



messing about in BOATS

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Special Features This Issue
Door County Classic Wooden Boat Show
Launching the Lewis H. Story - The Overnight Cruise

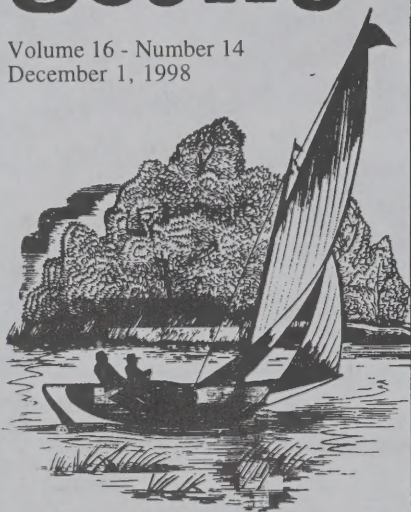
Volume 16 - Number 14

December 1, 1998



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Commentary...

In this issue I have again brought you news of a launching in the small old Massachusetts town of Essex, nearby to our home and thus so very convenient for me to drop by for such occasions. A little over a year ago I did a feature on the launching there of the 65' schooner *Thomas B. Lannon*. Going back further I have attended launchings of various smaller boats by the Burnham family, and also the coming ashore of the old Gloucester schooner *Evelina Goulart*.

A couple of major magnets for my returning time and again to Essex are the Essex Shipbuilding Museum and Harold Burnham. Both the museum and the youthful builder are pretty small scale in today's wooden boat preservation and replication scene, which I find comfortable. But, they also both are what remains today of what was once the biggest little shipbuilding industry in the nation. The museum is the repository of much of the history of those bygone days, and Harold Burnham is the living embodiment of those builders of yore.

The museum is tiny, for years housed in an old school building, within which curator Jim Witham put together a truly impressive display of how Essex built all those Gloucestermen fishing schooners, using tools and other artifacts, and dioramas in the small building. A few years ago in a breathtaking display of daring for so small a volunteer run museum, they bought the old Story Shipyard from the last of the long line of Storys to have built wooden ships there, Dana Story. Today the museum runs various programs in the former boatsheds there and the *Goulart* sits over in back looming over everything.

Across the tidal creek from the Shipyard, at the head of navigation on the tidal Essex River, the Burnham family has owned waterfront property for more generations than today's generations can recall. The latest of these boatbuilding Burnhams, Harold, has his own boatshop on that piece of land, with a dock and a sort of slipway over which he retrieves and relaunches various of the boatbuilding projects he undertakes. Harold has often been written about on these pages, for he is the living embodiment of what those bygone shipbuilders must have been. He has been building and repairing boats all his life and now at 31 has emerged in the area as the major shipbuilder in the traditional manner.

The museum decided it wanted its own "tall ship" and plunged headlong into another breathtaking financial undertaking,

the recreation of the locally historic Chebacco boat, a predecessor of the famed Gloucester fishing schooners, that was in use fishing on the Massachusetts north shore in the early 1800's. It was to be a modest tall ship, befitting the scale of the tiny museum, but even so the budget swelled to around \$200,000 by the time it was on its way to becoming a reality.

To have it built they turned to Harold Burnham. Harold's efforts in 1997 in designing and building Tom Ellis' schooner, the *Thomas B. Lannon*, which Tom now operates in season as a tourist attraction in Gloucester, resulted in a beautiful schooner that sails beautifully. When early concepts of scaling down an original fishing schooner built in Essex developed all sorts of design problems, Harold undertook to redesign the boat and then went on to build it.

Now the Chebacco boat, at 35' half the length and quarter the volume of the *Lannon*, was the biggest boat that Harold could build in one winter with the volunteer labor he'd have to rely on. But it was not a small project, for historical information was thin on the water for the type and Harold had to do a lot of research up front to determine just how this boat was to appear and be built. There was precious little to be found, Harold even used eyeball examination of the boats as they appeared in the Fitzhugh Lane paintings of the era for guidance.

And so, as I watched Harold in the final moments before he launched the *Lewis B. Story*, I had much of this in my mind. He was about to launch this boat the way the schooner builders had done it, over on her bilge to lessen her draft when she hit the shallow river. He'd never done it before. Well, he'd never seen a Chebacco type boat before, who had since the last of the originals so long ago? That didn't stop him from building one. So now Harold pressed on undeterred, and when the boat poised motionless at the top of the launching rails free of all restraint, and then swooped down the rails as gracefully as a swan, my admiration for this young man's ability and tenacity of purpose manifested itself, as I joined along with the hundreds who had gathered for this moment in the cheering and applause.

It's a small boat for a small museum in a small old New England town. But the whole effort was, to me, a reminder of how this nation was built by those who came before us. They looked at what had to be done and just did it.

In Our Next issue...

Michael Vermouth reports on his "2nd Annual Newfound Regatta"; Frank Cameron chronicles his "San Juan Islands Row"; Jim Thayer travels "Coast to Coast"; Mark Steele becomes "The Seven Minute Helmsman"; and Bob Smithson provides a guide to "Boating in Central Oregon".

Edward Wieser concludes his report on "Building Tyler's Tortoise" and Fred Stevenson begins his story about "The Skiff Parakeet".

Bill Foden writes an "Ode to the Square Pontoon"; Richard Carsen's Dreamboats looks at "The Tri Bluebird with Hawaiian Rig"; we review the "Pakboats Escape Series Folding Canoes"; and Phil Bolger concludes his "Self Propelled Houseboats".

Caleb Davis shows us "A Good Pad-dle"; Bob Harrington details "Modifying the Appledore Pod"; and Robb White presents the World War II "Storm Boat Motor".

On the Cover...

The Chebacco boat *Lewis H. Story* about to go down the ways at the Essex Shipbuilding Museum in Essex, Massachusetts. More photos and our report are featured in this issue.

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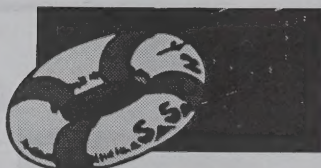
Rarely Needed...But

One of the reassuring things about boating today is the truth that help is available. A MAYDAY on Channel 16 will be answered by one of the Coast Guard stations scattered all up and down our shores. Even if all you have is a 5-watt hand-held, the 600+ foot "hi-sites" have the line-of-sight range to hear you, and to respond.

The fact that makes Coast Guard radio so effective far out to sea is also its vulnerability. Those 600+ foot radio towers can be knocked down by excessive winds and, especially along our southern and Gulf coasts, "excessive" winds from hurricanes are not unknown. Against this possibility, the Coast Guard has devised a backup system. Up and down the coast there is a series of low-powered Auxiliary "fixed land" radio stations. Since most of them are rated at 25 watts, their range is limited. But, since there is a chain of these small stations, messages can be passed up and down the coast, even if the "hi-sites" are knocked down.

My station, Auxiliary Radio Echo Farms, is typical. The set is a standard VHF marine radio powered by two batteries (one a backup) and augmented by a battery charger. Once each month, I participate in a network drill organized by Coast Guard Group Ft. Macon. At the end of the drill, Group knows exactly whom it can hear "loud and clear" and each Auxiliary station knows whom it can contact.

My antenna is some 65 feet above ground and, since mine is a tall house, is in the attic and somewhat protected against violent storms. Once in a while, our drill is interrupted by an active Search and Rescue case, and I suspect that the other Auxiliary radio opera-



Small Boat SAFETY

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

tors are, like me, listening until the eventual, and almost always successful, outcome.

Auxiliary Radio Echo Farms has been operational for seven years. I'm happy to report that it has never been needed. The two local "hi-sites" have withstood the forces of nature, including Fran and Bertha. But, apart from the monthly drills, my station has been on "stand-by" on a number of occasions. At some odd hour of the day or night I will get a call. It's a signal to make sure my radio batteries are charged and to turn on the hand-held and clip it on my belt. My hand-held will hear Group Ft. Macon, although it rarely can transmit that distance so I can never be far from the main Auxiliary radio.

For 12, or 24, or 36+ hours, Auxiliary Radio Echo Farms and dozens of others up and down the coast, are on watch, just in case.

Most boaters have never heard of this Auxiliary radio backup network. Hopefully, they will never need it, but it may give an edge of reassurance to know that is alive and well, and standing by.

Help on the Waters

"Flashing blue light astern," reports the lookout. Auxiliary 551 slows and pulls to the extreme starboard side of the channel as the new sheriff's patrol boat roars by, clearing the way for a closely following commercial towboat.

"Should we follow?" asks an eager crew member. I am tempted but reality prevails. The controlling Coast Guard station knows my position. They will call me if I am needed. I can, however, turn on my second radio. My main radio, an older model, cannot "scan," but I have a hand-held as backup.

As expected, there is a PAN PAN message on Channel 16. A 21' cruiser attempting to enter Carolina Inlet has lost power and is heading for the breakers. Clearly that's where those two boats in a hurry were heading.

We wait. We worry about that boat in distress. Soon, although it seemed like a long, long time, there is a second PAN PAN canceling the first. The tow boat got there in time. The danger is over. The sheriff's boat is escorting both through the inlet. All that remains is the paperwork and the towing bill.

I am grateful not only for the rescue but for the fact that, as the Coast Guard is dramatically downsized, we have other law enforcement vessels on the water. Ironically, the sheriff's department acquired its boats in direct response to the misbehavior of a few personal watercraft operators. I had done a Courtesy Marine Examination on that boat just two days before and knew she was extremely well founded and operated by very water-experienced deputies.

It is unlikely that when the County Commissioners voted funding for the new marine arm of the Sheriff's Department they had this kind of incident in mind but, based on today's events, those Commissioners have wrought far better than they knew.

"The Old Ed Stories"

By Eric P. Russell



The Judas Fish

I was watching TV the other night and saw a commercial for a national video company. The commercial consisted of a fisherman in a rowing boat talking with a really ugly big fish of no identifiable species which was trying to talk its way out of staying caught. Right.

This is not quite as farfetched as it seems. Fiction and fairy tales abound with talking fish. Even without talking, there is plenty of evidence of self interest or cooperation on the part of fish. Anyone who has hung around boatyards and marinas long enough has seen fish herding other fish. Several times yearly on summer nights those sitting on the dock, if they are near a light, can watch bluefish herding a school of menhaden or other food fish by circling around them. Every so often, one of the herders will dart in and take a bite from one of the school. It will then return to the

outer circle and allow one of the others to take a turn. This continues until almost all of the school is gone. Even the pieces that float toward the surface get eaten.

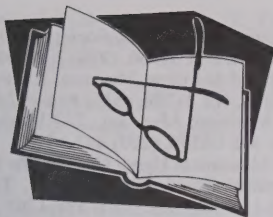
Most of the time the prey are some sort of rather oily fish. Fishermen have told me that the same sort of thing happens offshore. This only seems to happen when the water is relatively clean.

One fisherman told me that the reason he always came home with full coolers was that he had a daily rendezvous with a Judas fish out near the B1 buoy. I had never heard of such a thing, but he explained that a Judas fish is usually a big old fish that is the maritime equivalent of an old rogue. They are generally old and have trouble getting enough food to keep themselves reasonably healthy. This one came to him one time when he had spread chum. After a long fight, they got him aboard

and decided that he was probably too old and tough to sell well for meat, so they let him go.

After that, every time they spread chum near the B1, he came to them. Interestingly enough, there were always other fish with him, keeping well clear of his mouth. There was enough of a crowd nearly every trip to keep the coolers filled. This lasted through the whole season. When they started up the following spring, the old battler did not return and their catch was not as good as it had been the previous year.

This leads to questions. Who got trained? Did the fish lead or herd the others near the buoy so that the fishermen would return and feed him? He never again took a hook that year. No one else was reported to have landed one that big, and he was very big. Did he just starve to death during the winter? Not everything is known, even now.



Book Review

Hot Showers! Maine Coast Lodgings for Kayakers and Sailors

By Lee Bumsted
Audenreed Press

P.O. Box 1305 #013
Brunswick, ME 04011
238 pages, 1997, \$ 17.95
softcover

Reviewed by Carolyn Gilmore

If anticipation and planning are an integral part of the journey, then even maybe I did, in my dreams, get away from the farm this summer. In my home turf, I have been known to steal a few hours here and there to paddle around Buzzards Bay, checking out my favorite clam and oyster beds, but I would also love to explore farther afield.

If there are some 4,617 islands off the coast of Maine, certainly a lifetime of exploring beckons. With Lee Bumsted's book, *Hot Showers! Maine Coast Lodgings for Kayakers and Sailors*, I planned a three-night outing, two nights at an island campsite and another at a campground owned by a lobster fisherman. Our trip was cut short by a storm that not only soaked us to the bone and terminated the campground's hot showers (!) and running water supply, but threatened our Massachusetts crop back home. We never did make it up the second campground last summer; I'll save that for another time.

With the harvest coming, we couldn't get away again, so I sent Bumsted's book with a fellow kayaker up to Maine. Comparing notes, we concurred that the descriptions were amazingly accurate on our sampling of seven sites: three campgrounds, four bed and breakfasts, including and very importantly, the boat access points. Having traveled the Maine Island Trail in a previous summer, we also think the book did justice to the topics of low impact island visits, island conservation, and access along with information about the very worthy organization, the Maine Island Trail Association.

The book's greatest asset is its listings. Also interesting is the assortment of useful information in Part I, which included topics such as picking your destination, inn-to-inn and campground-to-campground boating, day tripping ideas for boaters, and island access.

The book's lodging listings are divided into seven coastal regions; there are 155 waterside B&Bs, inns, motels, and hotels and 28 waterfront campgrounds. An appendix shows detailed nautical chart excerpts with locations of accommodations. Another appendix has detailed inn-to-inn options, with helpful notes

for kayakers and sailors. I really want to try one of those trips next summer. A bibliography of boating guides, periodicals, and general reference also leads to more useful information.

The author welcomes feedback from readers with new discoveries such as "a wonderful new place to stay, a convenient boatyard or an attraction of special interest to boaters." It would be interesting to see another printing of this book with notes from kayakers and sailors who use the book. Although published in 1997, we found by the summer of 1998 prices increased by as much as 20% or more.

However, during the 10-week summer tourist season, which is the harvest season for Maine lodgings, it would be pressing one's luck not to reserve accommodations well in advance. A campground with 275 sites had only one site available when I called two weeks ahead. About that campground, Bumsted had advised that "some of the nicest sites are on bluffs overlooking Casco Bay," but we discovered that those sites are reserved well ahead of the summer, and open for grabs only after Labor Day.

Another useful bit of information for a reprinting of this guide would be web site addresses. The lodgings we visited, or planned to visit, had either a web page including pictures and maps or were referenced on another community page. Including the web addresses in the book would make the guide self-updating, especially with prices changing so much from season to season.

Although this book is dedicated "to all those who help preserve Maine's wild islands," it will be of use to anyone looking for alterna-

tives to sleeping on roots and rocks of the often foggy, wet, and cold Maine Coast. It also is bound to appeal to non-boaters who would appreciate rooms with breathtaking views of beautiful harbors and rocky beaches.

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



as simply messing about in boats.

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ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
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.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

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

Activities & Events Organizers '98...

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

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

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

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

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

MARITIME MUSEUMS

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

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (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.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawberry Bank 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 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

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

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

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

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

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

Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667, (803) 643-3800.

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.

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.

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

STEAMBOATING

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

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

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

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

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

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/tscapuget>

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.

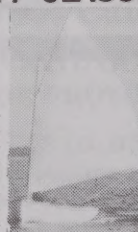
Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where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

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You write to us about...

Needs...

PolySail Kits Results

I am currently trying to contact former customers to learn how our PolySail kits and instructions can be improved. If PolySails were constructed by any readers, I would like to hear if they performed satisfactorily? If not, what were the primary weaknesses? I would appreciate any responses.

HR Solutions PolySails, 7404 Mad-den Dr., Fishers, IN 46038-1366, (317) 842-8106, email <Polysail@aol.com>

Whatever Happened to...

Whatever happened to Hard Sails of Rockport, ME and Freedom Yachts of Rockford, IL?

I recently purchased a Pierce Arrow 18 (Hull #1) designed and built by Mark Leonard of Freedom Yachts in 1981, and have been trying to uncover the "official" rig dimensions for use in establishing a handicap. The original sails in the brochure appear to be made by Hard Sails. I am also curious about how many hulls were produced of this design.

Paul Moyer, 1930 Ebertz Ct., St Paul, MN 55119, email: <moyerp@amclyde.com>



Opinions...

A Safety Reminder

I read with interest your recent discussions of small boat accidents and thought you might be interested to know that when we sell a canoe or kayak we stamp the bill of sale as follows: "Wear Your Life Vest".

Bunny Fernald, Fernald's, Newbury, MA

Some Thoughts for Kevin

On the October 1st issue's "You Write..." pages, Kevin Spainhour asked about lakes or ponds with powerboat bans, a rowing system operating a propeller through gears, and floating boatshoes for walking on water ala snowshoes.

I find that early spring and late fall are seasons with few hot weather power boaters afloat, also early mornings in summer before they get up. Some state and national parks also limit or prohibit power boating on their lakes and ponds.

Rowing thrust is intermittent, but so is bicycle thrust. The gear that converts this bicycle thrust to the rotating wheel is the freewheel in the rear sprocket hub. Perhaps this could adapt to some sort of rowing rig.

When I was in high school I thought about water skis that I could ski on, with underside flaps that would open for the thrust stroke and fold back on the glide. I then thought how they might drift apart awkwardly and how the individual mini hulls would be tippy. I never followed through on ways I dreamed up to overcome these possibilities as I had found that sailing a canoe and building surfboards were more readily accessible fun. Nowadays I try out my ideas first with models in real wind and waves to see how they might work.

Jim Hodges, Wilmington, DE

Happy Around Tools

Dynamite Payson writes from experience and his articles always provoke thought. One way he might find his Atkins finish saw is to walk out in the woodlot on a hot summer day and smell for pitch.

It might help to take along his daughter. Sometimes a long quiet walk with a child far surpasses a lost saw. A missing saw or a chipped chisel is a small price to pay for having a daughter or son happy around tools and feeling welcome in your shop.

Maybe one good reason for keeping decent second-best tools around is that they can be loaned easily, and in the loaning perhaps encourage others, especially the young, to try their hands at boat building.

Fine tools are fine, but good tools kept sharp are all that the old time boat-builders ever had. They spent a lot of time learning the traits of tools, and they got fine work from the same brands of tools kids received at Christmas and on birthdays.

At an early age those of us with boat building fathers learned that skill meant far more than fancy tools. Of course, somehow old timers found time to say a word or two to us youngsters. Maybe even hand tools encourage the sort of wise counsel that informs every Payson article.

John Stilgoe, Norwell, MA

Useful Information...

The "Whole" Quotation

It was fun to see the Water Rat's speech on the joys of messing about printed in the October 15th issue. However, what was billed as "the whole quotation" from *The Wind in The Willows* left out the interruption in the middle. At this time, when you've been exploring safety issues with particular emphasis on how boaters should learn to pay attention to what they're doing, I think it was a mistake to edit out the part where Rat's reverie leads to an admittedly harmless boating accident. I'll write out the whole passage, which takes place as Rat is rowing across the quiet stream after picking up his land-lubber friend the Mole.

"Nice? It's the only thing," said the Water Rat solemnly as he leant forward for his stroke. "Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats. Simply messing," he went on dreamily: "messing - about - in - boats; messing --"

"Look ahead, Rat!" cried the Mole suddenly. It was too late. The boat struck the bank full tilt. The dreamer, the joyous oarsman, lay on his back at the bottom of the boat, his heels in the air. "- about in boats - or with boats," the Rat went on composedly, picking himself up with a pleasant laugh. "In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

Peter Moore, Ipswich, MA

Editor Comments: Subsequent to receiving Peter's "whole quotation" we received a news clipping from the Moores containing late breaking news about Ratty's true persona.

It seems that current animal activist actions in England, in which they cut fences and smashed cages at commercial mink farms to free the minks, threaten the defenseless water vole with destruction, as minks are efficient vole killers. Ratty bears a striking resemblance to the water vole, both physically and in temperament, innocent peaceful dwellers along shores of protected waters. Herewith are some selected quotations from wildlife people featured in the report:

"Even disregarding that notorious slander of the species in *The Wind in the Willows*, life is no picnic for the water vole. Contary to what you might have read in the children's classic, in which the vole character was stuck with the unfortunate name, Ratty, the water vole is not a rat."

"In E.H. Shepard's famous drawings for the book this "good natured fellow" clearly has the soft round face of a vole, quite different from the pointed snout of a rat. But Mr. Grahame described the vole as "the Water Rat" and named him Ratty. It's

a slander, this shows the power of literature. Because the animal is known as Ratty people think it is a rat, and rats have bad press. We need that cuddly little thing image if we are to save such innocent species. Instead of Ratty we need Voley."

"Some naturalists are so upset with *The Wind in the Willows* that they have even questioned the credentials of the book's most famous character. A lot of people in wildlife circles will tell you that the so called toad of Toad Hall actually is a frog."

Trailer Lights

You've had a couple useful pieces about trailering small boats. A couple years ago when I rowed near an elderly fellow trolling for salmon from his small skiff, his boat looked strangely familiar, yet out-of-place. Then I realized he had solved the problem of mounting the trailer license and lights by bolting them directly to the transom of the boat.

Frank Cameron, Seattle, WA

Wee Lassie Class

I will be teaching a two week class in building the Wee Lassie at my shop in Sarasota as an off site course for Wooden-Boat School next April. I do this every other year during our winter season. April is a really pleasant month in Florida with great weather and lower motel rates.

You can contact WoodenBoat School about signing on or for more information at (207) 359-4651, talk to Rich or Bernice.

Mac McCarthy, Feather Canoes, Sarasota, FL

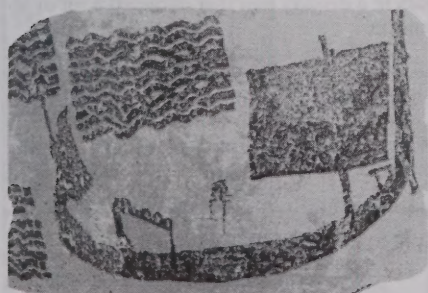
New Design

Readers who have seen our display ad for years on your pages featuring our *Wind In the Willows* illustrations of Ratty and Mole messing about in boats with the famous quotation from which you derived your magazine's title may find our new design of interest if somewhat different.

Our Egyptian Design shown has a reproduction on the back of the earliest known depiction of a sail from a circa 3,500BC Egyptian vase. The front features a smaller "Simply Messing About" design.

We offer this unique shirt in stonewashed green at \$19.50 (XXL add \$3) plus \$4 shipping.

The Design Works, P.O. Box 880, Silver Spring, MD 20918, (301) 589-9391, email <shirts@designworks.com>



Earliest known depiction of a sail.
EGYPTIAN VASE, CA. 3500 B.C.



British Electric Boat

Here is a photo of an electric boat I saw at the British Invasion in Stowe, VT in late September. The U.S. price is about \$10,000. The boat appeared to be very well built with the cockpit interior sides lined with rattan. It does 6 knots for about 10 hours and has a retractable propellor. When necessary it can be rowed, although I did not see provision for oarlocks. It did have sockets or fittings for fender lines.

The firm offering it is Electric Marine Industries, 121 Elmire St., Suite 101, Montreal, PQ H2T 1J9, Canada.

J. Neal Gray, N. Scituate, MA

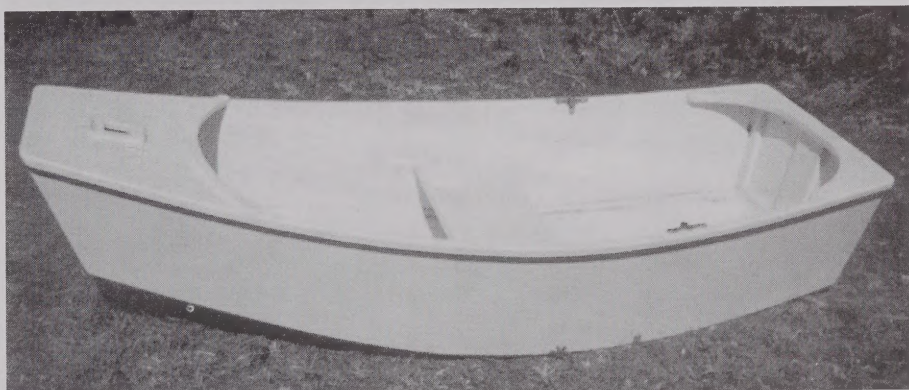
Changing Contours at North House

Our North House Folk School has purchased adjoining property which will now provide us with public access to the lake-front, dockage for the schooner *Hjordis* and visiting boats, accommodations for the freshwater learning center and a site for our annual Wooden Boat Show and Midsummer Festival.

Starting in March we resume classes focussed on small boat building and related subjects. Interested readers should contact us for details.

North House Folk School, P.O. Box 759, Grand Marais, MN 5604.

Projects...



My New Boat

Here is a photo of my new boat built to Philip Bolger's Elegant Punt design. It is built of 1/4" lauan plywood and spruce construction stock. It has been modified to have inside chine logs and an added fore-deck. The entire hull is coated with epoxy, with fiberglass cloth on the outside and on the inside bottom.

It was launched on September 26th on the Annisquam River in Gloucester, Massachusetts and floated just fine with its 230lb owner aboard. Although designed for a sprit boom rig (which I have) I am working up a small lug rig that will be easier to handle and transport.

Bob Patterson, Billerica, MA

TUGBOATS & TOWBOATS

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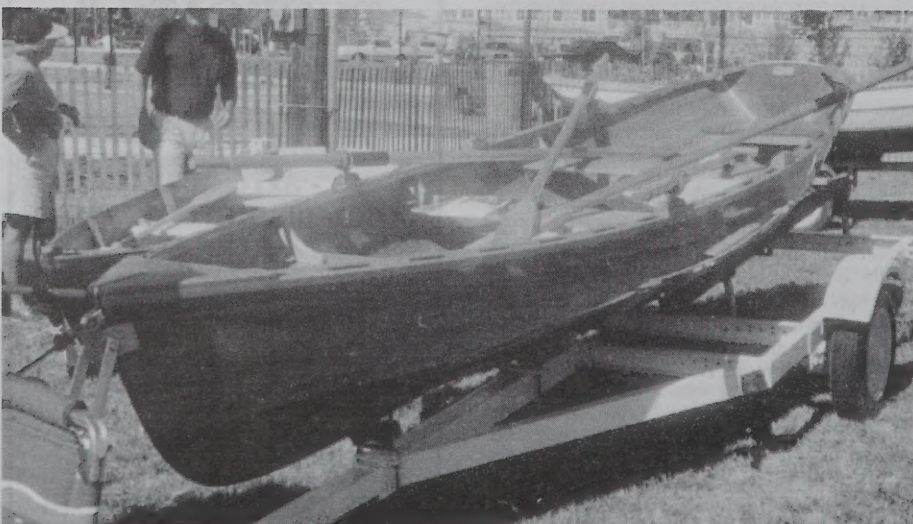
Mailed First Class

HARBOR IMAGES

P.O. Box 1176 Richland, WA 99352

The Door County Maritime Museum's 8th Annual Classic Wooden Boat Show was held on the weekend of August 1st and 2nd in Sturgeon Bay, Wisconsin, and it was a fine show indeed, featuring more than 60 boats and a Sikaflex Challenge Quick & Dirty Boat Building contest. This event is not to be missed if you're in the northern Midwest in early August.

There were several large boats in the show, including *Angus*, a 50' Berger power yacht from the 1930s, featuring an immense four-cylinder Kahlenberg 60 horsepower diesel, beautifully maintained in green paint with shiny brass castings, an intricate maze of copper drip-oiler piping, and four blowtorch-like devices directed at open pockets in the cylinder heads to aid combustion in certain running conditions and to act as fossil fuel glow plugs on a cold start.



Door County Classic Wooden Boat Show

By Jim Clark

Angus is of special local interest since Berger yachts were built in Manitowoc, Wisconsin, and the Kahlenberg engines, which powered many of the fish tugs on the Great Lakes, were built in neighboring Two Rivers. I was unable to hear the engine run since it was not to be started until the day after the show, but it must be a remarkable mechanical symphony. Winning the Best of Show award for power boats was the 22' launch *Traumerei*, built in 1995 to a Nelson Zimmer design by Nimphius Boats in Neshkoro, Wisconsin, and owned by Ferd Nimphius himself. It is pow-

ered by a 25hp Graymarine Sea Scout.

With only a few hours to see the show and so many beautiful boats, I didn't even get to see the mahogany runabouts and larger sailing craft at the docks. I spent most of my time looking at the many messabout-worthy small sailing and rowing craft on display, so I'll have to admit my account is biased in that direction.

One of the most interesting boats was the Whitehall, *Rose*, (16'6") built in 1971 by Shew & Burnham to lines from an 1876 Whitehall (depicted in Chapelle's *American Small Sailing Craft*) and owned by Kurt and Gloria Breuer of Marinette, Wisconsin. Kurt rowed it across Green Bay to the show from Marinette, about 22 miles, in somewhat over six hours. His day-long row from Escanaba, Michigan, to Marinette was the subject of a recent article in *Open Water Rowing*. The judges awarded *Rose* a Special Mention, the Best of Show award in the rowing class having been won by the Cosine Wherry, *Marijane*, owned by Bruce Carlson of Denmark, Wisconsin.

In contrast to *Rose*, which has the appeal of a nicely maintained working row boat, Bruce's *Marijane* is an eye-popping show piece. He took eight years to build it and must have spent at least two in varnishing. The strip built hull is beautifully fair and entirely bright finished, but *Marijane* is no trailer queen. Bruce says he uses it as a fishing boat, his wife doing the rowing as he does the fishing. Bruce also won a Peoples' Choice Award for this stunning piece of work.

A similar contrast between yacht and work boat finish was provided by two great dories. Richard Follmer's 15'8" Swampscott dory, *Hanna-Lew*, which won both the judges' Best of Show award in the sailing class and a Peoples' Choice award, gleams in white paint, varnish, and bronze and is of modern glued plywood lapstrake construction with a gunter rig. Richard built this beauty from scratch in only six weeks at Dan Lash's Wooden Boat Workshop.

By contrast, there was a somewhat larger Swampscott type dory with three rowing stations built by Jim Kowell and finished in a nice workboat grey and with thole pins instead of oarlocks. It is of completely traditional construction, the strakes appeared not to be glued or even sealed, but carefully fitted and fastened with bronze roved nails.

Jim Kowell, in fact, had three boats on display; the dory, a sleek little Pete Culler designed lapstrake canoe, and a 12' Asa Thompson skiff, all of which he constructed as the official boatbuilder for the Door County Maritime Museum, and, I believe, all built in the museum's shop. He was also busy during much of the day demonstrating how to make oars in a display tent that attracted a lot of attention.

As far as I could tell, three other shops were represented by more than one entry. Dan Lash's Wooden Boat Workshop of Door County, in addition to Richard Follmer's prize-winning Swampscott dory, was the source of three other owner-built boats; *Magic*,

Left, top to bottom:

Traumerei, built by Nimphius.

Rose, rowed to the show by owner Kurt Breuer.

Marijane, built by owner Bruce Carlson.

a 15' daysailer built and owned by Tom Mason, a Lowell dory skiff built and owned by Robert Florence, and an 11'2" Shellback dinghy with a bright red lug rig recently completed by Dan Lash himself.

David Charles of Green Bay, Wisconsin, had the third multiple display. He showed a new 17' Cape Charles kayak and two refurbished older boats, a Thompson Guideboat from the 1930s or 40s, and a Thompson duck skiff with a nice strip-built deck replacing the original plywood.

William Ryno of Appleton, WI, displayed two stitch-and-glue glassed plywood John Lockwood Pygmy Boats designs; a 16' kayak, *Osprey* and a partly finished 14' pulling wherry, *Juliana*.

The Sikaflex Challenge Quick & Dirty Boatbuilding Contest was won by the best overall combination of shortest build time (BT) and fastest sea trial time (ST) over a short course in the Sturgeon Bay harbor. Results were as follows:

- 1) Bob Ryan/Tom Utzinger, *Pudge*, BT 1 hr. 32 min., ST 2:03.3.
- 2) Joe Quail/Kory Keenan, *USCG May Day*, BT 1 hr. 59 min., ST 3:36.18.
- 3) Mark/Nancy Lakin, *Indiana Dunes*, BT 2 hr. 9 min., ST 3:32.8.

Although the serious folks building seaworthy craft did a fine job, the crowd's heart seemed to be with Mark and Renee Matteson who won the Most Creative award for *River Bell*, a sort of pedaled paddlewheel catama-canoe something-or-other that was a remarkable piece of work indeed. Even if their boat took too long to build and its seaworthiness seemed doubtful, they were clearly having great fun building it and represented perfectly the spirit of messing about with, as well as in boats.

To try to give an idea of the variety of small boats, here is a list of the other small boats I saw:

Ella, a 9'8" clench-nailed lapstrake skiff owned by Gerry Banks.

Gator, a 15' Rangeley Lakes Guideboat (Antonio Diaz design), built by Jebb Bloesser and owned by Alex, his 11-year-old son.

18' Thompson wood/canvas canoe from early 1900s owned by Bill Wotochek.

14' Old Town canoe owned by Tom Austad.

15' (?) dory designed by Phil Bolger, built and owned by Roger Nowakowski.

Partly built 14' strip built canoe being done by Peter Demelle.

Dumphy (14'), a 1951 runabout built by Dunphy Boats of Oshkosh, Wisconsin. The owner, Sverre Falck-Pederson, has the original 1950 25hp Johnson Sea Horse motor as well. This boat won the Judges' Most Worthy

of Restoration award.

Put-Put (15'), a Racine Boat Co. motor launch (1940s?) with a 5hp Lauson engine, owned by Chris Olson.



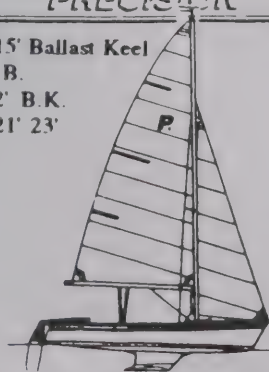
Hanna-Lew, builder/owner Richard Follmer in white cap.

Dory built by Jim Kowell with all traditional techniques.



PRECISION

New 15' Ballast Keel
15' C.B.
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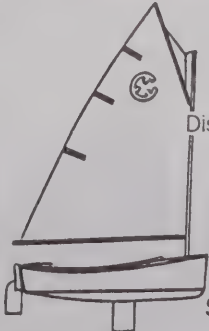
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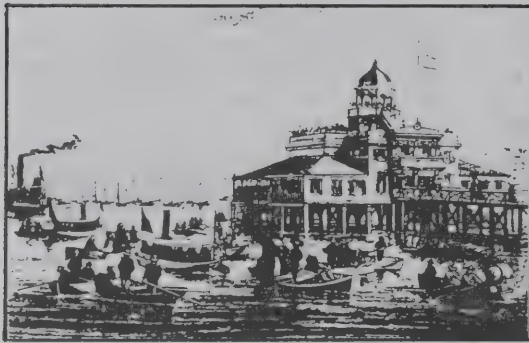
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Small Boat Activities Roundup

6th Annual Arey's Pond Boatyard Cat Gathering

By Tony Davis

More than 40 catboats of all sizes and descriptions attended the 6th Annual Arey's Pond Boat Yard Cat Gathering on August 22nd. The wind was unusually light from the southeast, yet the calm conditions attracted more participants than ever before. The 44 catboats gathered at the starting line were an impressive sight.

Bill Clary, in Charlie Wallace's Marshall 18, *Cat-A-Polt*, took the lead from the start and went on to finish first overall. John Thornton won the APBY 14' class for the third year in a row.

The larger class, catboats 16' and over, included an Arey's Pond 16' Lynx that made a very impressive debut, holding its own with the larger boats. This class also included Marshalls, Herreshoff Americas, Crosby Cats, and a Huddelston 20. Allan McClennan sailed in his 16' Crosby Cat c.1900. Ed Bolton was in attendance with his beautiful 1898 20' Crosby Cat, *Patience*.

The smaller class, catboats 15' and under, included APBY 14s, Marshall 15s, Classic 14s, Beetle Cats, Handy Cats, a Minuteman Cat and a Rainbow 12.

Thirty-seven boats finished behind the overall winner.



Launching *Burnt Island*

By Leah Chesney

Whaling City Rowing Club members cheered as the whaleboat *Burnt Island* was launched September 30th at Kelly's Shipyard in Fairhaven, Massachusetts. The 8 oared wooden boat was dwarfed in Kelly's Travelift but club members were relieved of having to lift the boat themselves.

Members immediately took oars for two short rows. Ben Clarkson of Connecticut's River School, who donated the boat to our club, said, "The boat's in good hands," as he watched our first group pull away in almost perfect form. And it was a family affair as kids piled into the bow for a ride around the harbor.

For information about our club call (508) 993-8537 or email us at: <kiresilk@msn.com>



Big Splash At WoodenBoat Show

By Marla Surgent

Seaworthy Small Ships made a big splash with our model boat kits at the recent WoodenBoat Show in St. Michaels, Maryland. Hundreds of youthful sailors building and launching Pine Wood Sailer Class Sharpies and Spritsail boats at our pond made them the most popular boats in the show. Demonstrations of our classic Neon Tetra rubber band powered diving submarine and our Sea Flea series of the world's smallest commercially available functional sailboats also created a lot of interest.

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Third Annual Pull for the Sound Race

By Terry Backer & Steve White

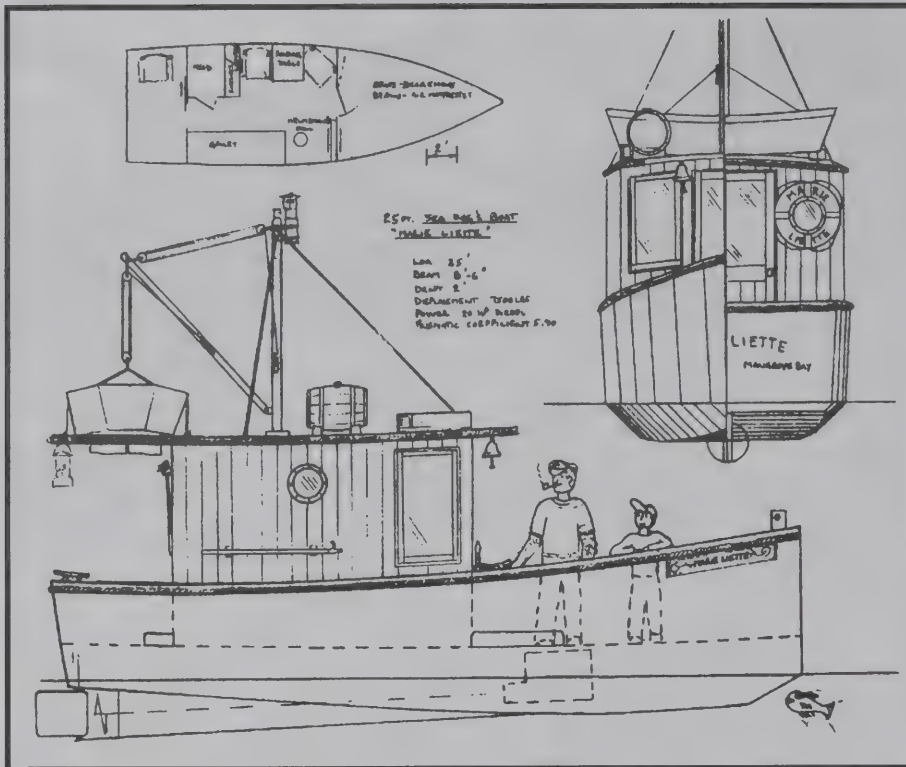
The Third Annual Pull for the Sound was held on September 19th. Soundkeeper's Pull for the Sound is an 8 mile crossing of Long Island Sound, from Oyster Bay to Stamford, which attracted 26 human-powered boats of all sizes, ranging from kayaks and ocean shells to outrigger canoes and multi-person open water boats. The event and finish line party was sponsored by Coors Brewing Company and Jimmy's Seaside Restaurant.

This year's first and second place finishers were 6-person outrigger canoe teams fielded by Blake Conant of Milford Connecticut, and third place was captured by Dana Gaines of Martha's Vineyard in a one-man sliding-seat ocean shell (Gaines was last year's overall winner). The fastest time this year for the Long Island Sound crossing was one hour eleven minutes fifty-five seconds, which beat last year's best by 9 minutes. The winners in each class were as follows:

Outrigger - 6 Person	Blake Conant	1:11:55
Sliding Seat - 1 Person	Dana Gaines	1:19:29
Fixed Seat - 5 Person	Saquish/Mike Jenness	1:24:48
Fixed Seat - 1 Person	Paul Neil	1:38:22
Fixed Seat - 2-4 Person	Michael Cushing	1:38:54
Kayak - 1 Person	Lou Carrier	1:25:24
Kayak - 2 Person	D.J. Donahue	1:35:51
Fixed Seat - 4 Plus Cox	Floating The Apple	2:00:11

We started the Pull to begin a new tradition, a tradition that will build awareness of the recreational value of Long Island Sound. We look forward to the Pull as an opportunity for fun and competition, as well as a way to appreciate the Sound as a great resource. The event benefits the Long Island Soundkeeper Fund in its work to protect and preserve the water quality and marine habitat of the Sound.

Soundkeeper is a citizen watchdog organization dedicated to the protection and enhancement of the biological, physical and chemical integrity of the Sound. Born in 1987 out of the concerns of commercial fishermen and shell fishermen, Soundkeeper's approach to the environment is grounded in practical issues of economic resources and public health. For more information call (203) 854-5330.



The Overnight Cruise

By Paul Browne

They were a funny pair, the old man and the boy wobbling down the dock together. The boy had one leg shorter than the other, so he walked with quite a hitch. The old man dragged the dock cart behind him. The boy had his head over the side of the dock more than not, looking for fish next to the pilings. He got to the boat first and scrambled aboard. The boy liked to unlock the cabin, and he was trusted with the key. The old man had a spare key tucked away in his wallet. He wasn't born yesterday.

The old man threw his bag aboard, clambered aboard himself, and then he reached back to the finger pier for the groceries, ice, and a 5-gallon can of diesel. *Marie Liette's* refrigerator was a picnic cooler on the foredeck. He had had an AC/DC fridge on the big boat, couldn't keep it running, hated generators. The old man pointed at the fuel can and made a squeezing motion with his fist. They never talked these two, not with words. The boy was stone deaf.

Catching the old man's meaning, he lifted the forward hatch and rummaged through the hold until he found the hose with the squeeze pump. The old man had the deck fitting off, and the boy started the fuel siphoning. He knew to watch that the fuel didn't overflow, and the old man left him to it. The old man already knew the tank would easily take it all. He wasn't born yesterday.

The old man remembered the water and fetched the hose off the hook on the piling. He smiled when he pulled the bung out of the barrel on top of the cabin and poked in the hose. He had struggled with the electric pump for a whole day, breaking a stud opening it, driving to the marine supply store for a seal and impeller kit that they might be able to order in, and finally pitched it into the marina

dumpster in disgust. Next weekend he bought a used wooden barrel, bleached the inside well, and rigged it up. When dock walkers stopped to look at *Marie Liette*, and they usually stopped, they seemed to like the barrel most of all.

Seeing that the man was distracted by his thoughts, and aided by a tidal wave from the barrel's overflow, the bung seized its chance for escape. It surfed off the cabin roof and dived for the safety of the water. But it was cork, not rubber, and the boy saw it drop. He pivoted on his gut over the high bulwark, deftly scooping it off the water with the fish net as it swam by, just able to reach it with his feet in the air and his right hand on the wheel to keep from joining the bung. They both liked the outside wheel. The boy liked to watch it turn through the window when he steered from inside. The old man thought it was better to be outside at night too when it wasn't too cold, easier to see the channel markers.

When he built her, the old man placed the throttle and gearshift levers next to the cabin door so they could be easily reached from the foredeck through the open door. The wheels, rail, and spars were the only bits of brightwork on the boat. Her hull was epoxy over plywood, and the old man had painted her with a brush. "Don't have to wax it," he always said. There wasn't a bit of chrome or stainless steel on her, all galvanized, brass, or bronze, with 2" manila rope for the rubrail.

Ten minutes later *Marie Liette* was poking her nose out of the harbor channel. Her little 20hp diesel purred below deck. The late afternoon thermal was no more than a light breeze, so there was only enough chop to make the boat happy. In these conditions she was at her best, rambling along at 6 knots, working her engine at only half power. A couple of teen-

agers ripped by on jet skis, grinning and waving. A few miles later a shrimp passed. Even he waved.

"Now that never happened on the big boat," the old man thought as he swung the side window open to catch the beam wind. Before he changed his heading a few moments earlier, the wind had been on the bow and open doors had been enough. It was still a bit too hot out there in the sun. The boy didn't care. He had a half-swizzled Coke on the deck next to him, and he was imagining himself to be a pirate at the moment, with the boat hook for a cannon levered out over the bow.

The old man wasn't worried about it, the boat hook floated. He pounded the bulwark with his fist to get the boy's attention and pointed to two dolphins waiting for the boat. The old man goosed the engine. *Marie Liette* didn't throw enough of a bow wave to interest dolphins unless she ran full out for them. The boy bounced up and down on his good leg.

Two hours later, and 30 minutes before dusk, the boy, the old man, and his boat slipped into a little bay. The water was dead calm. The old man ran the boat very slowly, in and out of gear. The boy poked the water at the bow with the boat hook until he felt bottom. He swiveled his head around to let the old man know. *Marie Liette* didn't have a depth sounder. In fact, she had only minimal electrics, just the running lights, a GPS, a bilge pump, and a binnacle light. No house battery either.

"Always replacing them, always wondering if they're charged, better off without one," the old man liked to tell visitors when they were aboard. The anchor was only 25 pounds, not heavy enough to need a windlass or a cathead. When they were close to the center of the cove, the old man lifted the anchor over the bow. He let the boy lower it and watched him pay out the rode as he slowly backed down.

The old man boosted the boy up to the cabin roof and then clambered up himself. That light which sometimes bounces around clouds before sunset made everything appear sharp and strange. The boy untied the dinghy and together they worked the lines, swinging the little boat over the side and lowering it to the water. The old man pulled a propane lantern out of a small box, lit and adjusted it. Reaching up almost as high as he could, he slipped the bottle into a frame at the masthead. It was harder for them to get down. They had to hang onto a stay with one hand and the dinghy with the other.

"Gotta get some sort of a ladder here," the old man muttered to himself as he groped for the rail with his foot. He planted the boy safely on deck and then swatted at a couple of mosquitoes on his arm. He found the bug dope, but the boy was already half adrift in the dinghy, banging oars, lights, and bucket. The old man tossed him the bottle.

"That's it, wear out the old ones first," the old man mused, but he wasn't annoyed as he rigged the boat by himself for the night. He worried a folded fiberglass screen out of a drawer and hung it around the stern deck, pushing the Velcro strips together around the edges. He sat down for a bit when he saw the boy pulling away in the little boat. For some reason his emotions were stronger now that he was older. It was the sight of the boy rowing the dinghy in a straight line, except when swatting a bug. The old man was fid-

dling with the screen over the forward door when the boy resumed, each dip of the oars stirring up a faint glow of green phosphorescent light in the darkness, the smell of bug dope wafting gently downwind of him.

Together they slid the cooler next to the screen so they could reach it through the zipper. Then they retreated inside, the old man flailing his arms around his head at the bugs, and the boy wondering about supper. Later on,

after they had downed the steak, fried onions, and potatoes, they took the folding chairs onto the stern deck. They played cards by lantern light. The old man drank a couple of glasses of wine and a gallon of cool night air.

Most of the bay dried out during the night, but since *Marie Liette* liked the old fellow and his grandson, she looked after things herself while they slept. A good deal of her bottom was flat, you see, so she only settled down at

the bow by a couple of degrees, pushing her keel into the soft mud a little. The old man snored but slept well inside on his air mattress. The boy preferred to sleep on the stern deck. They were both oblivious to the bugs that bounced against the screens, struggling to find a way in. A gang of them crawled up the sink drain hose, but the old man had left the stopper in and they couldn't lift it. He wasn't born yesterday.

Dreamboats... The Tri Blue Bird

By Richard Carsen

This is based on a model I found in a German Museum. What I have drawn is a flatbottomed boat, but in the model the three boats forming this tri had shallow V bottoms. This is a small semi-private museum, which did have some very good stuff, I never saw elsewhere. It is on the Schwach-Hauser Hehr Strasse in Bremen next to, and on the grounds of, the apartments for (German) naval personnel's widows. The model was labelled as Hawaiian.

Now, I have been told that king Kamehameha, after he had invaded and subjugated all the Hawaiian islands, planned to invade Tahiti and the surrounding islands. He thought that the existing double canoes which he had used for the local conquests, would be too small for such a long distance operation and he was experimenting with trimarans when death put a stop to his plans. It is my opinion that what we are looking at here, is one of those experiments, a central larger - and

two smaller craft, modeled on the lifeboats of the visiting ships.

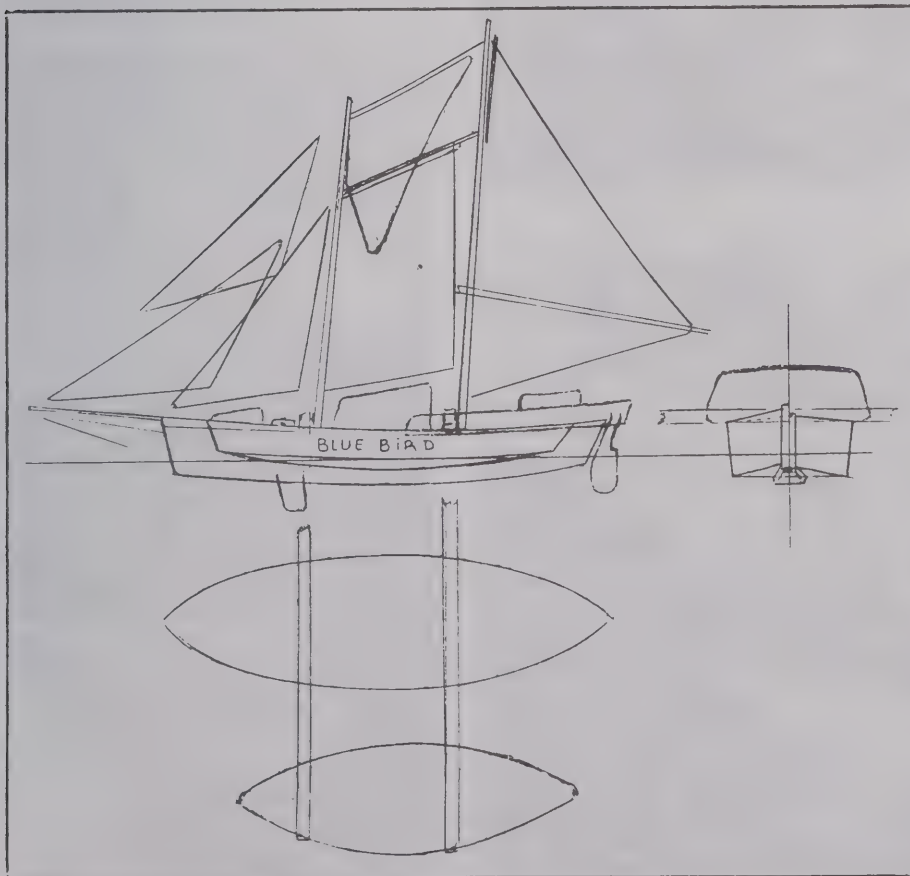
The forms were of the simplest: a double-ended craft, wall-sided, with a bottom sloping upwards from the keel, the plane of which was bounded by the straight keel below and the curving chine, ending at the bottoms of both stem and stern posts, that is the ends of the keel. As a kid, I had a sailing model with that shape. There is nothing wrong with it, simple to construct, and its sailing capability excellent.

I put a schooner rig on this contraption. Single outriggers sail in the Pacific with some kind of square sail that balances around a heavily sloping mast, which slopes toward the smaller hull. I saw this same sail, but reduced to a kind of sprit, in photos of a regatta at the eastern end of New Guinea, on a racing outrigger. Among the Pacific sailors anything goes.

When first sailing the *Hoku'lea*, the double canoe built for the centennial and

sailed to Tahiti and back by Polynesian type navigation, they had it rigged with some kind of western rig. The rig was found to be highly dangerous as our rigs are not lifting but rather heeling rigs. With the exception of the Balinese triangular rig, however, all native rigs need a crew, at least one capable man or boy besides the skipper. Listening to the tales of the *Hoku'lea* under western sail, I knew what they were talking about. They were truly in danger.

So maybe, this tri should not have this kind of sail. Maybe it should be rigged the Hawaiian way with Hawaiian sails which will twist and turn before the wind and spill it; the sail I have shown is not excessive, but just the same. In the next issue I will show and explain this fascinating Hawaiian fan rig, along with another one, the balanced rig on the slanting mast mentioned before.



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Launching The *Lewis H. Story*

By Bob Hicks

The tide had crested at the bottom of the launching ramp at the Essex Shipbuilding Museum in Essex, Massachusetts on September 25th as builder Harold Burnham checked all his arrangements for launching the 35' Chebacco boat *Lewis H. Story*. He stopped at water's edge and hollered across the narrow tidal river to his large family group gathered on the dock opposite at the Burnham property to get off the dock just in case. They were in direct line should the *Lewis H. Story* carry that far. As he turned back up the ramp to where the boat lay cocked onto her port bilge, he muttered, "This should be interesting."

Interesting indeed. This was the culmination of Harold's latest venture in his historical boat building, a project for the tiny museum that involved researching just what the early 19th century Chebacco boat really was like, how it was built, and of what, and then going ahead and building it. Now he was about to launch the boat in the traditional Essex schooner manner, sliding her down the ways laid over on her bilge. He'd never done this before, nor had anyone else present. Historian, and former owner of the Story Shipyard, Dana Story, had launched the boats he'd built there in the '40's on cradles, allowing as how he never did dare to do it the way his father Arthur D. Story and other builders in the once booming schooner building town had.

The technique evolved of necessity as the Essex River, a narrow winding tidal stream, had precious little width and depth for ships that grew to as much as 150' in length with concomitant beam and draft. To avoid the vessel sticking her deep keel into the river bottom, even at highest tides, the builders laid them over on a bilge, resting the vessel's side on a sled on a greased rail that paralleled the keel rail. When the ship hit the water, the sled

Going, going, splash and coming up alongside the Burnham's dock across the river. A perfect launching.



hit a stop, and the hull tipped further over onto her side as she slid out into the river, raising the keel and effectively reducing her draft. By the time she rolled back up she'd be far enough out into deeper water.

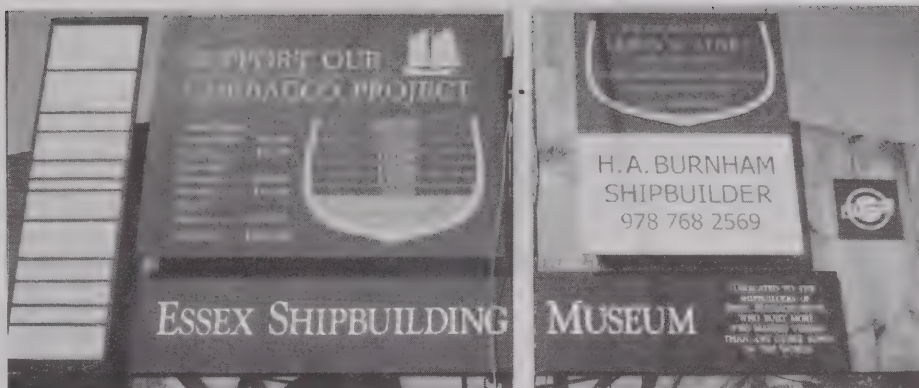
Well this Chebacco boat really didn't need as much room as her larger predecessors but Harold had to launch her and this seemed to him the way to do it. As he walked back up to where the *Lewis H. Story* lazed against her bilge the large crowd of several hundred onlookers was silent, awaiting the moment. Harold drove out one of the two remaining blocks holding the keel off the greased rail near the stern, then went forward and knocked out the block near the bow. The boat sat there poised. Just as Harold laid hands on her stem to perhaps encourage her to go, she began to slide. With a graceful unwavering swoop she came down the ways and into the river to the accompanying cheers from the crowd. And she carried on across the river, coming up right alongside that family dock, a perfect launching.

As Harold turned back from following her progress, his face, moments before fatigued from his 4am start on this day and the strain of his responsibilities, was alight. At 31 he hasn't yet figured out how to maintain a stolid Yankee visage in the face of his success. A standing ovation greeted the youthful builder as he walked up the ramp, it had all gone just as it ought to have, a dramatic moment of history relieved.

"Looks like Harold really did know what he was doing," I remarked to Dana Story. Dana, who had seen this all before on a larger scale during his younger days in his father's shipyard in those schooner building days, was smiling. "I have a great deal of respect for Harold," he replied.



The builder cannot repress a smile as he basks in the glow of success for all his preparations.



About the *Lewis H. Story*

Harold A. Burnham, Designer/Builder

The *Lewis H. Story* was designed as a flagship for the Essex Shipbuilding Museum. Although she is a little small for her type this was the biggest sawn frame vessel I thought I could build using only volunteer help in one winter and the most practical for the museum to purchase. At thirty two feet she will be easy for the museum to maintain and not intimidating for the membership to use.

Chebacco boats, like Gloucester schooners or modern lobster boats, were developed over many years and varied not

only in size but from boat to boat as well. Knowing this and with no known contemporary plans, detailed models, or paintings of Chebacco boats to work from the *Lewis H. Story* was designed more as a representation of her type than an exact replica of any individual vessel.

Some features known to Chebacco boats which I have incorporated into the *Lewis H. Story* are her "rams head stem", standing rooms, raised forecastle deck, low waist board, pink stern and cat schooner rig.

The Essex Shipbuilding Museum

Why did Essex launch more two-masted vessels than any other town in the world? Shipbuilding as an industry was established in Essex as early as 1668 to fill a local need for fishing craft. By 1849 as many as 15 shipyards were producing over 50 vessels a year and Essex was recognized worldwide as North America's major producer of fishing schooners. How could such a small town so dominate an industry and play such a major role in the development of the American Fishing Schooner? What were these vessels like? How were they built?

You can discover the answers at the Essex Shipbuilding Museum. For more information, including winter hours (we're open seven days a week in summer), call (978) 768-7541 or write to The Essex Shipbuilding Museum, P.O. Box 277, Essex, MA 01929.



How'd He Do That?

In 1997 when Harold Burnham built the 65' schooner *Thomas B. Lannon* for Tom Ellis (see May 1, 1997 issue) he was not responsible for her launching (see August 1, 1997 issue). Owner Ellis opted for a slower but less risky approach that took about four days easing the big boat down the ways somewhat like moving a building. At that time Harold allowed as how he'd probably try to launch her like they did in the schooner building days, laid over on her side on greased rails. He recognized that some of those bygone launchings had gone awry, once the boat started down the ways it had better have been set up properly.

Awaiting the launching of the *Lewis H. Story* I watched the final preparations being made to the launching rails. Most of the rails were in place but several of Harold's assistants were still scouting up planks and fitting them into gaps and then

spiking them to blocks. It seemed to me to be sort of a random lining up of planks of varying sizes but Harold had set up a line to get them parallel and himself went in under the hull to place the final few planks and grease them.

Earlier he had eased the hull over onto its port bilge with building jacks until it rested on a plank sled that in turn rested on the greased bilge rail. Harold explained to me that it was vital to get the hull's center of gravity when heeled over to fall midway between the parallel launching rails to eliminate side thrust on the rails and assure a straight shot to the water. Both rails had flanges on them along their outer edges, planks spiked on to constrain both the edge of the keel and the bilge sled from sliding off sideways. When all was in place a miscellaneous collection of planks had been assembled into a rather precisely aligned slanting set of greased rails.

It worked just as Harold figured it should.



The *Lewis H. Story* is ready but the keel rail has yet to be completed up to the keel.



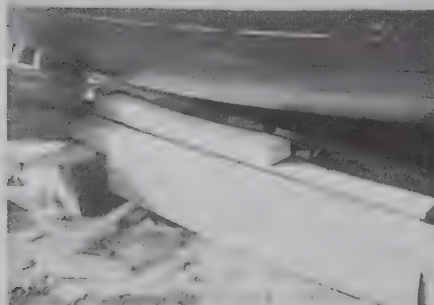
Harold Burnham finishes off greasing the bilge sled rail under the leaning hull.



Lining up the keel rail under the stern, these volunteers are working to a string line set by the builder to assure parallel rails.



The bilge sled in place. When the boat started to go it left behind the blocking and wedges at left.



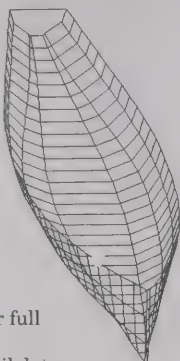
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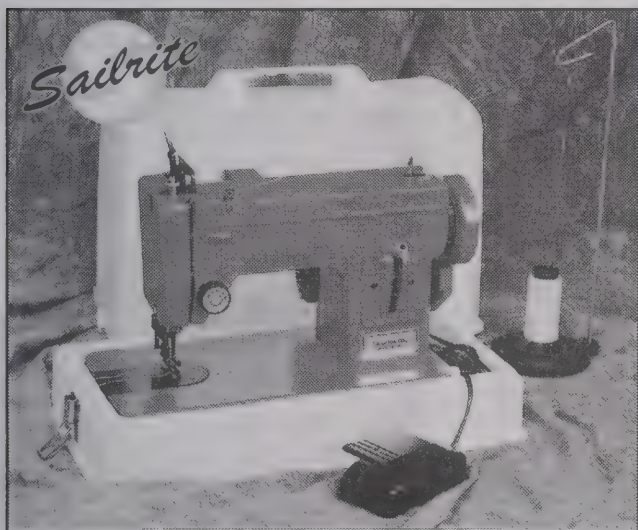
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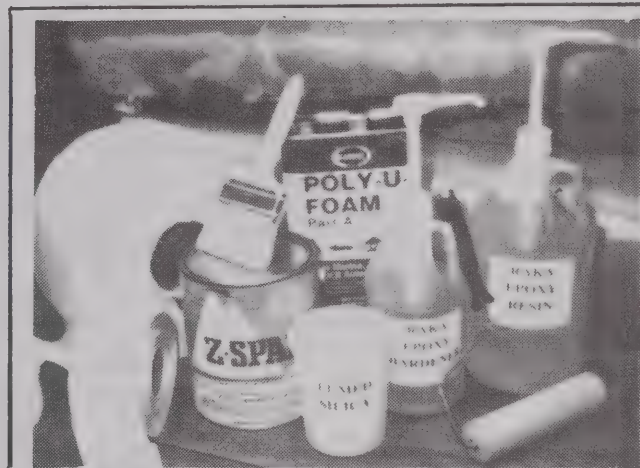


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Building Tyler's Tortoise - A Promise Kept

Part 1

Story and photos by Edward H. Wiser

The idea for this boat began many months before making the first saw cut. Watching my young friend, Tyler Kelley, struggle to row our glass dinghy around the harbor at Miami's Dinner Key Marina, it became clear that what he needed was a boat specially designed to fit his 7-year-old body. A boat with a 4' beam and 6' oars was just too much to handle, although I confess it was entertaining to watch him at work. He just couldn't get the knack of facing aft while rowing forward. Each time he took the boat out, Tyler would sit squarely in the middle of the seat, firmly grasp both oars, and proceed to valiantly tool about the anchorage stern first.

The search for his special "kid size" boat began with a review of retail catalogs, boat show offerings, and boat plans and kits offered in publications like *WoodenBoat*. Nowhere could I find a dinghy with anything less than a 4' beam. The only boats that fit that parameter were either tender candidates like a canoe or kayak, which I considered unsafe for

him, or toys that were so wet that a swimsuit was a necessity. Finally, looking through treasured back issues of *Small Boat Journal* (gone now, but fondly remembered), I chanced upon an article about a 10' dory with built-in flotation scaled down for kids. When I tried to locate the designer at the address in the article, he was nowhere to be found. Not too surprising when you consider the article was ten years old.

Having no luck with the back issue route, I called or visited boat dealers all over south Florida, and pestered everyone I know for help. I was just about to give up. Then one evening I recalled a resource that had been overlooked. A few years ago I sent a letter to Peter Spectre at *WoodenBoat* telling him how much I missed the old Mariner's Catalog, which he had put together with George Putz (sadly, also now gone, but remembered with affection).

At the time I only had Issue #2, and I told him that little book was one of my most treasured possessions. Evidently Peter, like

most Mainiacs, is not only a heck of a great guy but is susceptible to sincere flattery as well because he promptly sent me copies of the other issues. Recalling all this, I started thumbing through those gems and found a reference to H.H. "Dynamite" Payson and the phenomena called "instant boats." As fate would have it, I have a copy of his book *Building the New Instant Boats*, but had neglected to check it out for a kid's boat. Well, there was the answer I'd been looking for and it had been on my bookshelf the whole time. Near the back of the book was my "Holy Grail."

Dynamite's Tortoise, drawn by Phil Bolger, was the one boat that could fit my criteria. At 6'5" overall, it was short enough to build on the back patio of my second floor condo. This 8'x10' area became an instant boatyard. With a beam of only 3'2", I felt confident that Tyler could master it and the 5' oars that would go along with it. Tortoise was light enough for him to be able to manhandle, stable enough for me to feel he would stay upright and not capsize, and had enough rocker that it looked like this little rectangle might actually sail.

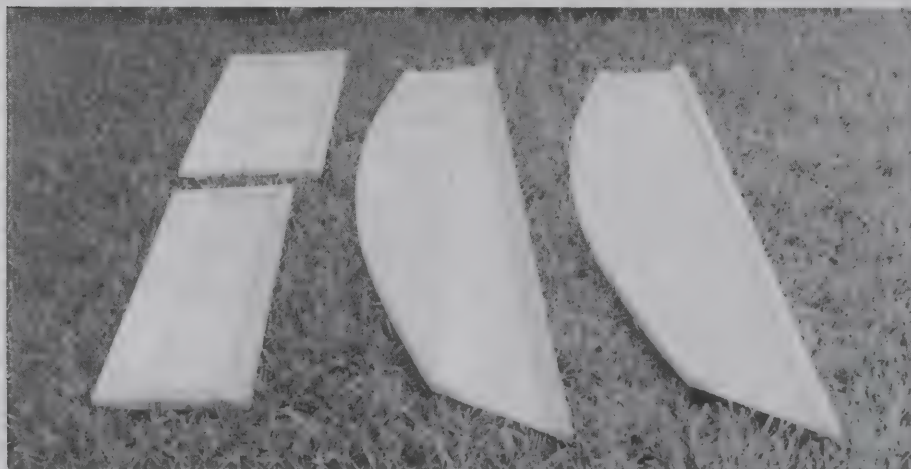
I called Dynamite right away to ask if he had plans in stock. He did, and my check was in the mail that night. I told him about the dory plans and he said it would not be doing anyone a favor to scale one down to the size I needed. You need an LOA over 15' to make that concept work.

When the plans arrived, and they did so promptly, I immediately set to work, "too" immediately as it turned out. I got two sheets of 1/4" BC exterior plywood from Home Depot (AC was not available), an 8' long pine

The sides and transoms glued and screwed together. Notice the bungee cord cross brace.



The completed side and transom panels. Notice that the sides are exact duplicates.



1x6, and 10 pressure treated 1x2s. Now, Tortoise's plans and Dynamite's instructions call for you to rip 2x4s into 3/4" thick sections, leaving you with lumber measuring 8' long by 1-5/8" wide, exactly the same as the store-bought 1x2s. So if you plan to build one of these babies, skip all that labor and waste and buy the milled product off the shelf.

Next, after hoisting all this lumber up stairs, I shoved everything in the living room up against the wall and started to transfer the dimensions of each section from the paper plans to my plywood sheets. Fortunately, I'm a bachelor and was not served with divorce papers for this and subsequent actions. However, my cat, CJ, did require a lot of professional counseling to recover from the trauma of a displaced litter box. Getting started was easy and soon, Skilsaw in one hand and jigsaw in the other, I was making noise and sawdust on the patio.

Now a boat is a wondrous thing in many ways, but one thing I hadn't counted on was how this project would help me meet so many of my neighbors. Kids soon gathered and shouted up to ask me what I was doing. They soon became a regular audience, and attendance and interest grew as the boat took shape. Shortly after I made the first cuts there was a knock on my door. This is it, I figured. The condo commandos are going to shut me down.

Well, no way. Turned out one of my neighbors was trying to repair a kitchen cabinet and wanted me to make a quick Skilsaw cut for him. It was like this all the way through construction. Joggers out for a little run around the lake would slow down to have a look or stop to inquire about my progress. There were times when I felt a bit like a latter day Noah.

The plans called for cutting out two duplicate sides and then gluing chine logs to the exterior of each piece. This was when I made my first real error in the project. Boats don't have duplicate sides, they have mirror image sides. After epoxying the 1x2s in place, as shown in Dynamite's plans and construction tips, I found that the port side had its chine on the outside but the starboard side had its on the inside. Of course, I didn't realize this mistake until after I had completed both the bow and stern transoms as well and tried to attach them to the sides.

It was a very disheartening moment. I was racing to complete this boat as a Christmas gift for Tyler and was working hard to finish a different task each day. All day long at work I had been thinking about how I could rush home and get the boat glued up. And now, for the first and only time, I considered throwing in the towel. Discouraged, I figured that I would just make a trip to Toys "backward R" Us and get him something off the shelf.

Well, that thought lasted for about 30 seconds and then I remembered my dad. If he had been doing this for me he would not have given up. He would have looked things over, redone what was necessary, and then kept on going. And so would I. Tyler was not a "plastic" kid and he deserved better than a plastic present. I headed out the drive enroute to Home Depot for another sheet of plywood when the proverbial light came on. Why not use this mistake to make the boat stronger by putting chine logs both inside and outside the boat? It would double the surface contact between the bottom panel and the sides and allow for more glued surface and I could use larger fasteners.



OK, it may never replace a steam box, but this method was effective in curving the bottom panel.

Half done. Since I was doing this alone, I initially centered the bottom over a pencil mark at the center of the slides, clamped it into place, and then sat on the plywood to hold it down while securing with stainless self tapping screws.



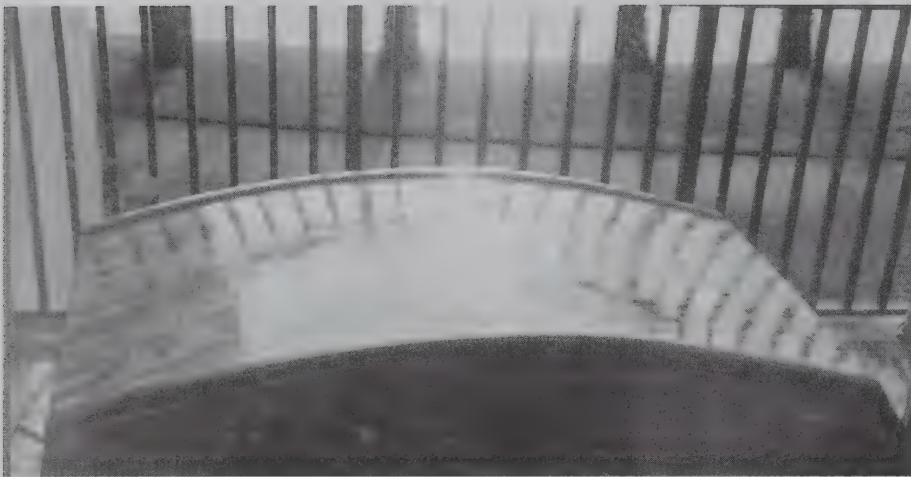
What a stroke! Feeling like I was the Donald Mackay of the 20th century, I went back upstairs and did exactly that. No offense meant to either Dynamite or Phil, for I admire the work of both of them. But this "mistake" turned out to be the first of several changes I made to the original design which I think are significant improvements.

Having doubled the chine logs, I installed another 1x2 on the inside and outside of the gunwale on both side sections. This gave me a lot of structural reinforcement without a significant addition in weight (something I was very sensitive to in light of Tyler's size), provided a thicker section for attaching hardware like oarlocks and cleats, and in effect made a full length handle along each side.

I followed Dynamite's suggestion to make the chine log on both bow and stern out

The leading edge has been secured and I've turned her on her side to make it easier to square the sides before proceeding.





Ah yes, a newly epoxied hull glistening in the sunset! Que romantico!

By now everyone wanted to get into the picture...literally. Here, my sister Heidi applies the final coat of Kelley Green.



of larger stock than the 3/4x1-5/8 stock called for in the original plans. Here is where I used a 1x6, which I cut down later after gluing together both ends and the sides and before installing the bottom. By the time I was done with all this shaping, it was clear that a 1x2 used here was terribly inadequate and left you with too little wood to make a strong join to the bottom.

Next I set up the sides, bow, and transom in the living room, assembling them upside down with epoxy and stainless screws. Along the way, I used a square to insure alignment. To hold this until the glue set, I put screw eyes into each quarter on the inside and used bungee cords to cross brace the whole thing. It was a simple matter to adjust the tension to keep everything in place.

The following day I smeared glue along the chine logs in preparation for attaching the bottom panel. I had cut this section out several days before but had made it a little larger than called for in the plans. I wanted plenty of overlap and knew this could be easily trimmed later. This was far preferable to coming up

Anne Favarato lends a hand with the graphics.

short. I had suspended this piece like a bridge between four plastic milk crates I had "borrowed" from the Winn-Dixie store down the street. (Don't send the police, these have since been returned.) On top of the plywood I piled several old ballast stones that I had recovered from a Spanish galleon wreck off Long Key years before. For good measure, I added a defused 5" naval shell that I had found on a gunnery range in Virginia back in 1970. I've been toting that thing around all these years and finally found a good use for it.

Of course, all this weight in the middle caused the bottom piece to sag down like a pregnant cow. When it came time to put it in place, it already had a curve that was close to that of the finished boat. This made the installation process a lot simpler and was especially appreciated since I was doing all of this solo. Moving quickly, I set the bottom in place over the upside down hull and fastened it in place with epoxy and #8 3/4" stainless self-tapping screws.

Basic assembly completed, I moved Tortoise back onto the patio, sanded everything with 80 grit, rounded and shaped where needed, and then covered the whole thing, inside and out, with a coat of epoxy. Chances were good that Tyler would be dragging this boat through the backyard to get to the canal behind his house, and I wanted to give the bottom some protection. That was when I came up with another bit of insight. Why not install rub strakes on the bottom to raise the plywood off the ground?

To do so, I used two sections of lattice strip, about 3/8" x 1-1/2", to laminate a rub rail directly below the chine logs on both sides of the bottom. If I had it to do over again, I would use three and build it up to over an inch. I faired these in using epoxy fillets on the in-board side and, after painting, I caulked and screwed 3/4 stainless steel rub rails over them for added protection and ease in dragging about.

Next I sanded and faired the epoxied hull with 80 grit. Then, I installed 3/4 x 3/4 stock the length of the interior on both sides about 6" below the gunwale. This was because I decided to forgo Bolger's full-length longitudinal, removable thwart and use two conventional ones instead. This gave me savings in weight, eliminated a needlessly bulky component, and gave added athwartship strength and rigidity.

Also, I was concerned that someone Tyler's size might find straddling that thing a bit difficult and uncomfortable. Remember, it's warm here in south Florida almost year round, and we do most of our boating in shorts. I was afraid that the sides of the original seat would chafe his legs. This full-length riser also allows infinite seat adjustment. That's a good idea since the captain of this little boat grows an inch or two every year.

After the rough sanding, I applied a coat of Z-Spar Hi-Hide primer, most of which ended up as dust after I attacked it with my Makita and a few sheets of 150 grit. Next came a coat of Z-Spar 101 primer, another assault with 150 grit, followed by three coats of Z-Spar 100 Hi Gloss White thinned with T-10. A little clarification is probably in order here. Having spent the past 15 years as both a yacht captain and yacht broker, I've become too much of a perfectionist for my own good. Although the final finish was three coats thick, in reality at least six coats were applied. Half

the time though I would be dissatisfied with the results, sand it off, and do it again. This was not the fault of the paint products but was strictly "pilot error."

Now let me say that I am in no way connected with Z-Spar Paint Company, but I was very pleasantly surprised by the even manner in which these final coats flowed out and the brush marks disappeared. When my old friend, Kevin (aka KeviBear) Doran, dropped in from Memphis, he thought the boat was made of fiberglass. And let me add that KB is an experienced boater. Too experienced actually! He quickly picked out the one flaw in the entire boat, the need to add another rub strake down the center of the bottom to match the two on either side. If I were to build this boat again, that and the thicker bottom rub strakes are the only changes I would make.

(To Be Continued)



And my neighbor Diamante Stoveall instructs the builder in proper kid size seat placements.

Does this sound familiar? I don't know how much longer I can take this question calmly. Someday I might explode and yell back, "Never!" Now I appreciate what I read in this magazine a few months ago. Someone put up a big sign in front of their boat, "It will be ready when it's ready!"

When we first bought our 37' ketch at an auction for \$1000, it seemed that our lifetime wish had been granted by some sea god. It was a little rundown, it had no engine, but so what? We knew that we could never have afforded a new boat like it. We had great enthusiasm and will power, and some money. After all, the boat had sailed safely from Jamaica without an engine and with 22 illegal Cubans on board. It had also survived Hurricane Hortense on a mooring. You could say it had good karma.

While the boat was still at the mooring, the first thing I did was sew cushions for the main salon. We spent wonderful evenings out on the mooring. We cooked dinners and dreamt about future voyages drinking good wine and listening to good music. We slept under the starry skies, lulled by its rhythmic sway. We spent hours looking through fancy yachting magazines. It seemed that we wanted nothing but the best for our boat. We ordered fancy copper salon lamps and the most expensive lines.

However, when reality took hold, we docked the boat into the marina to start working on it. Towing the 11-ton ketch through the narrow and shallow channel was a feat in itself. It involved hiring a tractor to pull it into a perfect slip. It was the end slip in the marina with a dock alongside and enough trees to work in the shade.

Examining it closer, we realized that the whole cabin had to be stripped and rebuilt. It also needed a new foundation for the mast, etc., etc., My nice navy blue cushions had to be put away. Nevertheless, we made great photos of my husband at the top of the mast. They did not show my fears that he could fall off and break his neck at any moment.

Once the second-hand Ford Lehman diesel (120hp, 6-cylinder) engine was put in with the crane, the "engine stage" had begun. Richard spent days building motor mounts, aligning the engine, installing new heat exchange cooling tubes, etc. He would come home covered with black engine oil. It was always black under his fingernails. At night

And When is the Boat Going to be Ready?

By Smyljka Fitzgerald

he had dreams of live tube-like diesels attacking him. In other words, he had become a diesel mechanic. At the mention of mechanics, I have to digress a little. How many of this species of humans do you know that will show up when you expect them, and how many will show up only when they feel up to it?

Yet work on the engine went on. Days and months passed and we were constantly confronted with the same question, "When will the boat be ready?" As the mysteries of the engine were gradually solved, the day finally came to put some fuel in the tanks and start it. Suspense was in the air as my husband pressed the fateful starter button. We heard a roaring sound. The engine was purring like a monster cat! It was sweet music to our ears. We couldn't believe it. For the next week or so all we could talk about was that beautiful diesel.

Now we seriously considered taking her out for a trial run. The day came and when Richard pressed the starter, there was no reaction. Try again, nothing. Being betrayed by his own wife might have been easier. We had been so close to motoring out. Now we had to start all over. Everyone seemed to know what was wrong and everyone's diagnosis was different.

Up to this date we are engulfed in engine repair. The mechanic has been taking money for some parts, but the parts still haven't shown up.

I think of my nice navy blue cushions. I wanted the main salon to look nice. After all, we would be sailing soon. How soon? Two years have passed, another hurricane is on the way, we are in debt. Still the word "soon" is as current as ever. Soon. Soon.

In the meantime, our little 12' Pelican still provides us pleasure. Just the other day, as we gave up waiting for the mechanic, my friend's kids who were visiting from Europe showed up and wanted us to take them sailing. "Why not," we agreed. As Richard was preparing the fishing gear, the 17-year-old boy asked, "What will you catch?" "A big kingfish," he answered absently. I laughed to myself. We had not

caught a big fish in months.

The wind was howling but we sailed out any way. I knew that the gusts were vicious, but the kids, since it was their first trip, thought that it was supposed to be that way and enjoyed themselves.

We had not been sailing long when the line zoomed off. This time it really was a big one! I took over the tiller, forgot all about the 25 mph gusts. I concentrated on leading that fish into the boat. Finally we pulled in a 29-pound kingfish. "Wow, how did you know?" they asked. My husband smiled and answered, "I just knew."

As the kids were leaving, they passed by the ketch. They looked at it and asked, "And when will this boat be ready?"

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I wish I could had gotten up early enough to see the expression on the faces of the campers on the next site when they woke up to find a 26' Luger cruising sailboat next to them. Then when my wife, myself, and three kids came clambering out for breakfast, there must have been even more looks of incredulity.

Camp-out Style Messing About in Boats

Even though my 26' Luger auxiliary sailboat *Windjammer* was completely self-contained with its own galley, head, water supply, lighting system, and bunks for five, we often took advantage of a nice night to have a campfire by the boat, roast marshmallows, hotdogs, or whatever came naturally. After a hearty open air supper, my boys would help me gather some firewood and start a nice fire. Dot would take the galley stove out of *Windjammer* and whip us up a nice dinner or, when the ship's purse was fat enough, we would unhitch, pile the kids in the car, and go in search of the nearest ice cream parlor for a special treat.

In the evening, I would get the old guitar or ukulele out and we could do a little singing around the campfire while the marshmallows were burning. The Thompsons, who usually traveled with us in their regular old-fashioned travel trailer with their brood, would join us until it was time for the kids to be in their bunks and the adults could have a little time by themselves for a little parent talk and to make plans for the next day's travel.

In the morning, it was breakfast around the campsite's table and then check the hitch and be off on the road for another easy day's travel. We rarely liked to go more than 100 to 150 miles a day, so we would be able to find another campsite early enough to get a good site near the johns, water, and all the other facilities. Relaxation was the name of our dry land sailing and cruising game.

The kids still remember those "dry land" cruises and the good times we shared as much as they did the cruises and experiences on the water. All three of the kids have taken to trailer/sailer camping by themselves and with their families. It just goes to show that there can be just as much fun messing about in boats on the dry land as there is on the water.

Messin' About the Boat on the Water

When we got to our final destination, invariably on a body of water that might be in New York, New Jersey, Ohio, Virginia, Tennessee, North Carolina, and so many other places I cannot remember them all, it was time to set up the campsite like any other trailer campers and launch the boat. We always managed to get a campsite either on the water or in sight of the water so we could keep *Windjammer* in sight. There was usually a little bit of a fight among the kids as to who was going to be able to sleep aboard the boat and who would find themselves landbound on the dirt.

The evening campfires became planning parties for deciding where we were going to go for the next day's cruise and swim party. There always seemed to be "far away islands" for the kids to explore and to navigate. They all found treasures of driftwood, shells, stones, or bric-a-brac of innumerable kinds to bring home to show-and-tell in school or to show the poor neighborhood kids whose poor parents did not have a trailerable sailboat for their annual family adventures.

Messing About in Boats — on Dry Land

By Bill Foden



The Overnight Adventures

Several days were spent where the "dads," usually my friend Jim and I, would take the kids for an overnight or two, as well as some day cruises, and relieve the ladies so they could go off by themselves for an antique hunt or some other female type activity all by themselves. They liked to visit nearby historical sights and enjoy themselves without having their broods of kids around. I still think that we menfolk should have gotten some kind of special medal or recognition for taking up to six kids on all by ourselves.

The boat was the key to our success in fishing and exploring nearby islands and bays. The kids, as well as the dads, had to learn to be self sufficient without the mommies around. They learned that when the problems came you had to face them yourself, and not depend on the Coast Guard or anyone else outside yourself and your own families to solve your problems.

Yes, we had our share of groundings, storms, and adventures of all kinds, but that was what trailer/sailer messing about in dry land houseboats was all about. It was teaching the children how to take care of themselves when problems arose.

Our Extended Cruising Range

The most important part of our trailer/sailer activities was that our normal wet-bottomed cruising range was multiplied many times over. We trailer cruised every place from Canada down to North Carolina and out as far as Tennessee to the west. We were no longer limited by the 5-knot hull speed of our beloved *Windjammer*, but by the 55 mph speed limit on the interstates.

When and if we chose, we could spend all the time we wished exploring a favorite lake or seashore for an extended period of time. Because we could get there so rapidly, we had more time to explore a new waterplace and enjoy our cruise without feeling rushed to get some place and back.

One Way Water Cruises

It even became possible for us to put *Windjammer* in the water at one end of a lake at a convenient launching ramp and then drive the car and trailer to the other end of the lake, take a bus or hitch a ride back to the starting point and make the cruise from Point A on a lake to Point B and not have to turn around and go back against possibly unfriendly winds and be rushed to go by interesting little coves and anchorages in our rush to get back where we started from. This way of cruising auto-

matically doubled the time and distance of our water-based houseboat cruises.

Marinas Not Necessary

Since *Windjammer* was self-contained, it was rarely necessary to pay the, to us po' folks, outrageous slip fees at a marina, if indeed a marina would choose to locate itself where we wanted to go while messing about in boats on dry land. Every campground on the water became our special private marina. We usually had all the facilities provided by the hoity-toity marinas at a much more reasonable price.

Our marina became anyplace on any lake, river, stream, or shore where there was a launching ramp. Believe it or not, there are still many hundreds of FREE launching ramps available to economy-minded trailer houseboat sailors around the country. The trailer sailor does not even need a campground to be quite comfortable for an extended period of time.

Windjammer Not the Ideal Trailer Sailor

Despite her many good points, my beloved *Windjammer* isn't, I must admit, the ideal boat for comfortable trailer/sailing. Here are some of her problems:

The Mast Problem: Although I love rag sailing, I have to admit that ducking under the mast to get into the cabin and putting the stick up every time you want to launch can get a bit tiresome.

Hull Shape: The lovely lines of a sailboat hull provide only limited living space. Even a 26-footer like *Windjammer* was a bit crowded for a family of five.

Draft Problem: Although *Windjammer* had a swing-keel, she still drew 2' 6" of water at her best. Although that is not much by sea-going sailboat criteria, it was occasionally a problem in trailering because we had to have a very good, deep, ramp to get her in the water.

Weight: Any sailboat except a small centerboard boat is going to have to have a keel made of lead, steel, concrete, or what-have-you to provide stability. A keel can weigh many hundreds of pounds that you pay for in your gas bills. *Windjammer's* iron keel alone weighed in at nearly 1000 pounds, not counting her outboard, fuel tanks, water, and what-have-you.

Some standard keel type sailboats might have a heavy inboard engine and fuel tanks might that might be serious problem for trailering.

Trailer Requirements: Even a swing keel boat like *Windjammer* requires a specially made, usually more expensive, trailer. One of the biggest problems we had with trailer cruising with *Windjammer*, for instance, was the necessity of carrying along a ladder long enough to help us climb six feet or so.

But I shouldn't be picking on the rag sailors with these problems as many, many, stinkpot boats would have the same problems, except the mast, of course. The accommodations of the average small 15' to 20' stinkpot are usually rather rudimentary, to say the least. I know owners of "cabin" boats who have never even attempted to get into the cabin. Many boats with "cuddy cabins" have absolutely nothing in them and are really uninhabitable except by a contortionist or an extreme masochist.

The Ideal Trailer Houseboat

I have been giving a good bit of thought to what the ideal, in my opinion, trailer cruiser would be like. Here are some of the features it would have.

Easily Trailered: A trailer with low-profile wheels and a trailering height of not over 10', capable of being towed by a mid-sized utility vehicle, car or small truck.

Lightweight: A GVW (Gross Vehicle Weight) of perhaps 3000 pounds and a hitch weight of less than 300 pounds.

Plenty of Flat Living Room: Sufficient FLAT floor space inside to permit all living activities and space to breathe and walk around. At least 6' headroom in all cabin areas.

Low Horse Power: Be able to use a low horsepower outboard in the 7.5 to 25hp range.

Economically Homemade: Be capable of construction by completely inexperienced amateurs using materials available at the local lumberyard and hardware store.

Shallow Draft: Be able to float in waters 6" or less for easy launching and retrieval from simple boat ramps.

Long Season Use: Provide liveaboard facilities on a year long basis (insulation, heating, ventilation, etc.).

Self Contained: Provide all requirements for comfortable living aboard while afloat including galley, head, water, lighting, electricity, sleeping, entertainment, lounging, etc.

Storage Space: Have plenty of space for storage of clothes, tools, incidentals, and what-have-you.

Rugged Construction: Simple yet rugged construction to make it capable of 12 months a year hard use for vacations as well as permanent liveaboard lifestyle.

No doubt there are some *MAIB* readers who will recognize a profile of my houseboat design *Serenity! -The Slowest Boat Afloat!!* in this description of an idealized liveaboard, trailerable, houseboat. Although I'm sure there are at least some other boats that might meet the above qualifying factors for a good trailerable, liveaboard houseboat, I believe it will be hard to find one that meets the criteria as well as my *Serenity*. The picture shows what she looks like on her trailer, loaded up and ready for dry-land messing about in boats houseboating adventures.

I would welcome any comments or questions by other *MAIB* readers. Inquiries can be addressed to Bill Foden, 2556 Mart Ave., Vineland, NJ 08361, tel 609-692-2039.



Arks Along the Potomac

*From The Chesapeake Bay of Yore Mainly About Rowing and Bailing Craft, F. Tilt
c1982 <self published>*

"After the Civil War, boatbuilding and shipbuilding flourished along Alexandria's waterfront ... demand for inexpensive houseboats for shipyard workers and professional fishermen was met by the 'arkwrights' whose initial and successful effort was the famed and popular *Potomac Ark* ... standard model called for a scow-like vessel, 20' long, 10' wide, draft of 12", flat-bottomed, flat sides, sloping square ends with ... one room with ceilinged height of seven feet.

"... Eastern red cedar clapboard siding, red standing-seam tinned flat roof, two windows, two doors, lighted by kero lamp or candles with a coal-fired stove installed for heating and cooking. No engine or sail ... only sweeps or poles ...

"Arks were anchored out or tied to ramshackle piers along the river's edge usually on the western shore ... inlets such as Battery Cove gave shelter from floods and ice gorges.

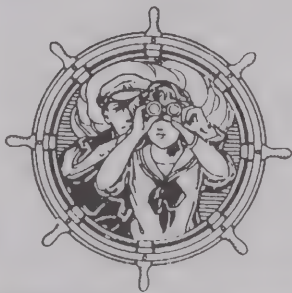
"Shipyard workers found the arks to be convenient lodging when moored near the job. Fishermen discovered arks to be ideal for economical living quarters as well as adequate...for a workshop and box and barrel storage. Then too, the occupants were free from real estate tax, municipal building codes and health regulations ... Sturgeon fishermen maintained 12 arks in Quantico Creek; 5 were in Mallows Bay for salvage workers on the 212 WWI wooden troopships there until the late 1930s; Gination Cove had 7 arks used by Eastern Shore eel fishermen, muskrat-trappers and frog-giggers.

"By the early 1920s an estimated 1000 tax-free arks lined the Virginia shores from Little Falls to Quantico, having been forced out of Washington's crowded harbor. During winter floods ... the arks were brought ashore and jacked up...

"As pollution increased, fishing and shipbuilding decreased, arks were sold off to gamblers, yacht clubs, bootleggers, floating tomato canneries or sawmills down river. Ark colonies grew, the largest being at Bull Town Cove, a small Maryland harbor directly across from Mount Vernon where 15 more-or-less arks were located from the 1890s through the 1930s. Bach was engaged in a business catering to passing sailing vessels on their way to and from Washington, Georgetown, and Alexandria. It became "the friendly meeting place" for all river-folk because of its prime location...

"One ark was a ship's chandlery; others offered general merchandise, food, clothes, haircuts, drugs and medicine, gaming tables, whiskey (rum during winter), and maybe an effeminate social services or two. During the slot machine era in Southern Maryland (1934-68) one such ark was packed with these gambling devices...

"During WWII, ark colonies were rejuvenated for sensualistic business and located near military establishments such as the Pentagon, Torpedo Plant, Naval Research Laboratory, Fort Belvoir, Fort Hunt, Fort Washington, Naval Power Factory at Indian Head, Quantico, and a few were snuggled away in headwaters near the Naval Proving Grounds at Dahlgren. After that war, U.S. public health officials and do-gooders got rid of this ... little craft.



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>



I've been lucky this year in getting several new boats of my design past the prototype stage. Here are two more that were built and tested this year and have graduated into my \$1 brochure.

AF3

You may have seen my small and simple sharpie power cruiser AF4 in the August 1 issue of *Messing About in Boats*. Here is the AF3!

The prototype AF3 was built by Herb McLeod of Edmonton, Alberta. Herb is experienced in making plywood boats and had only 70 hours labor in this one. He had the sail rig from another project, it's quite similar to the 96 square foot sharpie sprit that appears on the AF3 drawings. These boats are pretty tolerant of rig juggling, provided you get the center of sail area close to the original and provided you are ready to tinker and tune a bit.

Herb built the AF3 from materials readily available to him. That meant using spruce plywood from the mill he had to drive past to get to his lumberyard. He used construction type tube glue called PL Premium by Lepage. Fasteners were for the most part plated and rust-proof sheetrock screws purchased in bulk at a

AF3

More New Boats

By Jim Michalak

supplier for pro sheetrockers, 10,000 in a box! Over all was latex paint which he allowed to cure for two weeks before moving the boat. Epoxy use was kept to a minimum both because Herb has a slight sensitivity to it and for reasons of cost and labor. He told me one can build two non-epoxy boats for the cost and labor of one epoxy boat, and I totally agree. Yes, the epoxy boats can be better, but don't ever get the idea it is the ONLY way to build a boat.

AF3 is 15' long and 5' wide, the dimensions intending to fit the project on a plywood layout two sheets long with a bottom one sheet wide. In all, there are six sheets of 1/4" plywood involved and two sheets of 1/2" for the bottom. The boat is designed to be built without jigs or lofting. Empty weight is 250 pounds.

AF3 has a cuddy cabin which is about the minimum for one to spend the night in. Two might wait out a storm there. The top is

open with a slot that runs 5-1/2' forward of the main bulkhead. Forward of that the boat is decked over.

Aft of the cabin is a cockpit that is 5-1/2' long. There are no benches shown on the drawing. Seating is intended to be on a stack of two flotation cushions. This keeps the cockpit simple and open. There are oar ports in the cockpit sides. These boats will row OK if there are no wind or waves to fight.

Behind the cockpit is a flotation/storage chamber. When knocked down, the boat floats high on its side. The cabin stays dry and the cockpit floods a bit. I've been told that when righted there is about 6" of water maximum on the cockpit floor. You might be able to sail it with that much water in the cockpit, although you will want something to bail with such as a chopped open milk jug. The cockpit water can be harmful beyond what is apparent if it starts sloshing around from side to side.

The sail rig is a 96 square foot sharpie sprit, very similar to Herb's rig in the photo. The mast mounts slightly off center in the cabin slot top. You can see the pivoting leeboard that I prefer to use on my boats. There is only one, not two as with loose leeboards. Yank on that lanyard and it rotates fully down where it will remain by friction until it strikes something.

On the stern is a common rudder with a blade weighted with lead that will stay down on its own. There is a lanyard on the rudder to pull it up. Yes, I have tried rudders with no weights, instead there were two lanyards to pull it down and up. When you approach a shallow it won't work! Then you also will need one hand on the tiller and one hand on the sail's sheet. The two lanyard rudder only works for puppeteers.

Plans for AF3 are \$30.

Harmonica

Harmonica is a mini shanty boat, 13' long and 5' wide to be got out of four sheets of 3/8" plywood and six sheets of 1/4" plywood. No jigs or lofting required. Like AF3, it uses simple nail and glue construction.

Chris Crandall and building partner David Unrah made the prototype Harmonica in Lawrence, Kansas. The boat was built in Chris's rec room requiring the hiring of experts to remove the room's glass wall prior to launch! The experts also lifted the boat and carried it outside, one man to a corner, confirming our guess that the boat weighed no more than 400 pounds, prior to reinstalling the glass.

This boat was originally known as Fusebox when it was a prototype drawing. The original idea for the boat came when I saw a bunch of pretty painted chalet shanties at a small conservation lake. We have lots of those nice little lakes around here. Usually they are less than a mile long and there is no need to get anywhere far or fast. So I thought an electric trolling motor might be quite in keeping with the scene.

But after I had drawn and named the boat, I saw strains in the plan. For one thing, the little lakes had no electric hookups at the docks. So overnight recharging would mean lugging a large battery or pulling the boat out to an electric hookup. And I had done some electric boating in one of my 11' boats. That left me with the impression that a) a very large electric would be needed on a windy day for a boat the size of this, and b) a very large bat-



tery would be needed. I think a standard trolling battery weighs about 70 pounds and few will be interested in lugging it about. Forget about using a car-sized battery.

So Fusebox was rethought to use a small gas motor and eventually became Harmonica. Chris uses a mighty Tanaka 1.2hp that he had on hand. He brought Harmonica to our Midwest Messabout last June, towed behind a compact station wagon, and I was very pleased with the project. It was simple, cheap, and roomy. I felt two folks could easily overnight on it.

The first 3-1/2' of the boat is front porch with dry storage under accessible from the cabin. The cabin is 9-1/2' long, divided into a sleeping room and a utility room. There are two bunk flats in the main room. The motor is clamped directly to the aft bulkhead. As you see, there is a 2' wide walkway slot running the full cabin length. It can be quickly covered with a fabric to waterproof the boat.

With the Tanaka 1.2, the boat went about 3 mph with three of us on board. Not very fast, but it would be adequate for the little lakes I was thinking about. I would say about 5hp might be the most I would put on the boat.

Plans for Harmonica are \$25.

Jim Michalak, 118 E. Randall, Lebanon, IL 62254, website at www.apci.net/~michalak.



Harmonica.

By-The-Sea

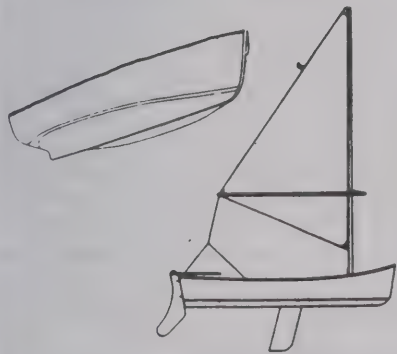
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So what are we talking about living aboard in *MAIB* for anyway? Well, just some food for thought rather than the usual myths, misconceptions, prejudices, i.e., "too cold in winter and too hot in summer," "you've got to be well off," "it's crowded aboard and ain't like home anyway," etc., etc. Most readers live in a house of sorts, paying rent or mortgage, i.e., using significant portions of their budget for comfortable shelter. That money can be used effectively on the water as well, spending it first on a suitable craft, and then on supplies, repairs, fuel, etc. Indeed, depending on where, when, and how you care to live afloat, it may well be the cheapest and least regulated form of "living in comfortable shelter," assuming you actually like your local roots to be not much deeper than the bury of your anchors.

We are not talking here about dedicated mileage eating, cruising under sail or power. We are talking here about the usually overlooked option of moving rather limited distances at a time, under perfect choice of weather conditions, to a place you can either see already a few hundred yards away or can readily scout in a faster runabout carried aboard. We are talking here about "lifting your anchor every two weeks" as a local ordinance/harbormasters may require.

We are talking here about living cleanly without discharge, be it in full view of but without annoying property owners ashore, or quietly tucked away in a marsh creek or an oxbow surrounded by nothing but nature. We are talking about the option of "staying around the area" for the full year, within reach of your post box or gently "drifting" up and down the waters with the seasons, covering just a few miles or ten a day. Some formal berths, such as marinas and wharves, are suddenly very affordable in winter when the fair-weather

Bolger on Design

Two Self-Propelled Houseboats

Part 1

yachties are all gone and ice and snow could make access to the shore unpredictable from day to day if you stayed out in the local bay or backwaters. Or you may already live in/move to a milder region in which a moderate amount of insulation won't require much of a heating budget during the shorter days.

Between cell phones, photovoltaics, and windmills, working together with affordable huge industrial batteries, modern low electrical consumption radios, TVs and PCs, common availability of gasoline or #2 diesel, propane if you like it aboard, and endless square miles of empty dryout or flooded coastal marshland on the East and Gulf Coasts at least, and equally endless rivers, canals, estuaries, a formally itinerant lifestyle is perfectly possible around the town where your (temporary) job is, with true itinerant intentions unrestricted to last as long as you like it.

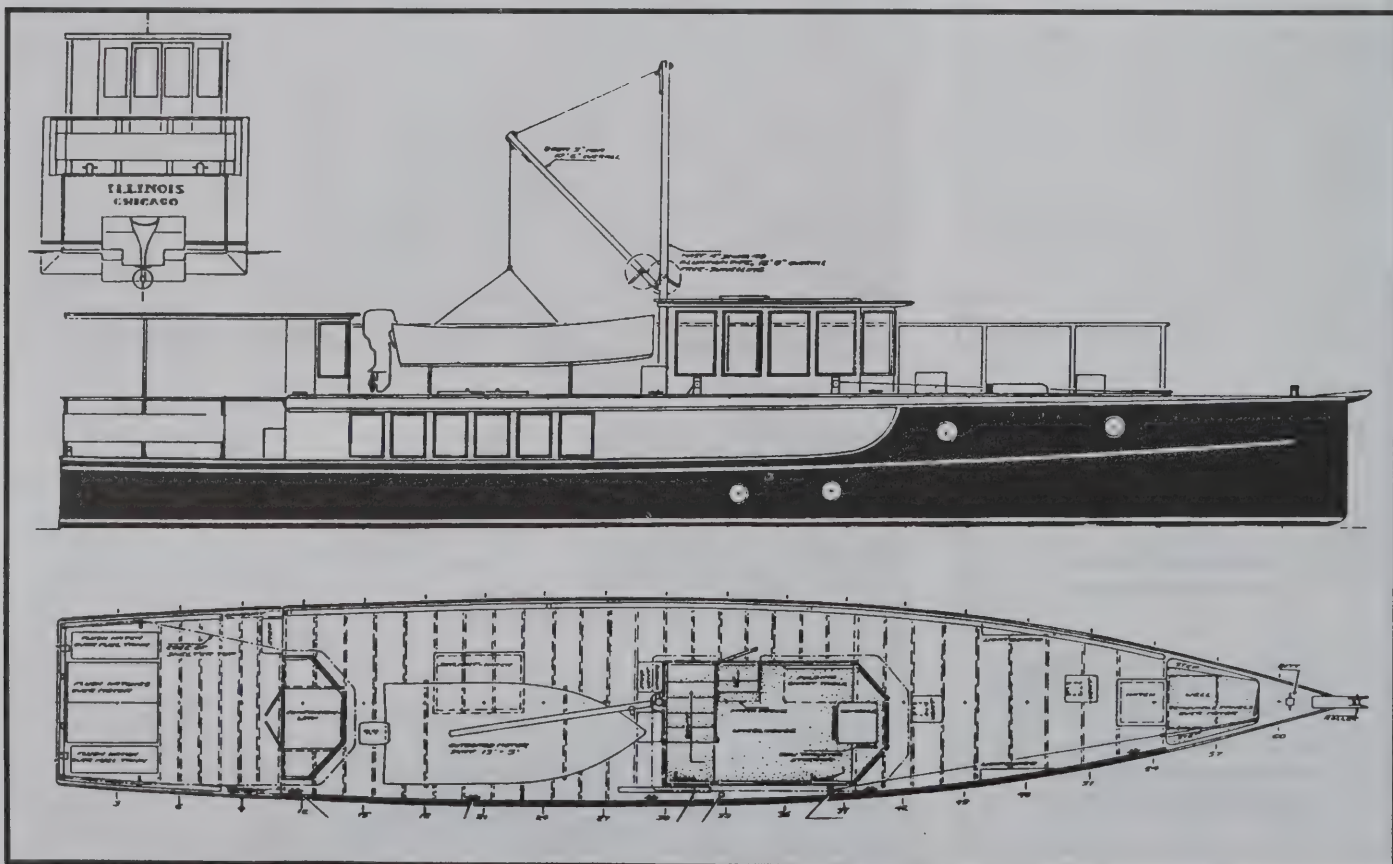
After the initial investment of savings, sweat, and some blood in the chosen craft, and a small emergency fund stashed away, onboard living can be pulled off with fixed income or periodic temp jobs to pad your budget a bit. If you can work out of your floating home, the better. But apart from getting supplies, including fuel, hitting formal pump-out stations (instead of going 3-plus miles offshore before pumping out waste), or tying up for repairs impossible afloat and by yourself, contact with people, authorities, and costly support services

can be kept at a minimum if so desired. If you are determined and set it up right, you won't be bothered by property taxes, building codes, snow in the driveway, flooding in the basement, termites in the roof, home improvement junk mail, and missionaries knocking on your door eager to convert you one more time.

You won't be stuck with intolerable neighbors, nor the advances of the local cable company. You will have other problems, but as a lifestyle choice, they may be part of the experience you like, or at least tolerable side effects. If you want to be rational about any such choices, figure out what you might like better, see how you can get there, and have some reserves/plan to change your mind again eventually. Being aware of your options, the pluses and the minuses, is the rational part of it. The rest is obvious and hopefully fun. Ergo, this discussion of options.

Living aboard with minimal interest in actual miles-per-day-traveled allows equally overlooked opportunities in the choice/design of respective craft. To do this, you certainly would neither need a trust fund to finance the "suede lush life" on a large, complex, and costly power cruiser (or worse, offshore capable auxiliary), nor need to be cooped up in a tiny space with odd ergonomics, Spartan accommodations, surrounded by hardware and hull geometrics fit to sail the coast but useless for your purpose. Ergo big budget power and sailing cruisers are off the table, why blow that much money, as should be much less pretentious but often tortured ideas of converting an aged and cheap fiberglass sailboat of moderate size.

What should be on the table for this particular purpose would be a craft with limited but reliable mechanics, with an easy to maintain and stout shape able to live upright on the



mud in tidal waters, all quite obvious points. But it also has to more or less look like a boat! If the neighbors ashore dislike your craft, the accessible universe shrinks immediately, all the way to the harbor master sending you packing for good, with the Coast Guard lurking outside to get you trying to head out of the harbor with your "thing." It has to resemble a real boat! You can not risk looking like a squatter, notwithstanding the fact that you actually are sort of.

Thus, no shantyboats, pretty Belinda hideaway, and other provocations to nautical sensitivities. They will go after you, no matter how great that turret with the PVC-pipe matches the Navy surplus gray outhouse on that balcony. This all depends on the local situation, of course. But if you want to move eventually, be it with the seasons or just to get away from some local pirates, you'd better offer a more palatable appearance to the world outside than a shack on a converted oil barge, the upside-down schoolbus idea, or that outboard powered barrel in which you've lead a cozy, beechwood aged existence.

What then remains on the table are conversions of lifeboats, bought at auction and rationalized to leave off stuff that may matter on the high seas loaded to the gills with panic stricken Loveboaters, but is now in the way. What remains on the table are using existing powerboat hulls, insurance write-offs with the unnecessary removed such as once gold-plated but now dead systems, including humungous engines, and upgraded in appearance and tankage capacities, for instance, as necessary.

What remains on the table, and perhaps overall, realistically, the most economical approach of all, is the option of building fresh a very simple shape to whatever size, equip it for extended periods of relative autonomy within range of the local TV station or beyond, make it look reasonably good with stock affordable house paint in nautical color coordination surrounded by tastefully applied moldings, necessary nautical deck hardware and some unnecessary doodads thrown in "for cutes," with boat(s) on deck, a mast with proper flag protocol, and friendly crew demeanor, and see whether anyone will actually take offense. A halfway decent looking craft in good repair can anchor off gold coasts with-

out the private gunboat being sent out after it.

In this issue and the next we present two options along this philosophy of live-aboard craft. One is long, lean, and shallow, the other wider, shorter, and deeper. Their big structures are stout, simple, and fast to build. Their power plants are relatively cheap and undemanding for the use intended. Layouts are quite generous for living afloat, with minimal built-in furniture/joiner work rapid to arrange and rearrange to suit tastes and needs. As residences without holes underwater, they should not flood, require no lawn care, and can move out of beautiful but exposed locations to temporarily hide out in the marshes from really nasty weather, and offer the opportunity of perpetually changing views out of the favorite window.

Design #630 - Illinois: A residence 63'1" x 10.0" x 1'6" overall dimensions, 11'3" bridge clearance and 31,000 pounds designed displacement.

Illinois (our drawing board name; the boat has not been built so far) was designed for a Chicago man who wanted an affordable Florida houseboat. He intended to build her himself and she was designed to be assembled from diagrams on the plans, a giant "instant boat" using a minimum of tools, but some rather large rental equipment, and time. If constructed all solid ply as proposed, vs. ply-foam-ply laminate in places, she needs on the order of 450 4x8 sheets of 1/2" plywood. The effort is comparable to building a small house, the foundation on which she's erected being the 5-1/2" thick center bottom. Once assembled, that bottom, and her whole structure, are strong and stiff enough to lie on comparatively rough bottoms so that she can be moored in places not fit for either conventional boats or most raft type houseboats.

The 18" draft opens up mooring possibilities now vacant, be it up the tidal creek or behind the sandbar. Her style was intended to avoid the usual protests by owners of shore property in the vicinity of such places. They will fight hard, and usually successfully, against intrusion on their views of house type houseboats, but often actually welcome the presence of a yacht, especially if she goes away occasionally. This craft is a reasonably convincing representation of a large power cruiser

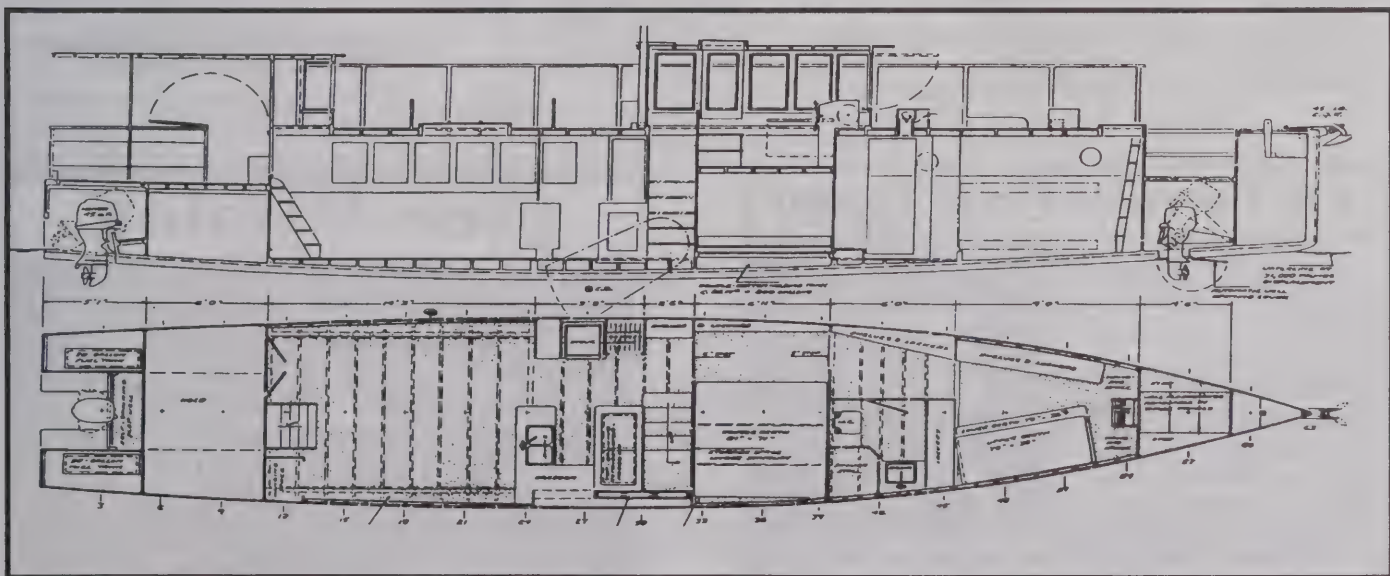
of 1920's vintage. Given a good finish, attractive small craft, and a knowledgeable display of flags, she's an interesting addition to the scene rather than a threat of an accumulation of floating shacks.

She is actually little if any more difficult or expensive to build than many of the shacks, and likely easier to maintain, aside from her mobility. The mobility is real, if limited. Her main engine was specified to be a 45hp Honda four-stroke outboard motor. Today it would be a Yamaha T-50 high-thrust on account of its bigger propeller. Two of them would actually give her some legs to stride along and stop with some authority. Other drive options are clearly possible, as long as the budget does not get busted, her layout compromised, your maintenance schedule does not mushroom, and she is not turned into a bearded full-fledged cruiser after all. Then you'll start nit-picking about her unsophisticated headsea behavior, her marina length, etc., etc.

There is not much data on how fast such a hull will go with such a power plant. The resistance is practically all wetted surface, and the displacement speed of a hull this long is 10.6 knots. Perhaps two large-prop 50s will get her near that in riverine or ICW smooth water. The hull is extremely narrow and shallow for its length and weight, and she will be faster than most people would expect of her simple shape and construction. For most of her speed range, she'll make no wake whatever. At any rate, if pushed and called for, she should be able to get around faster than most sailing cruisers.

With her reasonable range of stability, a good weather report would be a prerequisite to a passage over to the Bahamas, as with her shallow lower units this far aft she would be likely to lose power in certain length waves if her stern cannot hold the flow. She could, of course, be given more and deeper power and would not be very inefficient up to 15 knots or more, but the cost to outfit and run her would jump in a lot higher proportion than the added speed. That kind of boating was not the point of this houseboat anyway.

For maneuvering, she has a bilgeboard amidships to allow the shallow hull to be swung without skidding and to mitigate blowing away in a beam wind, wherever there's depth enough to lower it. For finer maneuver-



ing, she carries a bow thruster in the form of a 9.9/15hp outboard motor in a well in her bow, mounted facing aft. This has numerous advantages over the usual bow thruster:

1) It lifts clear of the water when not in use, saving drag, corrosion, and electrolysis. The hole in the hull is faired over by a swinging gate which is held open by the propeller race and closes by its own buoyancy and the water running under the hull.

2) It gives much better thrust than the usual feeble tunnel-mounted thruster and is not limited in how long it can be used at a time as many thrusters are.

3) It is directional through a 90° arc, too bad outboard motors can not swing 90° or more each way, but a 45° thrust forward can be combined with a 45° thrust on the main engine aft to move the boat straight sideways or at an angle ahead or astern. Very pretty maneuvering should be possible, even in quite strong winds since she does not actually have very much wind resistance. She's low-sided and has little top hamper by current standards.

4) The bow motor can serve as backup

power in case of main engine failure. She even could proceed backwards, very slowly and not against much wind or sea, but for an indefinite distance...

On deck, the off-center deckhouse leaves a good passage fore and aft on her main deck with high and stiff railings. There's space for a powerful and fast tender to make anchoring off reasonably convenient. In fact, *Illinois*'s stability would allow heavier larger craft to be hoisted up her sides.

The large afterdeck with its fixed awning makes a pleasant place to set up chairs in good weather, while the deckhouse windows are low enough to give a seated view in bad weather, as well as a good view in all directions from the helm. The bilgeboard and the bow motor can be operated from inside the deckhouse. There's a large cargo hatch for lowering bulky objects and supplies into the cabin, and a bow well for anchor work. We would replace the 45-pound anchor shown with 2x75 pound for hurricane duty, plus a power capstan.

Below we tried to keep the furniture as cheap and flexible as possible. The 14' x 9'

living room would have portable chairs and tables with lanyards to secure them if, by any chance, rough water is expected. Of course, with her midsection she won't roll as, for instance, a traditional round bilge Trumpy would.

There is a generous galley with a large top-opening refrigerator or ice box, stairs to the deckhouse with a shore-grade tread and riser, a king-sized bed with ample sitting headroom under the deckhouse and two ports to look out by rising on an elbow, one large washroom fit to double as a darkroom, with a 200-gallon holding tank to stretch the pump-out intervals, and a small forecabin for visits from the grandchildren. Not a bad place to live for people with quiet tastes. The underlying principles of both that type of liveaboard philosophy and the matching structure and overall layout stand up in larger and smaller sizes.

Plans for #630 *Illinois* on six sheets are \$400, available from Phil Bolger & Friends, 29 Ferry St., Gloucester, MA 01930, fax 978-282-1349.

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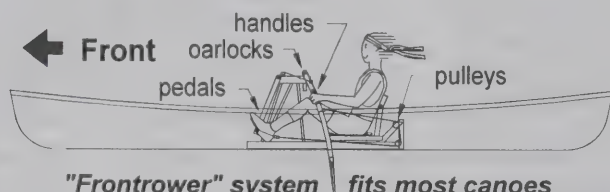
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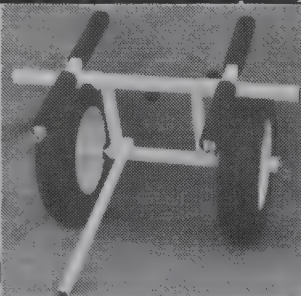


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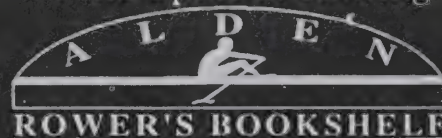


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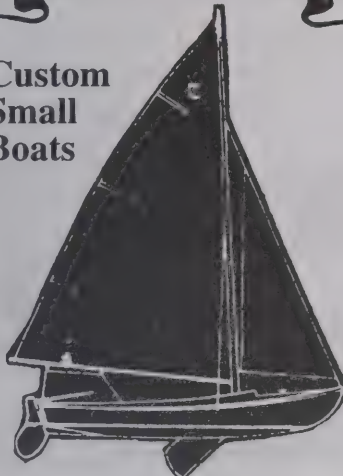
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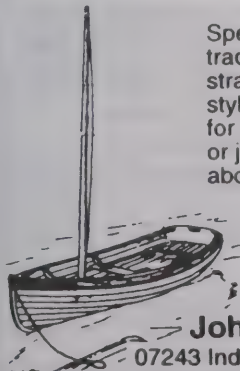
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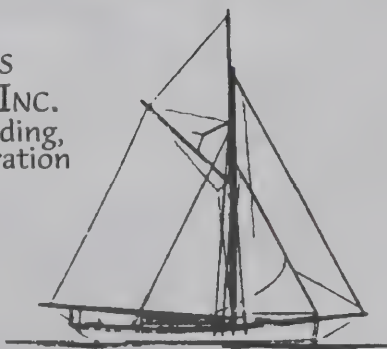
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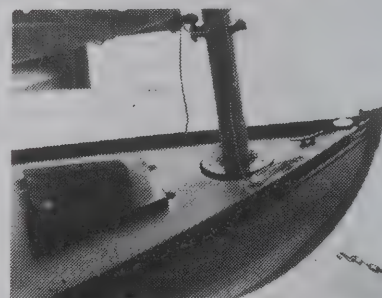
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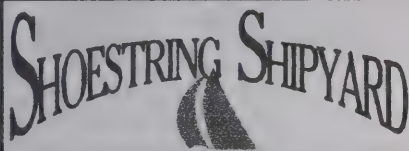
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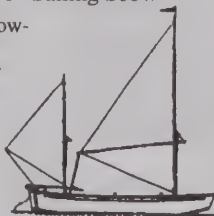
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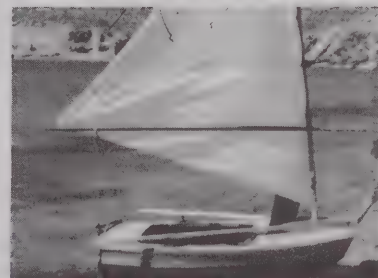
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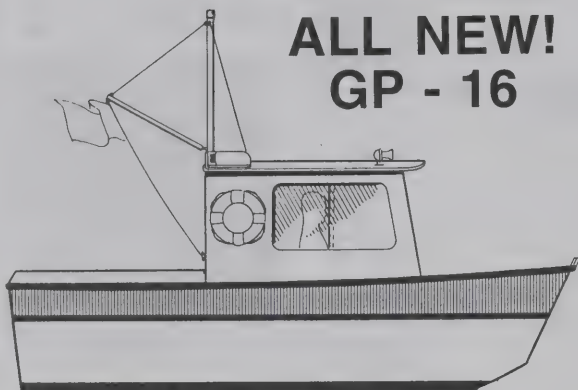
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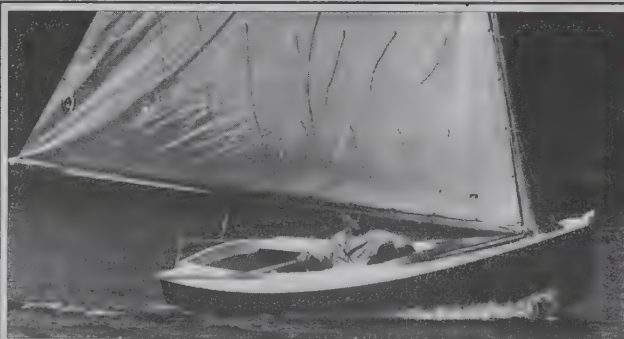
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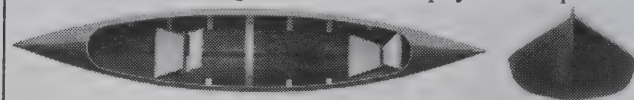
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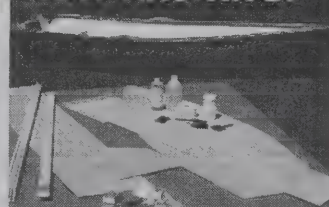
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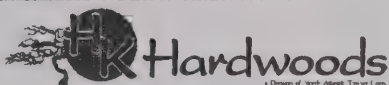
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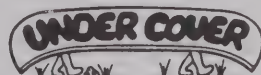


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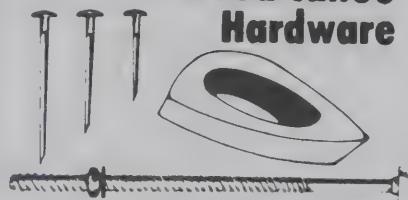
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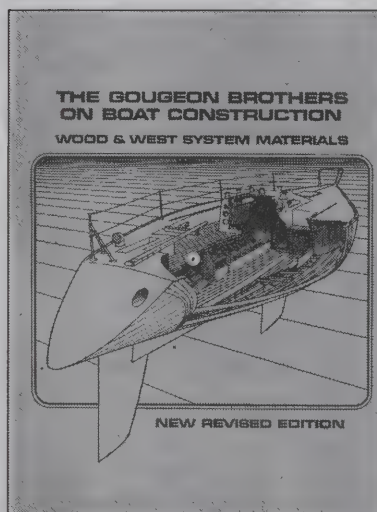
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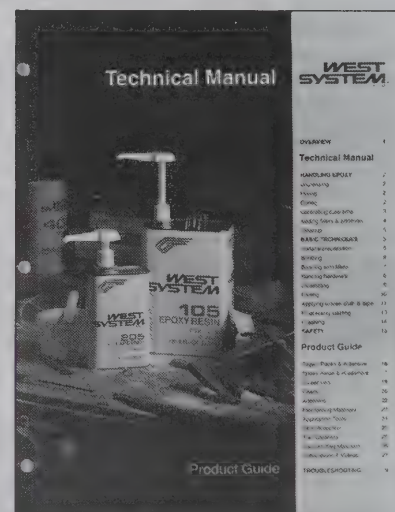
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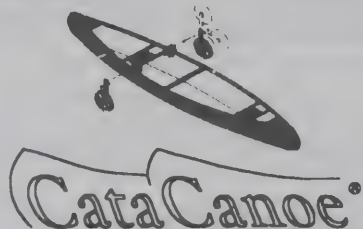
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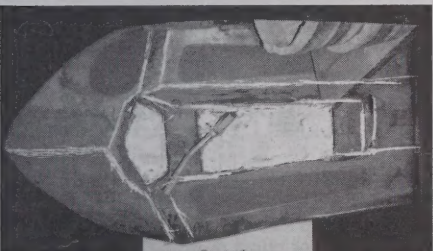
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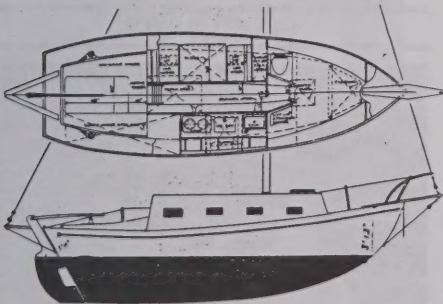
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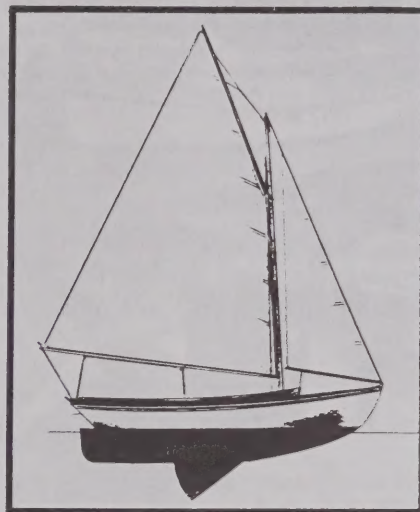
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17' Lowell Sailing/Rowing Dory, white w/natural wood. exc cond. Compl w/lugsail, boat cover, fenders, anchor, 3prs oars & trlr. \$5,000. MIK CUSHING, Squantum, MA, (617) 328-4189. (15)

15' Grumman Aluminum Canoes, 2 @ \$250 ea. **18' Penn Yan Wood/Canvas Canoe**, in gd cond. \$500. **16' Starcraft Aluminum Runabout**, w/ Holsclaw trlr in gd cond. \$500. **16' Thompson**, strip planked '30's wood boat in restorable cond. \$200. JON KNICKERBOCKER, Brattleboro, VT, (802) 257-1989. (15)

Two Simmons Sea Skiffs: New all wood 22' w/ cuddy cabin. \$25,000. '91 Nelson Silva blt 20' w/ FG bottom. \$11,000. Each has gd trlr \$ new 4-stroke OB Power. PETER JAY, P.O. Box 206, Churchville, MD 21028, (410) 939-5796. (15)

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Mud Hen, or similar camp-cruiser, within reasonable distance of VA. JOE WISEMAN, Virginia Beach, VA, (757) 420-3427, email: <doryjoe@aol.com> (14)

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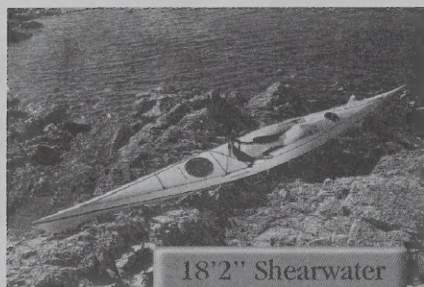
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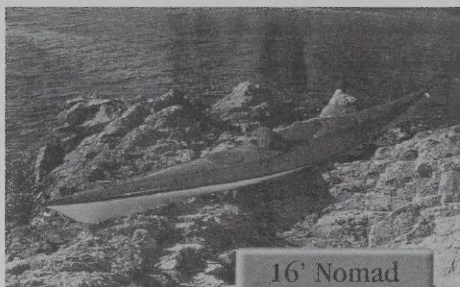
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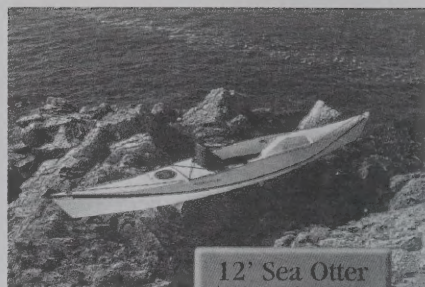
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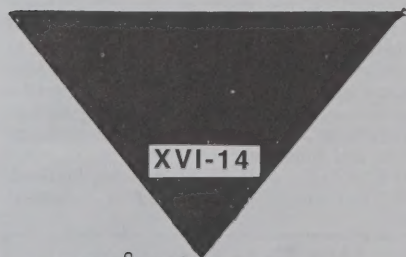
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