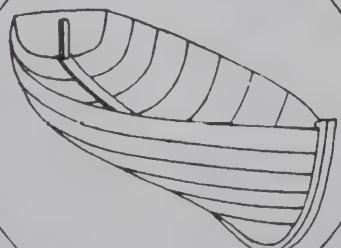
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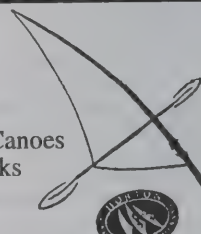
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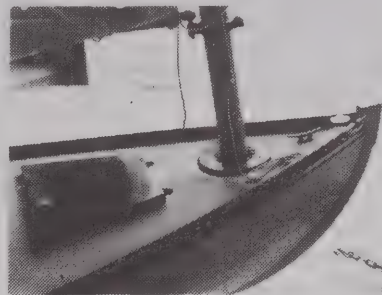
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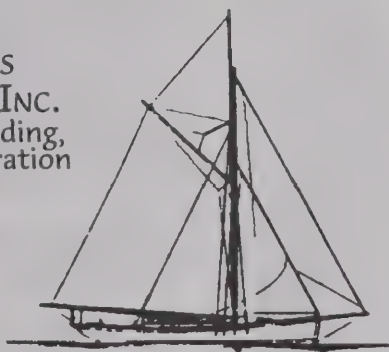


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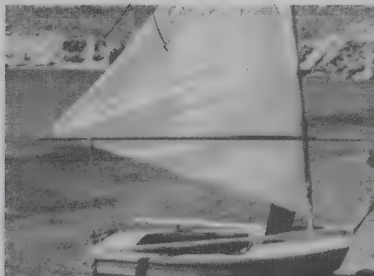
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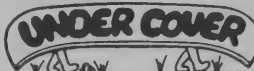
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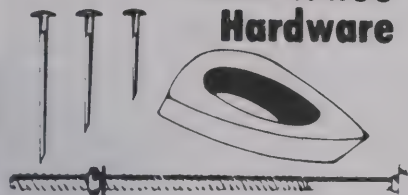


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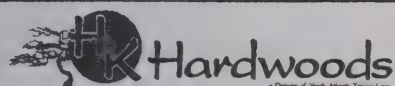
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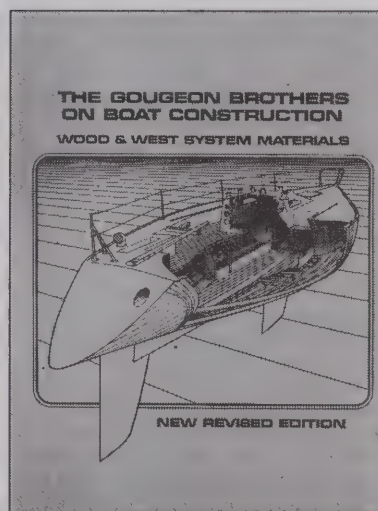
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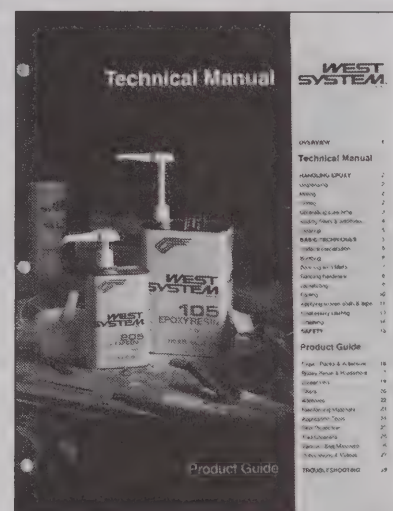
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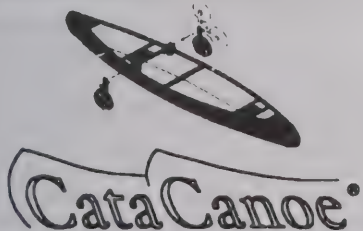


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The old shoreline railroad ran right close to the water and the railroad, being closed down and out of business, had picked up their rails but left their old wooden ties.

It didn't take me long to find I could pull the ties out, and so I pulled two and put them in the water. I nailed a couple of boards across them and had me a raft that served the purpose of getting me on the water. I paddled these two ties up and down the nearby shoreline.

One day I found that my sister, who was five years older than I, had gone sailing with her girlfriend who owned a sailboat. She kept the sailboat offshore in deeper water. They had left their dinghy tied to the sailboat's mooring.

I was so put out that I had not been invited that I paddled my "raft" out to the mooring, untied their dinghy, and towed it to shore. This proceeded to cause a nightmare. By the time they discovered they had no dinghy, well, I won't go into that, but I learned real good never to do anything like that again.

My railroad tie raft lost out because of the help of my father, who owned a 14' foot rowboat which I was allowed to use. I found rowing this 14-footer was a real job, so I went over to the nearby woods and cut a tall slim tree for a good mast. I managed to mount the mast in the bow of the rowboat. My mother made me a sail out of a couple of old sheets and so now I had a sailboat, if you would call that rig a sailboat.

Of course, a flat-bottomed rowboat had no keel and no kind of centerboard. I found it great fun to sail with the wind behind me, but I also found it was a nightmare rowing that rig back against the wind.

I was slowly getting older and doing odd jobs to earn some money, my money. I found a place that rented sailboats and I grew to be a real customer. As time went on I discovered someone who chartered sailboats by the month, and that led me into real sailing. As life went on and I graduated to bigger real sailboats, people would ask, "Who taught you how to sail?"

Eventually, when I was working on Wall Street, I discovered that there were yacht brokers available, and I found one out on City Island, New York. I found time to take the subway out to City Island, and the broker I liked best had a beautiful 60' sailboat for sale. The boat was up the Hudson River at Newburg. My wife and I planned to drive over there on the weekend. Our neighbors knew we were real interested in a sailboat, so I asked them if they would like to ride with us to see a 60' sailboat in Newburg.

They did and we went. The owner of the boat met us at the yard office and took us down to the shed where the boat was stored. When we first cast our eyes on it, it looked like a huge ocean liner. It was blocked up so the base of the keel was just about our eye level. To get on the boat there was a skinny, wiggly ladder going up to the boat deck. Our man went up and I went up, but my wife and our guests wouldn't attempt it. At any rate, we bought the boat with certain conditions, that the boat be launched, the mast put aboard and fully rigged, sails to be aboard, and all common

I Bought a Sailboat

By L.W. Lord

equipment to be placed. I sent the broker his check and stayed in touch with the owner. He told me by phone when the boat would be launched and when the crane he ordered would place the mast.

Well, one day he called and said the mast was in and rigged and all other equipment was aboard. The boat had no motor, nor was it rigged for one, no shaft, etc. I was able to get five friends to join me and crowded in my wife to drive our car home. My crew and I got acquainted, and some of us went out and bought groceries, things we could eat out of a can or jar, and proceeded to get ourselves mentally prepared to leave for New York City in the morning. We towed a little dinghy and in the morning, after a make-shift breakfast, we cast off for New York. Our aim was to get to the yacht basin off Riverside Drive and to a mooring to hold the boat overnight.

The five of us were hungry so we went ashore and walked up to Broadway. There seemed to be restaurants in every block, but as we walked into a restaurant, dressed as we were in roughed-up sailing clothes, we were immediately ushered out. We were unseated in at least three restaurants. All of us were unshaven, so I asked my buddies to wait outside while I went in and had a talk with the manager. He accepted us and we ate our dinner. We walked back to the boat, got aboard, and had a goodnight drink.

I awoke in the morning at 7:30 and was pulling my trousers on when there was the most enormous horn blowing. I will readily admit that I was momentarily frightened, but I caught myself, opened the main hatch, and saw about four feet away from us something that looked like a huge boat. Well, it wasn't a huge boat but a big one. The captain was standing in his wheelhouse and was asking me if the boat was the *Georgia*. He told me he was there to tow us around Manhattan to connect to Long Island Sound. I got the crew up and on deck and we made fast to our "tow." We had a very enjoyable ride around Manhattan and north and east to the beginning of Long Island Sound.

On the way, the captain asked me to come aboard. I did, and he took me below where a big breakfast of eggs, bacon, and hot rolls was set out for me to eat. I didn't dare tell my crew about it because they had only a cold simple breakfast. It was lucky the tow took us so close to Long Island Sound because all the charts we could find took in only the Hudson River. The seller told me he had plenty of charts aboard, but I brought with me charts starting with Long Island Sound. It was lucky I did this.

We got our sails up and the boat sailed beautifully, being a Larchmont "O" boat. In all of our sailing the next three years we only came across one other Larchmont "O" boat. We sailed all afternoon and were off New Haven Harbor when I decided we didn't want to do any night sailing, so we went in and anchored for the night behind one of the big breakwaters for New Haven Harbor.

The next morning we ate just about ev-

erything we had, knowing that that day we would end up in Noank and meet with our wives, and that's what happened. I found a phone and called the shipyard I was going to use to put an engine in the boat. I asked for them to send a boat down and tow us up the Mystic River to their yard. They did. My wife and I drove up to Route 1 and down to the shipyard. The boat was at the yard dock and the general manager was standing by the boat. I told them I wanted a motor installed, and they said they had a good motor they could install right away.

They hauled us out that afternoon, and the manager told his head carpenter to pull out the cabinets in the aft stateroom and cut through the bulkhead, build an engine bed, and install the motor. They had to remove the cockpit floor to make room to install the motor. Some days later they called and said the work was done, they were going to launch the boat, and I could take it away. It is to this day one of the biggest events I will never forget. I climbed into the boat and started the engine. They threw me my dock lines and off we went to our home. I say "we" because I had asked a friend to go with me.

The water at the end of the home dock was only about four to five feet deep and the *Georgia* drew about eight feet, so I had an outfit put a heavy mooring with chain, line, and float in deep water off the side of the channel. I used that for some months, but finally I was able to arrange dock space with a shipyard more or less near our house. This was a lifesaver.

My wife and I sailed the boat for about a month when a man contacted me to go to work on the boat. I was ready for him. I contacted his references, which were all very good, and took him on. My wife was glad also because she was getting tired of continual housework on the boat.

My new captain was excellent. There was constantly something that needed attention. One thing was when the main sail was down and wrapped to the boom, a rain storm could come along, soak the sail, then it was almost more than we two men could do to haul the sail up. I put in an electric wench and, of course, had to add to the battery bank. This worked fine. I won't go into other things like refrigeration and hot water.

While I owned the *Georgia* I ran aground twice, each time in soft mud. I hit a rock one time but slid off of it. I hauled out the next day but there were just a few little scratches on the bottom of the keel. Each of our going aground incidents happened within a mile of our dockage. This, of course, doesn't make good sense. One time I had to run a line ashore (using every piece of rope and line on the boat) and tie it to our car, and little by little we pulled the boat off the mud. I would say that it probably took a year for us to be very competent handling this 60' sloop.

It came time to sell the *Georgia* because now we had two little baby boys. To compensate for the heeling of the sailboat, I bought an 83' motor sailer, the *Ungava*. All the experiences we had with the *Georgia* put us completely at ease handling the new *Ungava*. When we bought the *Ungava*, one of the first things I wanted to do was to change the name, but the former owner told me what *Ungava* meant, and so we willingly kept it. The name means "happy days and pleasant sailing." And that we did have.

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)

11'6" Wee Lassie, half-decked, cherry & mahogany trim, painted hull, bright deck. Vy pretty boat. Trades considered; Penguin, Rhodes, Bantam, 14'16' catamaran, small IB engine.
STEVE SMITH, Eastham, MA, (508) 255-8226 before 9:30pm. (11)

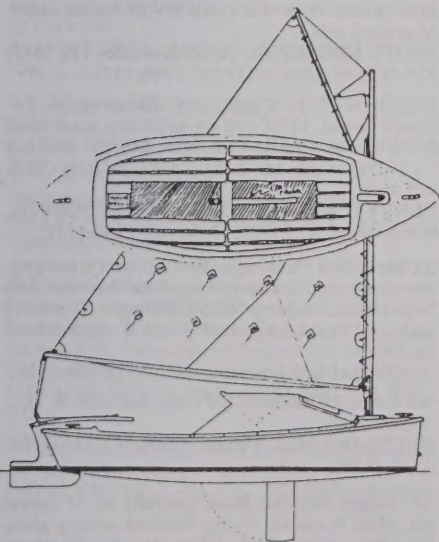
24' Rowing Shell. \$200.
ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (11)

26' Thunderbird Sloop, fin keel, solidly blt exc sailer, slps 4. '94 8.5hp Evinrude long shaft OB in wellw/charge system, few hrs. Family owned & maintained for 25yrs. Custom cradle available. Lg sail inventory, original wooden mast, boom & hrdwre. Located Narragansett Bay. Nice cond. Sailaway @ \$4,000.

GEORGE CALDOW, Coventry, RI, (401) 949-9891, (401) 821-1298. (10)

Raven Sailboat, FG 24'2"x7'x5'4"/7", 300sf, 1,150lbs. Cape Cod Shipbuilding '56. Recent upgrades incl Harken blocks, reconfigured deck, re-finish gel coat, new North sails, new CB gasket & cockpit cover. This is a stable comfortable daysailer which can carry 6 people while outsailing 'most any boat near its size. \$4,800 w/trlr, \$4,200 wo/trlr. **14' Ultralight Canoe**, Snowshoe, 21lbs, gd cond. \$350 w/dbl paddle. Delivery for expenses is possible.
KEN MEYER, PO Box 64, Whitefield, ME 04353, (207) 549-5741, email: <kmeyer@gwi.net> (10)

25' Tancook Whaler, Nimbus designed by Peter Van Dyne & seen in *Fourth Book of Good Boats*. Sound glass hull on custom trlr. No deck, spars or cabin. Have sails & rigging. \$800 OBO.
DOUG HARTLEY, Columbia, SC, (803) 256-7226. (10)



17' Mud Hen, lg cockpit can daysail 6 or camp cruise 2 w/compl canvas enclosure. Mast tabernacle & boom gallows make easy launching. 3hp electric trolling motor in IB well, green hull, tanbark sail, teak seats, trlr. Garage kept, exc cond. \$2,900.
RALPH WIGHT, Frederick, MD, (301) 695-6224 work, (301) 695-1476 home. (10)

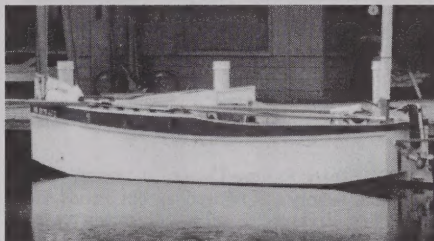
CLASSIFIED ADVERTISING INFORMATION:

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.

Eddyline Kayaks, Merlin, Raven, Falcon 18. Light, beautiful, new. Hundreds less than retail. MIKE WAGENBACH, Seattle, WA, (206) 545-3724. (10)



Little Wing, 19' ply/epoxy cat yawl, similar to Bolger's Long Micro. Launched '97. Incl 5hp British Seagull & trlr. Must sell. Wife made me get bigger boat.. \$3,200.
JOHN CHURCHILL, 621 River Strand, Chesapeake, VA 23320, (757) 625-4878 work, (757) 547-7714 home. (10)

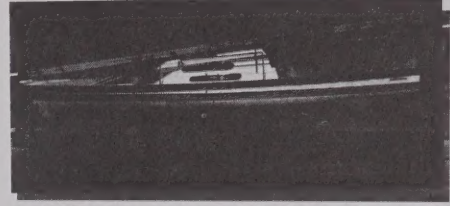
18' Ideal 18, the perfect daysailing keelboat. Main w/jiffy reef, self tacking jib w/Harken roller furling spinnaker, sail covers, tiller cover. All Harken hrdwre. Small OB. All in mint cond., On small trlr. Located Southwest Harbor, ME. Asking \$8,500. Pat Moore Reverie Solo Canoe, w/ash trim, 2 saddles (small & medium), kneeling pad, Moorepaddle & fleece paddle bag, thwartbag. \$7509.
EDWARD FEINBEWRG, 67 Meadowbrook Rd., Brookline, MA 02445, (617) 734-6507. (11)

15' Hunky Dory, semi-V open skiff, all FG, in vy gd cond. \$600.
LARRY TYTLA, Waterford, CT, (860) 444-2538. (11)

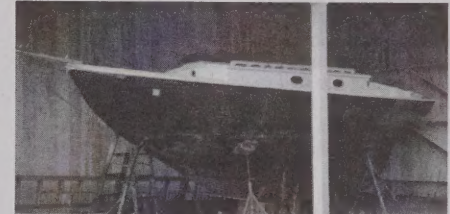
Daysailers, 11-1/2' Poly Escape. \$1,725. **13' Puffer Sloop**, FG. \$550. **18' Beachcomber Dory**, FG. \$1,495. **19' Drascombe Lugger**. \$2,850. Help me pay for daughter's college education.
HAL WHITE, Osprey, FL, (941) 966-5702. (11)



16' Custom Sea Skiff, WEST System epoxy & FG over plywood. Rugged, roomy, fast & pretty. Blt to last a lifetime. \$1,300.
BILL GREENOUGH, Berlin, CT, (860) 828-0425. (10)



21' Venture Sloop, fast daysailer/wkndr. FG hull, slps 4, drop keel, pulpit, exc galv Cox trlr, Harken traveler & go fasts, lights, battery, jiffy reefing, brand new main, little used 140% & 180% genoas, storm jib. Asking \$2,600.
BRUCE CAMPBELL, Gloucester, MA, (978) 281-1647. (11)

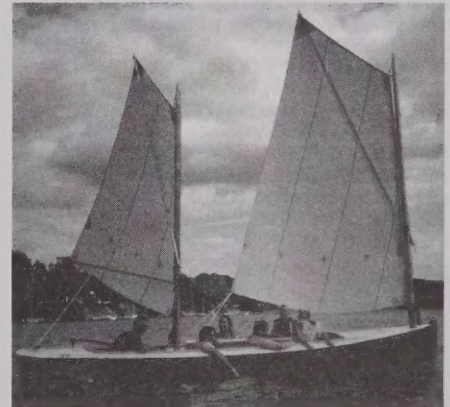


22' Cutter, fir on oak, 22' LOD, 25' LOA, 7' beam, 4' draft, 1,200lbs iron ballast, Atomic 4 auxiliary, ready to launch. \$2,300 OBO.
RICK GODDARD, Sherborn, MA, (508) 653-1386, 6-9pm best. (11)

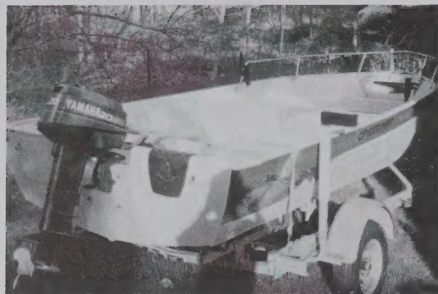


16' John Atkin Flat Bottom Skiff, blt by Bob Wilmes (see WB #123 Launchings). 2 rowing stations, 2 sets oars. Asking \$4,000.
PAT ATKIN, Noroton, CT, (203) 655-0886. (11)

Old Town Pack Canoe, used. \$250. **16' Wood Canvas Canoe**, restored. \$750. **Walden Kayak**. \$279. **16' FG Square Stern Canoe**. \$295. **Old Town Tripper**. \$350.
FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (11)



20' Sharpie, 4 yrs old, like new cond. Design from John Gardner's *Building Classic Small Craft Vol. 1*. Marine ply on cypress & oak. Cat ketch, spritrigged, sails by Dabblers, spruce spars, beautifully balanced helm. Includes dual axle trlr. I just have too many boats! \$4,200.
JACK MANLEY, Northville, NY, (518) 863-2100. (11)



Crestliner Kodiak 18, welded aluminum skiff, '96. Karavan trlr '97, Yamaha 20-hp tiller steering. Many extras, exc cond, little use. Boat, motor, trlr. \$4,900. Boat & trlr. \$2900. Motor only \$1900. GENE HICKEY, Glastonbury, CT, (860) 633-8157. (10)

Maine Coast Fisherman's Skiff, Dynamite Payson design, 12' x 50". Bare hull, prime coat only, \$475. Painted w/oarlock sockets installed, \$575. Photo on request to serious prospect. **Bolger/Payson Bobcat**, I am getting too stiff to sail her, contact me for details. Don't miss this opportunity for a beautiful boat. HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019-0006, (207) 766-2684. (10)

Unique 16' FG Boat, center console, deep-V lapstrake hull design w/horshoe of mahogany coaming around fwd V-shaped seating area. New Hummingbird Wide 100 depth/fish finder. Exc for fishing, skiing or just plain cruising. 60hp Mercury OB, power tilt & trim, only 3hrs fresh water use since major overhaul. New trlr, bearing buddies, tongue jack/wheel & spare. Interested in trading for trailerable sailboat w/cabin. Asking \$4,800. ART EICKENBERG, Fayetteville, GA, (404) 305-5569. (12)

Friendship Sloop, 30' lod, 24' lwl, 9'6" beam, 5'3" draft. *Easting*, #13 FSS blt by C.A. Morse in '20, rblt '77. 4 bunks, enclosed head, full galley, Atomic 4, full safety & cruising equipment. Mahogany strip planked/Vectra/epoxy, internal lead ballast, rewired & reinstrumented '97. \$15,000. ART TONCRE, Rockland Harbor, ME, (207) 596-5514. (10)

20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start w/trans & magneto, custom trlr. \$1,800 firm. **15' Bolger/Payson Windsprint**, standing lugsail, kickup rudder, etc. All in gd shape. \$500. JAY HOAGLAND, Rockport, ME, (207) 596-0786. (10)

15' MFG Niagara Runabout, FG hull w/molded lapstrakes, 35hp electric start Johnson OB, bimini, trlr, cushions & more. Vy gd cond, must sell. Reduced to \$1,700. DAN GONNEAU, P.O. Box 343, Shelter Island Hts., NY 11965, (516) 749-4151 wknds, (718) 726-3549 lv message. (10)

17' Lowell Sailing/Rowing Dory, lugsail, boat cover, fenders, anchor, 3pr oars, trlr. White w/natural wood. Exc cond. \$5,000. MICHAEL CUSHING, Squantum, MA, (617) 328-4189. (10)



15'7" Whisp, Redmond designed light sharpie skiff. Lapstrake marine ply w/WEST System, bronze fastened, mahogany trimmed. Shaw & Tenney oars & caned seats. Some sail hrdwre. \$1,100 or negotiate for canoe trade. TIM FULTON, 3308 4th St., Kenosha, WI 53144, (414) 553-5510, email: <tfulton@kust.edu> (10)

West Wight Potter 15, '82 w/tilt trlr, fully battened main, jiffy reefing, jib downhaul, boom vang, jenny & storm jib. Set up for rowing, motor incl. Cond boat gd, trlr fair. \$1,800. SANDY HATTOR, Cincinatti, OH, (513) 561-8825. (10)

'62 MiloCraft 15', molded plywood hull, crack in transom. All orig. Tlr. Engine does not run. \$350. THOMAS BANASZAK, Downers Grove, IL, (630) 963-6207. (10)

19' Lightning, Hull #12858, classic Sparkman & Stephens design blt '75 by Allen Boat Co. FG, w/2 sets sails (main/jib). Rigged for single handing. '93 trlr. \$1,800 OBO. RICK ROGERS, 49 Littleton County Rd., Harvard, MA 01415, (978) 456-3097. (10)

13'6" Chamberlain Dory Skiff, glued lapstrake marine ply, CB, gaff main, all spars & sail. Blt by student of John Gardner. Gd little seaboat in vy gd shape. W/trlr. \$4,000. DAVE GILROY, W. Hartford, CT, (860) 658-9972. (10)

12' North Shore Yacht Sailing Tender, FG w/oak & mahogany. Spruce mast & oars, sail & trlr. \$1,200. DAVID BERCOVICI, Falmouth, MA, (508) 540-8594. (10P)

17' O'Day Daysailer, '82, FG. Nds minor work. Hull & sails vy gd. Galv trlr. \$1,800 OBO. Will trade for sailing/rowing dinghy under 14'. BILL KAVANAUGH, Wallkill, NY, (914) 562-7374, lv message. (10)

15' West Wight Potter, Dillie trlr, mainsail w/jiffy reefing, jib & tanbark genoa, cabin & cockpit cushions, running lights, Danforth anchor, etc. Exc cond. \$2,300. DICK BRIDGE, RR #3 Box 184A, Laurel, DE 19956-9588, (302) 875-0879. (11)

1922 Old Town Sailing Canoe, 16' wood/canvas w/original factory sail rig, rudder, dbl leebeds. Hull in vy gd cond. Have '22 bill of sale, own a piece of history! \$2,500. TOM KRAVIS, 2735 Benson Rd., Northville, MI 48134, (518) 863-4988. (11P)



Drascombe Longboat Yawl, lying Austin, TX. Blt '83, top cond, ready to use. White hull, lt blue decks, bronze cleats, alum tiller head, spruce spars, Racine tanbark sails, SS rigging. MinnKota +44 trolling motor w/2 90ah batteries & charger. Galv trlr w/ winch & jockey wheel. Gear include roller reefing jib w/bronze sheet winch & sliding fairleads, electric tiller steering (really!) 3 sets oarlocks, overall canvas cover, kick-up rudder, aft locker, Porta-potti, spruce whisker pole & spare roller furling forestay, fire extinguisher, near shore flare/marker kit, 7 various size life jackets, radar flag (US colors), fixed bilge pump, Magellan hand held GPS, oar, 3 anchors, chain & warp. Asking \$8,400. DAVID CHAPMAN, (512) 626-0089 days. (11)



Green Marine Catapult Catamaran, 28' of fast fun. Four 7' berths for camping/cruising. Shallow draft, CBs. 4 yrs old, well maintained. On mooring in Falmouth, ME. Asking \$22,000. CHUCK JONES, Auburn, ME, (207) 784-2721 eves/wknds, or GREENE MARINE, Yarmouth, ME, (207) 846-3184. (11)

Alden Ocean Shell Single, 16' 20th Anniversary Model by Martin '71-'91. White w/maroon deck, splash shield, automatic bailer, sliding seat, seat pad, oarlock outriggers, 9' carbon fiber oars, compass for stern deck, 2 folding racks to store over floor/ground. Tip-top shape. Rarely used, 1st owner moved, sold it to me in '93, lower back problems resulted in little use (none in '97 & '98). New \$2,132. I paid \$1,800, Asking \$1,400. CHARLES HEWINS, Philadelphia, PA, (215) 487-1849. (11)

Bolger/Payson Bobcat, named *Jaguarundi* after the rare Texas cat. It was fun to build & is fun to sail, but all I want to do now is paddle my kayak. *Jaguarundi* incl exc sail purchased through Dynamite Payson & an extra fiddle block for the oversized mainsheet. This is a grt family boat that sails easily w/3 adults & a couple of kids. It's strong & stable. Asking \$1,500 include trlr. MONTE RHODES, Austin, TX, (512) 453-4525, email <rhodesm@apple.com> (11)

10' Herreshoff Pram, cedar on oak, mahogany transom & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake, copper & bronze fastened. Tows & rows well. \$1,200 OBO. GEORGE OVERBAUGH, 69 S. Stony Brook Dr., Marlborough, CT 06447, (203) 295-0693. (11)

33' Glander k/cb Yawl, '71. 30hp West. diesel, cockpit enclosure, lots of canvas, new interior upholstery, frig, shower, woodstove, propane stove w/ oven, full batten main, furling jib, etc. \$17,900. Consider partial trade for small RV or trailer sailer. Motivated seller. SCOTT EDGERTON, Hendersonville, TN, (615) 824-4675 or pager (615) 201-2686. (11)

Mud Hen 17, 17'4"x 6'3"x 6" (board up) x 3'6" (board down). 155sf gaff rig w/folding mast. Ideal beach cruiser. Current base price \$10,950, will sell for \$5,000 w/galv trlr, 2.7hp Cruise 'N Carry OB & sail cover. HENRY C. MASSENBURG, 13 Harbor River Dr., Horse Island SC 29920, (803) 838-2550. (11)

22' Stretched Piscataqua River Wherry, competitive fixed seat double rowing boat launched July '97. 140lbs, okoume/WEST/mahogany topnotch materials throughout. Incl 2 sets 8' spruce oars. \$1,350. ANDY HALL, Lynn, MA, (781) 592-5533. (11)

'62 Lotus 28 Sailboat, gd cond, nds sails & TLC. \$3,200 OBO. BETTY HOLMES, Verona Beach, NY, (315) 762-4232. (13P)

23' Bolger Martha Jane, carefully blt of marine ply, glass & epoxy. Nicely finished w/deep green topsides, cream deck. Clear douglas fir spars. \$4,000. BILL JOCHEMS, Redstone, CO, (970) 963-3662.

23' Sonar, Hull #334, 3.5hp OB, 3 sets sails, aft-lead jib sheet cam cleats added for single handed sailing, spinnaker pole, lazy jacks. \$5,000. KEN ONG, Douglaston, NY, (718) 631-9011. (11)

BOATS WANTED

17'21' Sharpie, or other displacement hull for use as 8-10hp triable motor launch, e.g. Dovekie, Bay Hen, Marsh Hen, Mud Hen, etc. Rig not req. Mid-Atlantic preferred.
LANCE MC DOWELL, Newport News, VA, (757) 874-4431. (10)

West Wight Potter, 15' or 19', in Great Lakes area.
RICHARD MEAD, Caseville, MI, (517) 856-7438. (10)

Wooden Catboat, 12' to 25', in fixer-upper cond. I nd a project.
BOB MCCAULEY, 3 Spruce Ln., Bristol RI 02809, (401) 253-0403.

Used Feathercraft Single Kayak, or Khatsolano folding kayak.
FRANK CLOUSE, Southboro, MA, (508) 481-9314. (11)

10' Sail-Oar Dinghy, by John Lindsay or Lincoln Boat Co.
MAIT EDEY, Vineyard Haven, MA, (508) 693-3350, email: <maitedey@aol.com> (11)

SAILS & RIGGING FOR SALE

Lightning Sails, #3306 main/jib/spinnaker, old but in vy useable shape. Make reasonable offer I can not refuse.
HANS WAECKER, Box 6, Cliff Island, ME 04019-0006, (207) 766-2684. (10)

Aluminum Gaff & Boom, for Sunfish or Sailfish, not compl. \$10. Bamboo, several light pieces about 6' long, 2 are thicker & could serve as masts for small canoes. Free.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01702, (508) 872-4206. (11)

SALES & RIGGING WANTED

Mast, for O'Day Daysailer II. Also assorted hrdwre, sails, etc.
ALLEN KENNEDY, 240 W. 98th St. #11, New York, NY 10025. (12)

GEAR FOR SALE

Volvo Penta MD2B, 2 cyl 25hp. recent rbl'd w/over \$1k in new parts. Engine submerged, will deliver. BO or trade.
ROBIN TEITEL, Melville, NY, (516) 423-8320. (13)

9.9 Johnson OB, long shaft, new cond, Asking \$1,400.
LARRY TYTLA, Waterford, CT, (860) 444-2538. (11)

'96 Evinrude OB, used vy little. \$675.
CHARLIE MENDEZ, Wantagh, N J, (973) 875-5661, call 6-9pm. (10)

Grumman Aluminum Canoe Parts; replacement thwarts & seats, SS CB fitting 34-1/2" for around bottom edges of slot. Wilcox-Crittenden Navy style anchor #10, Grco marine toilet. All BO. Sears DieHard electric trolling motor 15lbs thrust. \$25.
DAVID GILROY, W. Hartford, CT, (860) 658-9972. (10)

'91 2hp Suzuki OB, gd cond. \$350 OBO. **40# Luke Storm Anchor**, painted. \$200 OBO.
DAVID VIRTUE, Kittery Pt., ME, (207) 439-8005. (11)

Classic Shipmate Wood/Coal Stove, height 19", width 24", depth 17", 10"x 10" fire chamber w/2 ea 5"x 5" ovens. \$300.
JIM MANNING, Beverly, MA, (978) 922-6655. (11)

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



as simply messing about in boats.

SHIRTS FEATURING ILLUSTRATION & QUOTATION from *The Wind in the Willows*. 100% cotton, natural color. Short sleeve \$16.50. Long sleeve \$21. 50/50 gray Sweatshirt \$26. M,L,XL. Shipping \$4. Visa/MC. (301) 589-9391, <info@designworks.com>
DESIGN WORKS, Dept. MC, Box 880, Silver Spring, MD 20918. (TFP)

Neptune Trolling Motor, new never used, w/wing-type mount on OB anticavitation plate. No controls. Nice sailboat auxiliary. \$125 OBO.
HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019-0006, (207) 766-2684. (10)



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 1.800.626.1535 or email watermrk@ime.net. Full color catalog \$2 free w/ your order. (TFP)
WATERMARK, P.O. Box 368, Eliot, ME 03903.

BOOKS & PLANS FOR SALE

Rudder & Yachting Magazines, '40's, '50's, '60's, reasonable prices. Write for list & prices.
DAVID KEITH, Box 516, RR1, Glenwood, NS B0W 1W0, Canada. (11)

Boat Plans, revised list, send SASE for list.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01702. (11)

BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats - Sea kayaks - Dories - 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)

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



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)

The Odd-A-Tea, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated.
TOM MC GRATH, 684 Chestnut St., Lynn, MA 01904. (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)

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

Cockleshell Kayak Plans, 3 wknds & about \$150 puts you on the water. 11.5' LOA, 24lbs, step by step instructions, full size patterns. \$35.
ERIC C. RISCH, HCR33 Box 117, S. Thomaston, ME 04858. (TFP)

Boatman Back Issues, #21-#29, nine in all. Free, you pay shipping.
HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019-0006, (207) 766-2684. (10)

I Hear You Bought a Boat, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing.
TOM SHAW, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TF)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.
WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

BOOKS & PLANS WANTED

Old Canoe Catalogs.
LEROE SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

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, (978) 462-2072. (TFP)

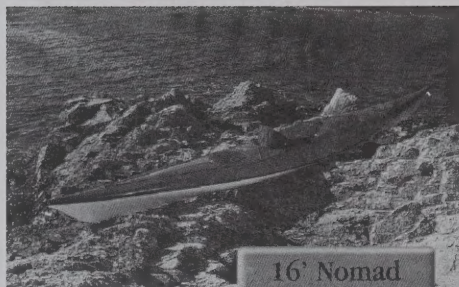
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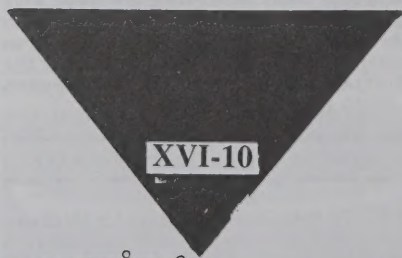
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