

3-3-99

PHILLIPS LIBRARY

PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM, MA 01970

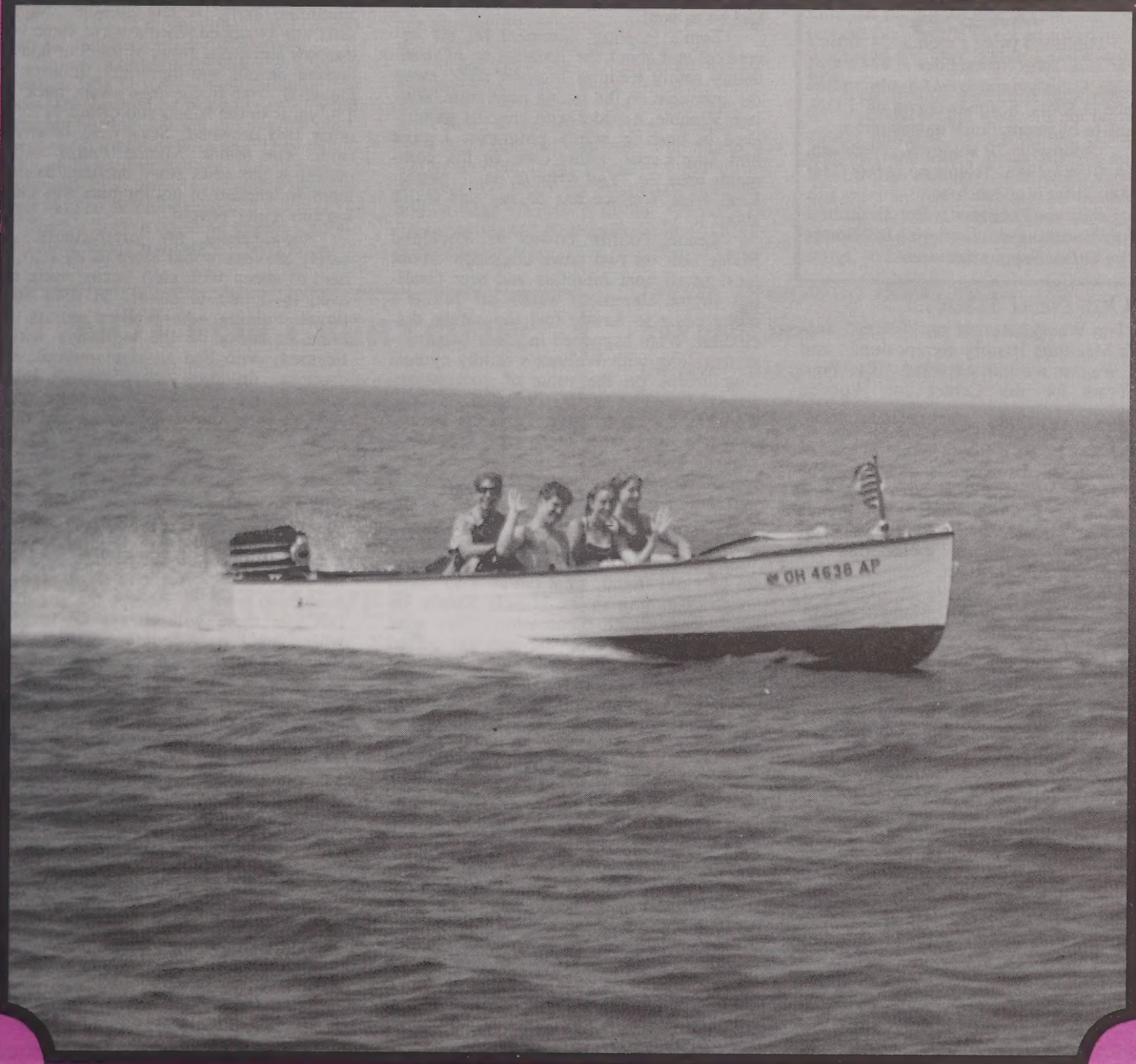


messing about in BOATS

Special Features This Issue
"Interview with Chris Kulczycki of CLC"
"Our Little Corner of the World" - "LCMM '98"

Volume 16 - Number 21

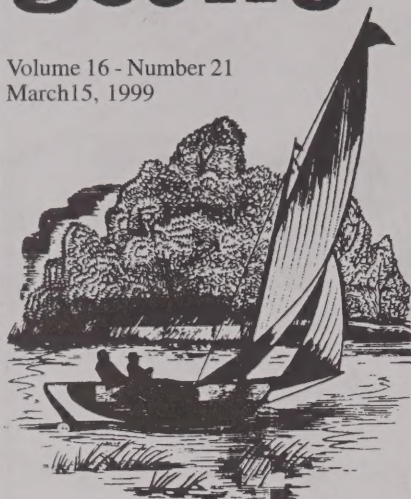
March 15, 1999



GV
7/7/47

messing about in BOATS

Volume 16 - Number 21
March 15, 1999



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by international money order.

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

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment is by Office Support Services.

In Our Next Issue...

Tim Weaver reports on "Mystic Seaport's Maritime History Symposium"; and Dick Wagner reminisces about "The First 20 Years for the Center for Wooden Boats".

Hugh Horton espouses the charms of "Cedar Key in '98"; Robb White discusses "Seasick"; Paul Brown tells us about "The 'Bird Dog'"; William Washburn Nutting's "Track of the Typhoon" heads for France in Chapter VI; and Charlie Matthews' "Log of Therapy" continues meandering on Florida's St. John's River.

Mark Steele comments on "The Topsail Schooner *Huid*"; Ron Mamerow summarizes some "Thoughts on Last Summer's Club Projects"; and Mississippi Bob Brown reports on a fast build for his Swamp Yankee.

Jack Hornung presents his Adirondack Guideboat as "A Boat for the 21st Century"; Ron Rantilla offers a suggestion for "Canoes as Forward Facing Rowboats"; Jim Michalak has some "More New Boats"; Richard Carsen's "Dreamboats" features "A Bachelor's Cruiser"; and Phil Bolger & Friends present their "Cat Ketch Daysailer".

On the Cover...

A summer dream of youth, perhaps, cruising the lake with friends in the family Lyman. Gordon Brolhier describes how this has happened in his family experience in "Our Little Corner of the World" in this issue.

Commentary...

Bob Hicks, Editor



In the January 15th issue, when I discussed my receiving an award from the U.S. Coast Guard Auxiliary for our efforts in this magazine at promoting small craft safety, chiefly with Tom Shaw's column which usually is on the facing page, I mentioned my ambivalence about the subject, how I was happy enough that Tom wished to write about the subject as I wasn't really keen on doing so myself. My point was that I have always felt responsible for my own safety and believed that others should feel so as well.

Tom's inviting comment on his recent column about the imminence of mandatory safety training brought right away the comment on the facing page from Wallace Venable, a reader with years of experience in boating safety programs. I gave him Tom's spot, rather than fit his comments onto the "You write to us..." pages. Read what Wallace has to say and think about it.

Reader Fourtin Powell of Rockland Maine sent on two news clippings about local small boat fatalities and near fatalities in the December waters off Maine's rocky coast to further fuel the safety discussion. What happened in these two incidents, along with Wallace's mildly cynical conclusions on the value of compulsory federal licensing again stimulated the contrariness I seem to have a lifetime supply of that wells up when faced with the safety mavens and related "authorities" wishing to further regulate my life for my own good and that of society as a whole.

First those two incidents on the Maine coast in December. In one, a 25 year old man and his 4 year old son, with a 26 year old friend, went out in a 15' skiff to go clamming in the Muscle Shoals islands near South Thomaston. "We were just going out for fun," the man was quoted as saying upon his rescue later. "I wanted to take my son (an asthmatic yet) out." A 4 year old asthmatic, in December, in an open skiff, in unprotected winter ocean waters! The battery died as they were returning and they beached the boat on an uninhabited island.

Then, because the increasing waves were rocking the boat, the man decided to "walk it to the other side of the island". Well the waves got a hold of the boat and he fell into a deep spot as he walked in the shallows and had to board it. The wind blew him off and he was unable to row back. For the next ten hours he drifted out to sea as night and sub-freezing temperatures came on.

At 1:45am a Coast Guard helicopter spotted the small fire of papers from his wallet that he lit in the boat when he saw

them flying past. Seas were 2-4 feet and wind 15-25 knots, prompting small craft advisories. He was wearing two wet sweat-shirts, wet pants and boots. The boat had no flares and no radio. His son and friend had been rescued earlier at 6:30pm off the island after the Coast Guard received a 4:30pm call alerting them about their failure to return.

In the other incident four men who were working on a home on an island headed back to shore about 4pm in a 12' aluminum skiff. A few minutes out the skiff was swamped when a wave came over the bow and stern. None of the four had life jackets on nor was there any flotation in the skiff. Two of the men swam back the 150 yards to the island and called 911. The other two drowned. Seas were relatively calm. The Maine Marine Patrol officer quoted in the news story declined to comment on whether or not the boat was carrying too many people.

Now, about my contrariness. The safety mavens would lump us all into one herd of sheep with such bozos, were they even to bother to submit to such educational training. As Wallace points out, there are many on the highways without licenses, with bad accident records, with drunken driving convictions, totally scofflaws, and the source of many of the accidents the safety mavens would eliminate by educating all of us.

It has been my observation that all laws and rules and regulations are respected only by the law abiding types that most of us are. The scofflaws care not and the authorities are unable to control their actions. I support voluntary safety education for that reason, offer it to those who care enough to want it. Accept the inevitable fact that there will always be incidents where small boat people will lose their lives. We routinely accept enormous loss of life on our highways, in comparison the tiny number of boating fatalities experienced each year nationwide just does not support the concept of compulsory safety education for all.

If you want to talk about drivers' licenses for operating power boats, that's something else. Every other form of motor vehicle used on public ways requires a license, and a licensing program is something the government bureaucrats have 100 years of experience with running. Grandfather in those with demonstrable experience, establish a minimum age, get the newcomers before they start. PWC rentals? You can't rent any motor vehicle to operate on a public way without a license to drive it, on the highway or in the air. The same should apply on the water also.

Tom Shaw opened a BIG can of worms in the January 15 issue of *MAIB* when he raised the question about required boating safety education. It's too late for that, state by state licensing is here already. Alabama acknowledges its move by endorsing the drivers' licenses of residents who pass a required multiple choice test. Several other states require some, or all, boaters to have educational certificates. Call it what you will, when only a state-issued card is acceptable, it's a license in my book.

While some boaters only use waters in a single state, many, and perhaps the majority, use waters subject to both Federal control and the control of several states. For us, reciprocal recognition of qualifications (in a manner similar to highway practice) is a serious issue, particularly if we live in states which have no licensing. A small minority of us also face an international issue.

Canada will have some license or education requirement soon, although its effect on foreign visitors is not yet clear. Operation of recreational boats in some European countries now requires a license and, based on what I have read, I think that no American program (including USCG professional certification) meets the requirements for reciprocity.

I think it's time to establish a program of voluntary USCG Recreational Boating Licenses. These would provide a tangible reward for taking boating courses and provide guidance to states for future licensing. They should be free of the burdensome drug testing requirements and have lower experience requirements than commercial maritime licenses.

Such a license could be largely a parallel to the licenses in aviation. I will point out

Small Boat SAFETY

We Need Federal Licenses!

By Wallace Venable

that there are several levels of regulation for non-commercial aviators ranging from "no license" for some ultralight operations, through "student," and then "full" instrument and multi-engine ratings for licensed private pilots. All of these are less than the requirements for professional flying, but in addition to establishing minimum competencies, the structure promotes a sense of pride in increasing education and experience.

To obtain a license, a student must have an instructor's signature indicating that preparation for the written test has been completed, and pass that step. The student must log a certain amount of experience (much of it solo and self-certified) and then pass a flight test.

In parallel to the FAA processes, license examinations, both on paper and on the water, might be conducted by "designated examiners." These would not be Federal employees, but USCG certified educators who charge a fee for services. In practice, they might be instructors from the Power Squadrons, Auxiliary, and existing schools. A similar system is in use in boating certification in the United Kingdom under the supervision of the Royal Yacht-

ing Association and, I think, in much of continental Europe. In most countries, licenses for pleasure boating are issued by the national governing body for the sport, something we lack except for competition, but instruction and tests are given by local schools and clubs.

Such a voluntary license must, by Federal action, be acceptable to all states as an alternative to a state license and, assuming it includes knowledge of the COLREGS and a practical test, it might be acceptable in other countries. In the longer term, I suspect many states would require that boaters earn a USCG license.

I have been involved in boating safety education for over 25 years as a member of the United States Power Squadrons and the USCG Auxiliary. I have taken and taught both basic and advanced courses. I strongly believe in the importance of boating education to both safety and enjoyment.

For over 30 years I also earned my living as an educator. I know that there are many people who enjoy learning, and others who study only under duress. For many in the later group, I believe that the current vogue for minimal courses with short, multiple choice tests will have little effect on actual operation underway and may lead to a know-it-all attitude.

I am afraid that much of the boating death toll involves people who will not be significantly changed by mandatory education, whether established at the state or national level. I also read my local paper, and know that there are many who operate automobiles without required licenses, insurance, and inspections, frequently under the influence of drugs, so I know there is no cure-all.

NOT FOR EVERYONE!

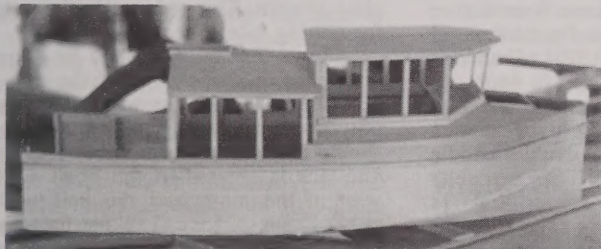


Photo: Peter Krupenye

RETRIEVER

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

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



PENGUIN BOAT SHOP, INC.
Thomas Wells, Prop.
Westerly Marina, Ossining, NY 10562
914-318-7454

Devlin Designing Boatworks, Inc.

has built over 390 boats using wood/epoxy composites.

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

They used MAS Epoxies



MAS EPOXIES

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

Photo by Callea Photo

You write to us about...

Useful Information...

Texas Based Montgomery Owners' Club Forming

A Montgomery owners Club is forming for sailing around central Texas, Galveston Bay, Somerville, Conroe & more. For information contact this writer.

Randy Watkins, 618 Fairview, College Station, TX 77840,
<Randy_Watkins@odp.tamu.edu>

About That Book, *Narrow Waters*

Mr. Updegrave's review of Dee Carstarphen's book (January 15) has generated several requests for copies, slightly complicated because the readers did not know the price.

Narrow Waters is a 140 page, 6"x 9" softcover, full color throughout (watercolor sketches). Price is \$19.95. Available in many book stores (ISBN 0-9607544-4-X); West Marine stores (SKU #676488); on the net at Amazon.com (search under title); or directly from the publisher, signed & postpaid (VA residents only add state tax).

S. K. Hopkins, Pen & Ink Press, PO Box 235, Wicomico Church, VA 22579. Phone/Fax (804) 580-8723.

U. S. Coast Guard Auxiliary Announces Boating Course

The United States Coast Guard Auxiliary announces that boating classes for the Boating Skills and Seamanship course will be held at the Reading VFW Hall, 575 Main St. Reading, Massachusetts, every Wednesday starting March 3rd for six weeks from 7pm to 9pm. The course is free of charge, however there will be a \$35 charge for the text and educational materials.

The Boating Skills and Seamanship course has been produced for the boating public by the U.S. Coast Guard Auxiliary to provide you with a unique and excellent combination of motoring and sailing theory, seamanship techniques, legal responsibilities, personal safety for crew and passengers, boat handling, rules of the road, the latest Federal and State boating regulations and other subjects which will help you to become a more proficient boater.

All classes are sanctioned by the U.S. Coast Guard. Certificates will be awarded upon completion of the class. The Auxiliary is composed of volunteers, is non-profit, and its mission is to promote safety on the waterways of the United States.

For more information about this particular course, contact Brian McMahon at (781) 229-6496 or Bud Fisher at (781) 279-4357. Registration will begin promptly at 7pm on March 3rd.

Activities & Adventures...

Thank You Dr. Churchill

I would like to publicly thank Dr. John Churchill of Chesapeake, Virginia, for donating his 19' cat yawl *Little Wing* (similar to a Bolger Long Micro) to our Cruising Ministries. My youth pastor is using it to train our emotional/mental handicapped.

We continue to solicit such donations of boats and/or gear, see our ad in the Classified Marketplace.

Rev. T. Clay, Cruising Ministries Inc., 6110 Florida Ave., New Port Richey, FL 34653.

Luring Me Back

I have read copies of *Messing About in Boats* for years but never subscribed until now as I was personally boatless.

As a teenager in the late '60's I built three boats, one sailing dinghy and two experimental power boats, with my Dad and brother and became so interested in boat/ship design that I attended the Naval Academy, obtained three degrees in Naval Architecture at the Academy and at MIT, and went on to a full career as a naval officer operating, repairing and designing naval warships.

I retired from the Navy in '96 and now continue with warship design as a civilian, but now have some time for my other interests; sea chanty singing, naval history (especially technical history ca.1770-1840) and small boats. I have been active in the Alexandria Seaport Foundation (I was surprised to note ASF's Craddock Boatbuilding School not listed in your Activities & Organizers Directory) and just got my first personal boat in decades, a lovely wooden lapstrake double paddle sailing canoe with lugsail. So my self-imposed restraint about subscribing is now lifted.

My wife Barbara and three children, Jessica 16, Joshua 14 and Sarah 10, have been active on the water, sailing on friends' boats, taking sailing lessons, renting, volunteer crewing on historical boats (40' War of 1812 gunbarge replica with cannon most notably) and most recently just getting into kayaking. Hopefully a boat of our own will enhance our on-the-water activities and our new boat-house (Barbara terms it a garage) will lure me back to small boat building and design.

Mike Bosworth, Vienna, VA

Don't Miss Cedar Key '99

The 15th Annual 1999 Cedar Key Small Boat Meet will be May 1st & 2nd, Saturday & Sunday. It is completely informal. The only organization is tides & weather. There are no planned events, signups, or fees.

The Cedar Keys are an isolated cape on Florida's west coast, 100 miles north of Tampa, 7 miles south of the mouth of the Suwannee River. The keys are islands

in the Gulf, mostly U.S. Wildlife Refuges, rife with oysters and salt marsh, rich with life. Shallows are the dominant feature; tides swirling in them dominate activity. Fishing and birding are grand.

All shallow draft craft are invited from canoes & kayaks to multihulls, catboats, and sharpies. Campsites or other accommodations are available. For information call the Cedar Key Chamber of Commerce, (352) 543-5600; Mac McCarthy, (941) 355-6736; or me, Hugh Horton (810) 468-6456, <huhorton@tir.com>

Hugh Horton, Mt. Clemens, MI

Opinions...

Of Penguins & Lugsails

In the January 1st issue Richard Ellers inquired for the address of the Penguin Class Association. It can be reached through its secretary: John Jenkins, 214 Wineland Way, Stevensville, MD 21666. Perhaps other lost Penguin owners would be able to check into the flock too. There really ought to be a directory where owners of one-design boats could find a source of contact for their particular class.

Readers considering a first project should look into rebuilding or building El Toros, Penguins, Pelicans, Snipes, Geary 18s, Lightnings, Comets, 110s, or others of the stock and standard classes which were designed for easy construction by homebuilders. The builder is assured of producing a boat of a proven design, which will sail well. If he builds a boat of a class popular in his locality there is always a possibility of getting second hand parts and hand me down sails from racers who change their inventory as often as the class permits. This reduces initial expense for getting into a boat.

Steve Anderson wanted to know the difference on the camber of the sail when set up as a standing lug with a vang as opposed to a balanced lug. The balanced lug should not have a boom, much less a vang. The tack is secured in the bow, well forward of the mast, and the sail is hung, rather like a square sail swung fore and aft. The San Francisco Pelican is a good example of a standing lug rig. The rig includes a boom though the standing lug does not have to have one.

No one has found a satisfactory way to install a vang, because the boom is attached to the mast only with a line from the tack end of the boom, through a cleat on the mast. Since a vang would pull the boom forward with almost as much force as down, the assembly is too limber for a vang to function.

The best control we have for the mainsail shape is the yard downhaul, which is a 4 part system from the forward end of the yard at the throat of the sail, down to the mast, below the boom. The halliard is attached to the yard forward of the middle of the yard, and this downhaul pivots the yard up sharply. I find that topping up the yard by easing the downhaul even an inch or two will greatly improve the appearance of the sail, remove any wrinkles across the sail, and increase the speed of the boat.

The sail is laced to the yard, and frequently set loose-footed on the boom. The boom downhaul is primarily used to pull the boom back so it does not extend forward of the mast. This improves the set of the sail and keeps from snagging the jib sheets on the forward end of the boom.

Adjusting the boom outhaul helps control sail shape and response to wind velocity changes: Tight, when the wind is strong, eased off as the wind falls off, making a fuller sail.

Carrying the mainsail lacing very loose so the sail flies several inches from the yard also seems to improve its shape. Nylon cord lacing is used, as the stretch helps the sail absorb puffs. Changing the lanyard end for end midyear and renewing it annually, at the very least, is advisable, as the line takes a set and won't easily accept adjustment after a few months of intensive sailing.

Jean Gosse, Shoreline, WA

Long Oars

Frank Cameron's comprehensive series about cruising in a partially decked rowing boat thru the San Juan Islands (Dec 15 & Jan 1) nicely sets the stage for more research into this interesting activity. What follows is from a decade of experience researching this travel mode plus developing fiberglass Whitehall boats in 14'x 4' and 16'x 3' sizes in California's rivers, harbors, and ocean. And "auxiliary" oars.

Competent Bill Durham rather pioneered this line of thinking by being caught in a Puget Sound blow in a completely open rowboat with very long oars. He found the windage of the hull/oars so great as to overcome any thrust from the long oars rather slow pulling cycle. As this treatise concerns a small set of auxiliary oars for reasons of need, damage, or loss - one can consider the desperate situation of losing one oar from any number of causes. Frank Cameron inventories no extra oars, and his photos indicate a set of exceptionally long sweeps in the 12' area.

Most frequently one utilizes a single set of oar length due to familiarity, initial trials under ideal conditions, or just plain availability. This latter was my case in protracted rowing in busy harbors and marinas, and I got quite used to a set of 8' utility oars for all purposes. Cameron mentions rigors of pulling against headwinds and narrow sloughs and canals, the but extent is not described. Overall, his "span" must exceed 20' with groundings in rocky places aplenty. I'd consider the leverage of long sweeps against rocks quite conducive to oar damage or breakage.

If you want a chuckle, consider the WWII lifeboat surplus oars, of oak, tastefully cut down and trimmed with a power plane. They can be used for fending off to downright leveraging; fiberglass tips make them virtually indestructible. They'll occupy little space stowed away or fastened on deck. And such "auxiliary oars" present big opportunities for home made designs and materials selection. An additional advantage is they'll probably look so unattractive no one will readily covet and steal them when your boat is unattended.

Norm Benedict, Santa Maria, CA

Projects...

Comments on *Fenestra*

Your October 15th issue featured my Bolger Champlain, *Fenestra*, in the "Bolger on Design" column. As the owner/builder I would like to add some comments to those of Phil and of Hans van Pelt in the accompanying article about his Champlain.

Fuel tanks: I am 5' 8", my helper is about 6' 2", neither of us are overweight, and we really can get into the under tank area, but we have to wiggle. I like Hans' adaptation but I don't like the tank location any more than he does, but he did it right.

Windows: We both seem to have come up with a smooth inside. I used barrel stops rather than inboard cleats and followed specs as to moveable/fixed. I used 1/4" safety glass per spec.

Helm: I used a fixed helm, tach, fuel gauges 1 & 2, V meter for starter battery, E meter for house battery, horn button.

Batteries: I have eight 6v golf cart batteries and a 12v starter battery. I messed up on the hold downs for these and had to replace them.

Refrigeration: We have one of the electronic coolers (drawing about 4a), Kooltron, made in Canada. It works fine but cool is what we get, no ice cubes. I think there are better ones on the market now.

Shower: Here I must crow. I used a five gallon waterbox which feeds through a flash heater for hot water. The waste water is picked up by a foot pump, pushed through a filter, and back to the waterbox. It was fine through five showers this fall and when we pumped out the water still seemed okay.

Seat: I use a helm seat which is simply a folding seat which goes flat when I don't need it.

Bed: I liked Hans' solution, guess I wasn't that smart. We used three stringers athwartship and false berth fronts to make

up into a king size bunk. The down side is there is no passageway as Hans has, but we get a great laypen.

Time to build: This is where Hans and I part company. Hans alone built his boat in about 1,000 hours. It took my helper (a really upscale canoe and small boat builder) and I 2,000 hours. So what do I mean by "built"? With all equipment, liner, dinghy, anchor, battery charger, E meter, operating head, etc.

Holding tank and blackwater: Odo/rlo/s works! I have taken the hatch off the holding tank several times under varying conditions, no odor! The tank don't stink!

Ventilation: What I designed and built seems to work okay.

Larry Sedgwick, P.O. Box 234, Menomonie, WI 54751

CROPC ERV Project Underway

Design of our Expeditionary Rowing Vessel (ERV) is almost complete, as members who were at the December meeting noted from the working half model and initial lines drawings. The ten oared boat will be 30'x 8'. Lightweight materials and improved trailerability will allow a greater crew diversity, a salutary mix of boys/girls/adults/rowing experience, and a greater range of practical on-the-water operation. This will be a safe boat for youngsters and a roomy boat for adult/family picnic outings and maybe in-boat camping as well.

The boat is also being designed for relatively cost-controlled repeatable construction. Substantial initial funding has been donated for materials and we, of course, welcome further financial support, as well as input from interested persons for contacts with groups which might be likely to want to incorporate this vessel into their waterborne programs.

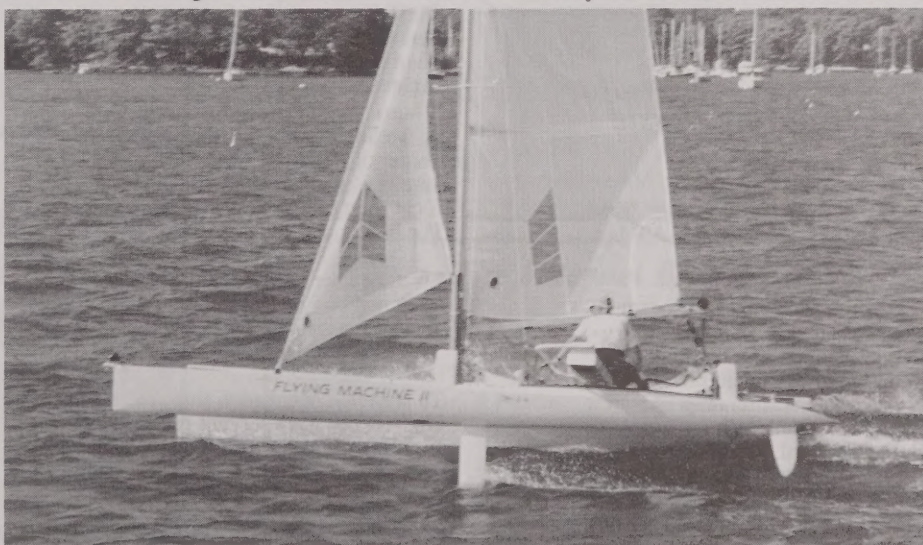
The Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475

Finally Hit 20 Knots

I finally hit 20 knots in 16 knots of wind on August 10th in Robinhood Cove in my latest tri, the 4th in a succession I have been building. All the boats are built

of wood with fiberglass and carbon fiber over. I am now working on #5 this winter. Come try it in '99.

Andy Vavolotis, Lakeville, MA



The skim of ice on our cove prompts review of the book, *North to the Night, A Year in the Arctic Ice*. A drop in temperature in our climate into the 20's elicits groans of chill and discomfort. Perception of cold must be individual, for some have been born with the ability to ignore frozen conditions.

Alvah and Diana Simon weathered an Arctic year on their 36' cutter *Roger Henry* in 1994 and 1995, sailing along the west coast of Greenland, across Baffin Bay and up to Smith Sound by early September, when ice turned them south. They had added supplies and fuel as far north as Qannaq, and sought winter anchorage in protected Tay Bay on the west side of Bylot Island, north of Baffin Island. A sixth sense led them to select Tay Bay, and then to shift their final anchorage by 100 yards from which they sailed away the next year.

What talents did Alvah Simon bring to the Arctic? He had spent his earlier years making a long (13-year) circumnavigation. He met Diana in Australia during that voyage, and they had sailed together for 10 years by the time that circle was completed. Sailing aptitude is broadened by mechanical, meteorological, communication, navigational, and survival skills.

This book constantly reminds us that, besides reaching a goal, we can interact with our surroundings and exhibit valid principles of living. After a lengthy conversation, one native observed of the author, "You would make a good Inuk."

Simon's mentors are numerous. In addition



Book Review

North to the Night A Year in the Arctic Ice

Alvah Simon

The McGraw Hill Companies
International Marine Publishing
\$24.95 US

Reviewed by John Hawkinson

tion to his father and wife, they include the explorers Shackleton, Kane, Amundsen, Rasmussen, Freuchen, Scott, and Peary (most positive, some not). His thorough study to prepare for wintering over in the Arctic was repaid on almost a daily basis, and the text neatly fits the old in with new experiences. When queried by authorities, skeptical of his ability to survive, he concisely showed the depth and diversity of his spares and preparations.

From October to March, Diana was gone because of family illness at home in New

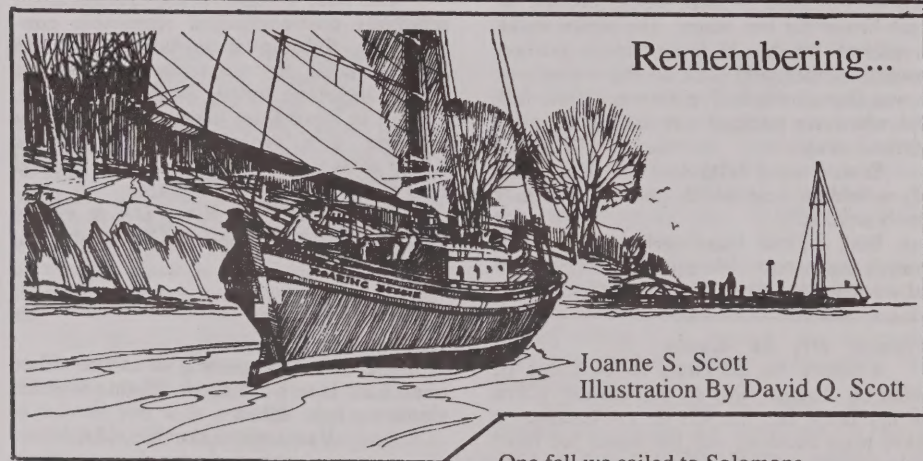
Zealand. During these five months, the dimension of loneliness was added to his long list of hurdles. He endured ice and cold, heavy snow, polar bears (Nanook), gear failures and fizzles, carbon monoxide, and boredom, but one must observe that Diana's return not long after the return of the sun got things back in motion.

Helpers along the way included many fine people in Greenland coast towns. An icebreaker's helicopter crew airlifted Diana out when her family called. A radio ham in northern Canada, named Peter, provided the vital communication link while Diana was gone.

Without question, the Inuit hunters and their families were the jewels of the experience. One comes away with a clear understanding of these people, who were treated as honored guests aboard *Roger Henry*. Simon's ability to engage the Inuit as individuals rewarded him tenfold in gaining their respect and help when needed.

What is advanced by a lonely dangerous adventure like this? One doesn't go just to survive. The author has some diminution of vision and a weaker back for his troubles. The Simons gained an immense knowledge of Inuit individuals and culture. They are both gifted naturalists and the interaction with creatures, wild and tame, is sometimes frightening (bears), often comical (Halifax the cat), but always reverent (the Gyrfalcon and the Raven). They both explored over ice, snow, and coastline, extending the range of their experience far from the vessel.

I was unable to put this eminently readable narrative down.



Remembering...

Joanne S. Scott
Illustration By David Q. Scott

Roaring Bessie

Built by Lawley at Neponset, Mass,
For Martin C. Erismann in 1911,
A replica of the *Lena M*,
Block Island Cowhorn -
An open boat - length 34, beam 12,
Double-ended of Dutch Heritage.
Carvel planked, two-masted,
Redesigned by Alden into
A sloop with self-tending jib.
Cabin, four bunks aft,
Galley forward, head and locker
Amidship, standing room throughout.
David found her in Whitehall Creek,
Moved her to Mill, painted her buff.

One fall we sailed to Solomons,
Past the Potomac to the Rappahanock,
Then north to Reedville, a quiet
Eighteenth century village.

A hurricane threatened from the Gulf
So we holed up in the inner harbor,
Center of Menhaden fishery. Smelly.
Smells like money, the villagers said.
A cat food cannery permeated the air,
The boat, our clothes, my hair.

I watched the harbor from the galley,
Sketched buy boats lurching in,
Watched scouting planes from skylights.
That night we rowed our skiff to the outer
harbor

To see huge Menhaden ships offloading
Under a bright florescent glow,
Lighting the skies for miles around.
The next morning it was a ghost harbor,
Nothing but derelicts of hulls left
On mudbanks to molder away

When the weather lifted,
We crossed the Bay,
Sailed up Tangier Sound
Heading for the Hooper Straits.
Beating up to Crisfield, close hauled,
Reefed down, it was hours of
Hard slogging into spanning seas,
Cold, wet, tired - weary of
Making little headway,
We sighted a deadrise
Headed for the Shore
Coming from Smith Island.

Coming closer, we could see
Under the boat's canopy
Were men and ladies
Dressed in Sunday best;
The men in hats with bibles
Tucked under their arms,
The ladies with hands primly folded,
The Lord on their minds,
We waved to each other:
An Eastern Shore deadrise,
A Block Island Cowhorn
Two traditions sharing the same Bay.

Old *Bessie*, wiser than we
With the ways of the water,
How many storms had she weathered?
What other cargo had she hauled?
Cattle or sheep perhaps from
Block Island to Newport,
Or even churchgoers of a Sunday morning
When she was an honest workboat,
Sturdy, undecked and two masted,
Licking the salt from Narragansett Bay.



The Fiddleheads of the Tobique©

By Charles Connelly

There is a curious sign across the road of the entrance to the small town of Plaster Rock, New Brunswick, "World's Largest Fiddleheads." The curt statement initiates a mystery which adds to the anticipation accompanying the start of a new journey. This fall day, the meandering road north is occasionally framed by golden tamarack trees whose fallen needles blanket the road and provide a bright orange carpeted path. Continuing 50 kilometers along the famous Tobique River, there is little hint as to where the town of Nictau is, if not for a small road sign. The few sparsely situated river homes and summer cabins normally would not constitute a town.

The renowned Miller Canoe Company of Nictau is identified by a yet smaller sign. This directs one to a red umber century barn and a natural cedar shingled house in a perfect scene of low hills, tall trees, and large lawns. One wonders if perhaps the verdant setting was first created to prepare for these idealistic buildings and property? The third generation craftsman, William V. Miller III, has both his trim home and small business unexpectedly located in this picture book scene in the northern highland wilderness of New Brunswick.

A score or more of painted forest green canoes resting inverted on stands are randomly spaced over the lawn in front of the tall barn. This parallel array of prone sentinels confirms arrival at the anticipated destination. A friendly red retriever is first to greet an arriving

stranger. The occasional sharp singing of the band saw cutting the wood for crafting of the year 2000 canoes is the only interruption to this serene setting. While being refreshed by the sweet aroma of fresh cut timber, one meets Bill Miller. Shaking the large, strong hands confirms who the craftsman is that builds these famous river canoes. He graciously presents his smiling uncle Bob the only one who assists him on a part-time basis.

We tour the stately quaint barn used for canoe construction. It doesn't take very long to determine the special capabilities of this venerable hand-crafted wood and canvas canoe manufacturer. A 60-year-old cedar strip, canvas covered canoe in for refurbishing establishes the manner in which a Miller canoe has been revered since 1925. Now, signing the guest book associates one's name in this same proud history, with visitors from around the world.

Outside discussions continue, which include the fine quality of local Tobique River Atlantic salmon fishing and living in this beautiful remote area with his very comfortable pace of life. Not surprisingly, it is discovered that sportsman Bill Miller also operates a professional guide and outfitters service.

It now happens the right person to ask about the "Fiddleheads" sign in Plaster Rock is artisan Bill Miller. He provides that the tallest "Fiddleheads" are giant wood sculptures of the ostrich fern, symbols chain-saw carved from pine trees. These ubiquitous plants, which come into bloom in June, are picked by hand and cooked with fresh Tobique River salmon for a delicious traditional feast. The early mystery of the Plaster Rock sign is solved; however, this journey becomes more interesting.

Enthusiastically, Bill Miller also offers that he and Ivan Hicks, renowned fiddler, and his musician wife Vivian conceived a very unique event in 1993 with a canoe trip down the Tobique while playing a fiddle. Then, in celebration of Ivan's 50 years of playing the fiddle, they ambitiously planned for 50 fiddle

players in canoes on the blue Tobique, giving birth to the now popular "Fiddles on the Tobique" festival. Bill Miller was then an occasional fiddler searching for an activity with an outlet using his artistic skills. Entertainment is not easy to find 50 kilometers from the nearest small town in this sparsely populated province.

The melding of canoes, fiddles, and ferns may seem to some to be a stretch of imagination for enjoyment. However, it happens successfully in the beautiful Tobique River Valley. Each year, in the last week of June, after the snows have disappeared, this awakening occurs. Hundreds of locals enthusiastically participate, over 1000 people excitedly watch as lively fiddlers in their canoes, accompanied by gay singers and spirited dancers on rafts, come together to form an aquatic, period costume parade.

This is a colorful moving procession of bohemian musical theater, afloat on an endless water stage, enveloped in beautiful scenery provided by nature. Thus, the northern summer is welcomed on this soft flowing river which is now profusely bordered by waving fronds of the "Fiddlehead" ferns, which inspires an illation for the name of this festival.

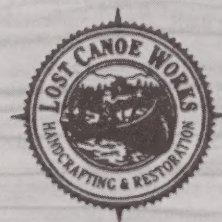
This delightful popular activity, "Fiddles on the Tobique," was started and is still led by the amiable musician and craftsman, Bill Miller, who dreams of the 18th century when the composer G.F. Handel presented to the King of England his Water Music Suite with musicians floating down the Thames River on barges. Local lore says if you quietly canoe the Tobique on a fall day, carefully listening to the hushed ripple of the river, you will hear the faint sounds of old time fiddle music ringing just off in the hills, vigorously rehearsing for the spring festival!

William V. Miller III,
(506) 356-2409 or City of Plaster Rock, (506) 356-6070.



BUY, SELL
OR TRADE

LOOKING FOR OLD
WOOD/CANVAS CANOES



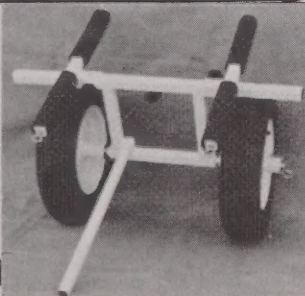
TOM HELD
2226 SPRING ST.
RACINE, WI 53405
414-634-1272

1590 M-64
FLOODWOOD RIVER
ONTONAGON, MI 49953
906-884-4513

All Terrain Boat Dolly

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

MC/Visa
\$149.95
Plus S&H



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

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

By-The-Sea

The Internet Boating Journal

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

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

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

1998 Lake Survey

The 1998 sonar survey of Lake Champlain continued for its third season under the direction of our core survey team: Fred Fayette, electronic specialist and captain of the research vessel *Neptune*; Peter Barranco, navigator; and Pat and Tom Manley, sonar operators and geologists. Other key staff were Kathy Baumann, Dick Smyth, and Matt Hommeyer, assisted by Bob Belisle and Jeff Hindes. Our thanks and gratitude to the Lake Champlain Transportation Company for providing continued invaluable logistical support in both Burlington and Charlotte, Vermont.

This summer the team concentrated its efforts in the lake area south of Burlington, Vermont. Several shipwrecks were discovered, the most impressive being a late 19th century canal boat, *Wreck Z*. This vessel is an example of one of the final evolutions of wooden inland watercraft, a type known as a ninety-eight footer. This boat type and its name both reflected the enlargement of the Erie Canal and the resulting increase in the size of boats on the canal.

The name and origin of *Wreck Z* are currently unknown, but it is virtually a complete watercraft and clearly sank in unplanned circumstances. The hull is sitting upright on a hard bottom completely available for study; it still carries its cargo of coal on board; the stern cabin is full of artifacts detailing the crew's everyday life, and the ship's steering wheel and rudder mechanism are still present. *Wreck Z* is at a depth vulnerable to zebra mussels, so we plan to make it a priority for our future documentation studies.

LCMM continues to document historic shipwreck sites in the lake. The 1998 documentation crew consisted of Art Cohn, Pierre LaRocque, Anne Lessmann, and Erick Tichonak of LCMM, and Kevin Crisman, Kroum Batchvarov, Oscar Blas-ingame, Erich Heinold, and Chris Sabick of Texas A&M University. In June the team concentrated its 1998 field documentation work on two shipwrecks with outstanding underwater historic preserve potential, both of which are threatened by the zebra mussels.

The first of these wrecks was a canal boat submerged in 15'-35' of water, currently believed to be the vessel *Vergennes*, which sank in 1853. This wreck is already heavily encrusted with zebra mussels, but the site has significant recreational potential as an underwater preserve.

The second wreck, which is so far unidentified, has been nicknamed the *Stove Wreck* because of the cargo of cast iron cooking stoves and hollow-ware still preserved in the vessel's hold. The hull's scow-like bow, size and shape indicate that it is one of the earliest canal boats ever located. The team spent several weeks meticulously measuring, photographing, and video-documenting the site. LCMM also obtained a permit from the New York State Museum to recover a sample artifact that might assist in determining the vessel's date and origin. To our surprise, we quickly learned that the single iron cauldron selected for recovery had been packed with a smaller cauldron and a large kettle nested inside.

LCMMnews



Lake Champlain Maritime Museum '98 Highlights

The team set a brisk pace for the documentation of these two vessels and mapped them quickly and efficiently. We are now compiling the results of this season's work and will be making recommendations to appropriate state officials about the future of both sites.

Champlain Discovery

1998 was an exciting year for Champlain Discovery. Two sessions were held in summer and a total of 21 students (ages 13-16) each built a Chesapeake 17 sea kayak. This design was new to the program this summer, and everyone was very pleased with its sea-keeping ability and enlarged cargo capacity. We introduced a different route for Champlain Discovery this year, starting in Whitehall, New York, and paddling all the way to Burlington, Vermont, a distance of 78 miles. Our campsites included the Nature Conservancy's Buckner Preserve at Bald Mountain in West Haven, Stony Point, East Creek, DAR State Park, Barn Rock, and Shelburne Farms. Both sessions of Champlain Discovery were also able to spend time walking the trails of Mount Independence, where they explored the exciting history that lies hidden among the rocks and trees.

At the Buckner Preserve, the groups participated in service work, cleaning up garbage from the lakeshore and pulling non-native water chestnut plants from the lake bottom. Water chestnut is an invasive species that has the ability to overcome large lake areas, crowd out native species and block waterways. Our service activi-

ties provided a great opportunity for the students to give something positive to the beautiful regions that we visited. We are very grateful to the Nature Conservancy for this experience as well as for the chance to camp in one of the wildest and most unique environments on Lake Champlain. The night sounds at Bald Mountain made us feel as if we had been transported to a tropical rain forest.

This season, all but one of Champlain Discover's campsites were wilderness sites with no facilities. These campsites created a great environment for positive group development and appreciation of Lake Champlain. New to the program this summer was the campsite at Shelburne Farms. This site was a magnificent place to spend the last two nights of our five-week program, which all participants will remember for a long time. The Adirondack sunsets, the beauty of the land, and access to Shelburne Farms education programs were a great combination.

LCMM is now accepting applications for Champlain Discovery '99. In 1998 we were able to give financial aid totaling \$20,000 to 11 students, and we expect to match that amount in 1999. We recommend that interested students apply early, this program gets more popular every year!

Champlain Longboats A Community Boat Building & Rowing Partnership

Eight students and three special education teachers from the Vergennes Union



High School's Alternative Collaborative Program will be working together with LCMM Outdoor Education Specialist Nick Patch in the LCMM Boat Shop through the winter to build a 32' traditional rowing gig, the first Champlain Longboat. In June, these same students will take their Longboat on a ten-day rowing and camping voyage on Lake Champlain. During the trip they will share their experiences with schools in other communities to promote similar programs around the lake.

This unique and exciting program for special needs students in Addison County is possible through a community partnership between LCMM, Addison Supervisory Union District schools and Counseling Services of Addison County. Additionally, the Lake Champlain Basin Program has committed a \$2,500 grant to the program; the French Foundation, \$5,000; Concept II, a Morrisville corporation which makes rowing machines, \$1,000; and the John and Marcia Lowenstein Family has made a gift of \$5,000 to the program to honor the 85th birthday of their father and grandfather Alan Lowenstein. We are still seeking additional support to meet the program's two-year budget.

Champlain Longboats will give non-traditional students in our community the opportunity both to learn new vocational skills and to study a full range of academic subjects outside the classroom. The program's supportive environment, its student-to-staff ratio of 2:1, and the hands-on nature of the experience are designed to stimulate cooperation, creativity, and the self-confidence and sense of self that will enable the participants to grow and mature into positive participants in our community. Based on the success of pilot programs in the LCMM Boat Shop during the past two winters, we can predict that the students' experiences in this program will carry over to their traditional classrooms, where their increased motivation to learn will continue, resulting in better grades and attendance.

Lake Champlain Voyageur Canoe Trek

Last spring LCMM finished the restoration of two 25' Old Town war canoes, and this past summer we were pleased to initiate our first Lake Champlain Voyageur Canoe Trek. A group of six teenagers and three staff members completed an eight-day trip on the lake, traveling from LCMM's North Harbor to Chipman's Point Marina. Overnight stops included Barn Rock, in New York, and Kingsland Bay and DAR State Park in Vermont. The group explored the cultural and natural history of the Champlain Valley as they traveled in these elegant boats reminiscent of the canoes used by Native Americans and European settlers in this region. They were able to identify 103 species of flora, 19 birds, 25 invertebrates, 4 amphibians, and 3 mammals along the way.

Everyone was thrilled with the performance of the big canoes. Since the Canoe Trek, a number of other programs have used these two wonderful canoes, including

the Boy Scouts, the South Burlington Alternative Education Program, the Bellows Free Academy Alternative Education Program, and the Counseling Service of Addison County Mandated Treatment Program for Adolescents. These boats provide a great medium for team-building experiences. If your organization is interested in using LCMM's canoes for educational programs, please call Nick Patch at LCMM, (802) 475-2022 for more information.

Due to the success of our first year of Voyageur Canoe Treks, this coming summer we will be offering two 10-day trips for students ages 13-16, a 3-day trip for adults, and a 3-day trip for adults with their children. Please contact LCMM for additional information.

(Selections reprinted from *LCMM News*, the newsletter of the Lake Champlain Maritime Museum. Readers who wish to know more about LCMM are invited to inquire at 4472 Basin Harbor Rd., Vergennes, VT 05491, (802) 475-2022, <lcmm@soiver.net>



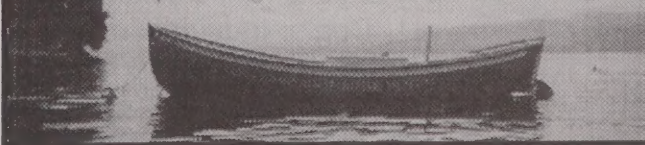
COURSES AND WORKSHOPS

*Develop Your Skills and Explore Our
Maritime Heritage*

THE LAKE CHAMPLAIN MARITIME MUSEUM
IN VERMONT IS PROUD TO OFFER AN EXCITING NEW
SEASON OF COURSES & WORKSHOPS.

- Build a Cedar/Canvas Canoe for Women
- Voyageur Canoe Trek on Lake Champlain
- Build the Shellback Dinghy
- Blacksmithing
- Marine Photography
- Adirondack Guideboat Construction
- ... and MUCH MORE!!

There are courses for adults, youth and entire families!
Call us today AT 802-475-2022 for a
complete listing. lcmm@soiver.net / www.lcmm.org



See Us at the Maine Boatbuilders' Show
(Order your Oars or Paddles by March 1st for
Delivery at the Show)

Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

The emergence of Chris-Craft in the '20s and '30s is a true American success story. Company founder Chris Smith rose from humble beginnings to create one of the most popular power boat lines in our nation's history. Along the way, Smith satisfied the needs of a growing American middle class and transformed the way boats were built. "Chris Craft: The Affordable Dream", on display February 14 through December 31 at The Mariners' Museum in Newport News, Virginia, traces the American love affair with these spectacular mahogany boats while giving visitors a taste of life in the '20s and '30s.

Woven throughout the exhibition are themes of these decades: the growth of the American middle class, the rise of technological innovation, the lure of high society, and the disabling depression of the '30s. Four Chris-Crafts, including *Miss Belle Isle*, one of the oldest known Chris-Crafts, are displayed in the exhibition among artifacts of their era, evoking the nostalgia for the periods in which they were produced.

In 1925, Chris Smith revolutionized boatbuilding by borrowing new mass-

Chris-Craft: The Affordable Dream

production methods from the automobile industry and introducing a production line into his Algonac, Michigan, plant. Smith standardized his products to make the production line efficient, offering, in 1926, eleven models in four lengths from 22' to 30'. Smith also adapted the concept of vertical integration, the control of all aspects of production such as the creation of brass fittings and the harvesting of Philippine mahogany. Despite these technological innovations, Smith never compromised quality; Chris-Crafts were well known for their exquisite craftsmanship.

In addition to innovative production methods, Smith's success was due to his ability to target the growing American middle class and appeal to a segment of the population eager, in the '20s, for social acceptance. "No matter how distinguished your guests, they will enjoy and approve. You find yourself more frequently invited

and more frequently inviting social contact with the finest people," promised Chris-Craft advertisements. Brochures pictured men in smart blue jackets and women in the latest fashions, linking ownership of a Chris-Craft to the Social Register, captains of industry, Newport, and the Riviera. Smith offered his affordable, but elegant, products for purchase on the installment plan, making it possible for members of the middle class to achieve their dreams of social status.

During the Great Depression of the '30s, Americans became less interested in the luxuries of the '20s and Smith's advertising message changed to reflect the desire for less frivolous pleasures. "Make up your mind that your family will get the full benefit of the health and character-building properties of clean, active outdoor life," was the new pitch. Chris-Craft maintained its success by streamlining operations, cutting its line from 37 models to just 14 by 1933. Expensive yachts were slashed from the line, replaced by more moderately priced boats. Chris-Craft capitalized on the return of families in the '30s to the simple, inexpensive pleasures of picnicking, fishing, camping, and spending Sunday on the lake.

"Chris-Craft: The Affordable Dream", evokes the spirit of the '20s and '30s by displaying the featured Chris-Crafts in poignant vignettes. Featuring music, costumes, family vacation photos, fishing gear, and picnic baskets, these vignettes will lure exhibit-goers once again into Chris Smith's "affordable dream".

("Chris-Craft: The Affordable Dream" runs from February 14 through December 31, 1999 at The Mariners' Museum. For information, call (757) 596-2222 or (800) 581-7245, or write to The Mariners' Museum, 100 Museum Dr., Newport News, VA 23606. The Museum can be reached on the World Wide Web at <<http://www.mariner.org>>)

Inventor Thomas A. Edison enjoys a ride through Miami waters in 1928 on a Chris-Craft owned by the Firestone family. Pictured left to right are Thomas A. and Mina Edison, Elizabeth and Harvey S. Firestone, and their son, Roger. (From the collections of The Mariners' Museum. Gift of Chris-Craft Industries, Inc.)



FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW	Construction	BAYBIRD
12' Cape Cod Catboat	Fiberglass Hull & Deck Varnished Oak Trim Bronze Hardware Wooden Spars	18' Gaff Sloop
LOA - 12'4" Beam - 6'2" SA - 100sf Displ. 440lbs	NEW! Compass	LOA 18' 0" Beam - 5'6" SA - 145sf LWL - 16' Draft 0'8"

CLASSIC CAT

14' Classic Half-Decked Catboat

Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

Box 143, S. Orleans, MA 02662 * (508) 255-5187, (508) 240-1032
(Shop @ 80 Rayber Rd., Orleans, MA)



Scenes such as this one of a woman on the bow of a Chris-Craft were often used in company advertisements in the '30s to emphasize the fun and fashion associated with Chris Craft ownership. (From the collections of The Mariners' Museum. Gift of Chris-Craft Industries, Inc.)

I got married about 1960 while I was in the Navy and took my wife off to the wilds of Puerto Rico. I mean it when I say the wilds, because I was only 20 and not high enough ranking to be eligible for on-base housing, so we rented a little one-room concrete house halfway up El Yunque, about 20 miles from the Naval Station. My mother, though she, like the Navy, didn't approve of me getting married so young (my wife was just 17) felt we needed a car, so she shipped an old ragged Volkswagen down there.

We did need a car. I had a motor scooter (Sears, Allstate, Vespa) and, while it was an easy ride down the mountain to the Navy, it was a pretty hard pull for that little thing with its .410 gauge tailpipe, coming back with both of us and all the groceries from the Navy Exchange. We didn't need the Volkswagen for that though. We needed it to sell so we could afford to buy Julio's own precious, little jewel sailboat.

You know, I think that long haul up the mountain did that scooter good. It always ran much better after that, particularly after I started hauling plywood on it. You can call this irresponsible if you want to, but I have been trying the rest of my life to get back to that status. Two boats, no car, and a 17 year old girl on the back of my motor scooter to help carry the plywood. How can responsibility compete with that?

Well, that exact situation didn't last too long. We sold the old *Nueva Eva*, Julio's jewel (*Rosa*, 12') was such a joy that we never used the big boat. I have found that to have been the proof to a pretty good rule. I call it the "Rule of Joy." Simply put, it says, "the important thing ain't comfort, it's joy." Joy in boats is inverse to their size. When they get big and full of engines, batteries, toilets, stoves, and other comforts, there just ain't as much room for joy. the little *Rosa*, though, whooo, memory is sort of selective and I might be forgetting a little misery, but if there ever was any it was quickly pushed out of that little boat by the joy, no room.

The peacetime Navy ain't no (hope I'm not letting any cat out of the bag) real hard job, and we had plenty of time to sail all over the paradise that eastern Puerto Rico was in those days. There were uninhabited islands everywhere. Even Vieques and Culebra didn't have hardly anybody on them. Those were so far away that, though we started out once, we never made it all that way. Jane was pregnant by then and the ground swell was so big that, while we did fine on top of the waves, there wasn't any wind down in the bottoms and she didn't like it down there. Finally we turned back after we topped one wave and saw a destroyer, throwing sheets of spray clear across the bridge, that hadn't been there when we were on top of the previous wave. Mostly we sailed to the many little islands near the shore.

I remember the first one we went to. We could see it from where we moored the little *Rosa* beside the bar. One day, early in all these adventures, we packed our lunch (Gouda cheese, long bread, Clorox jug of water, and two apples), hopped on the scooter, rode to the bar, waded out to the boat, and sailed to that island.

After we got close, we could see a tiny cove with a little coral sand beach. By the time we managed to beat in there, we noticed that there was a metallic clang coming from back in the woods somewhere. There wasn't a regu-

Monkey Island

By Robb White

lar rhythm to it, like machinery, but it was happening often and it was loud. It made us worried about landing there, but we had sailed all that way and were itching to scramble all over that island and see what was what. Finally we worked the boat up where it was shallow enough to wade ashore and I took the tiller (Greater Antilles mahogany, dense and hard) so I would have an edge in any negotiations with whoever was making all that noise.

As soon as we put the first foot on the beach, a swarm of big monkeys came out of the bushes and trees and started screaming and hopping up and down and gnashing their terrible teeth so loud (just like the *Wild Things* in Maurice Sendak's book) that no negotiations were possible. We did a little hopping ourselves and ate our bread and cheese in the boat while we sailed around the island.

Though we didn't get to swim in the freshwater pools and take a little nap in the shade, we did find out the source of all the loud banging. Those monkeys must have belonged to somebody because they were eating out of a plain old steel dumpster. A monkey had to open the lid and get in, slamming the lid behind him. We noticed that some of them had short looking tails for Rhesus monkeys (which is what they were) and assumed that those were the slowest. After a while, the monkey would raise the lid and get out of the dumpster, or another monkey would raise the lid and get in and chase him out.

It took two bangs for each monkey to get a little snack. They were eating something that looked just exactly like what we used to call "big turd" hog feed. One would come out of the dumpster holding as many of those big pellets in his mouth, feet, hands as he could and still work the lid. As soon as the outgoing monkey would hit the ground, the lid would slam and all his friends would jump on him and take his hog feed pellets away. It was kind of comical, and we always stopped by there to drift and watch when we passed on our way to the other islands that lay beyond that one. We were always very careful not to drift too close for fear those terrible monkeys would come take our hog feed away from us.

Although I didn't have to do much, I did have to go to work at the Navy. I had a friend who worked in the same shop. We had one of those antagonistic friendships that men have where, though they never have anything nice to say to each other, they are still buddies. This guy was from Michigan and came from a long line of dedicated steel mill and automobile factory working men.

Our experiences were so different that we had plenty of interesting things to explain. I had never seen a union or a factory, and I was curious and listened to what he said with interest. He had never seen hog feed or a possum, so he listened to what I said, too. The only difference was that I had read about factories and unions in the papers and listened to the Jimmy Hoffa news of the time and his experiences were pretty believable to me. He thought I was pulling his leg with my alligator stories, armadillos, 50-pound catfish, and things like that because he was ignorant. He didn't believe the Monkey Island story at all, called me a bullshitter.

Finally the ribbing about it got involved with money and a bet was made. To save my dignity, one Saturday I had to take this joker to see the damned monkeys. I was planning to make a quick trip, but it was the time of year when the trade wind is not absolutely reliable like it usually is, and it took a long time. It was hot and stormy looking, too, and by the time we finally got in range of the island I was beginning to feel like I was earning that \$20. Not only that, but just as we rowed up into the little cove, a hell of a thunderstorm came up.

The wind whipped down on us and the rain burned like a bunch of slingshot rocks. Fortunately, the cove gave us some protection from the waves, but the bottom was rocky and the anchor didn't want to hold. It was shallow, so we jumped out to hold the boat until the storm blew by. While it was shallow at my end, Union man went in over his head in a hole. By the time he had scrambled halfway back to the boat, we had drifted to where he could stand up too, but not comfortably because he had lost his flip flops.

We held the boat for what seemed like three hours. We squatted in its lee to keep the rain from stinging quite as much of us and hide from the lightning that was flashing all around. Finally, it let up enough so we could talk a little and then we could see the island and the little beach. "Let's get this monkey business over with so I can take that twenty bucks off yours. I think I saw a bar back there where we got in the boat," he said, mincing ashore in his bare feet on the rocky bottom.

I was beginning to worry because I hadn't heard a single clang from the dumpster in all that time. Maybe they had taken the whole monkey crop to the auction just like we used to do hogs. By the time we got anchored up and waded up to the beach, I was feeling my soggy \$20 bill for maybe the last time because there were no monkeys anywhere.

Usually, they would be hopping and screaming by the time we entered the cove. "Where are my damn shower shoes?" demanded the money winner. "They ought to be right here on the beach from the direction of the wind." With that, I heard the sound of a thousand-monkey fight way back in the woods. "Hear that, union man?" says me. "Them's monkeys and they sound like they are on their way down here to collect their union dues. Let's us get back in the boat and I'll collect my dues." "I ain't going no goshdurn where until I find my foolish shoes," said he in the traditional language of the enlisted Navy man of that time.

Well he did, did both things, found his shoes and left without them. All thousand monkeys ran down to the beach. I was already in the boat when the first ones appeared from out of the trees, and I got to watch the other fella realize he had lost his money and then decide to abandon the search for his shoes. We both pushed the boat off into deeper water and watched the monkeys.

They ran out of the woods for ten minutes. Apparently they had been occupied doing something interesting way back in the bushes during the storm and didn't find out that there was something more interesting to do on the beach. I wondered what could have been more important to them than eating us up until I saw the king monkey strut out of the trees. It looked like he had been in some kind of bad monkey fight but he was wearing my man's shower shoes.



Summer with friends on Lake Erie in a 15' Lyman, a perfect 17-year-old's summer.

Our Little Corner of the World

By Gordon Brollier

The opportunity to share "our little corner of the world" with *MAIB* readers is really driven more by a call for an increased focus on non-saline wonders than by a desire to let more people know about our gem. However, assuming that most of you who read this won't be hitching your trailers soon, and that even those who might think it sounds interesting on the edge of winter will forget, as I do, where in the world that article was placed by the time spring rolls around, I will proceed to let the cat out of the bag.

Nearly 20 years ago as young, poor, and idealistic visionaries, my cousin the lawyer, myself, and our wives decided to talk other family members into jointly purchasing a cottage in the old Chataqua community of Lakeside along the shores of Lake Erie on the Marblehead Peninsula. We managed the sales effort mostly based on hyperbole and, when reality set in, some of the original participants pooped out. With changes in family over time, and constant fix-ups, we now have a wonderful three-season retreat.

Boats have been a part of the process from the beginning when I purchased a 12' deep "V" well patinated Sears aluminum rowboat. That transformed into a 1957 17' Lyman, and was soon after joined by a Copperhead sailboat, which grew into a Laser and was then joined by a two-man Kewee, a 1955 show-room quality, center steering 15' Lyman run-

about, a 12' snark-like sailboat my son acquired from the garbage, a 14' aluminum rowboat with an ugly orange bottom we purchased from our neighbor (Jim Casner, also a *MAIB* devotee), a fiberglass river kayak, and finally a 1967 18' Lyman and a 22' Catalina. The last two now reside on a common dock and between my cousin's Catalina and our Lymans, we manage some wonderful times for family and friends.

Since we are blessed with residing in the "Islands" area of Lake Erie, we have the opportunity to revel in the weekendless parties of South Bass (Put-In Bay), the relative calm of the glacial grooves of Kelleys Island, the distantly viewed exclusiveness of the island club of Rattlesnake, the winery of Middle Bass, the desolation of Mouse, Green, West Sister, Middle, and others. We can also "cross the border" and enjoy the cultural change on Pelee Island in Canada, or take a short jaunt to one of the world's finest roller coaster centered amusement parks at Cedar Point.

Our summers are not plagued with stinging jellyfish or water so cold that you cannot take a swim without a wetsuit. We do not have to deal with poisonous snakes or man-eating mosquitoes. The beaches are accessible by car or boat and, while often crowded on the weekends, are sparsely populated most weekdays and offer families great places with long

stretches of shallow waters for playing Frisbee and building sand castles. While the lake can kick up notoriously big waves in a very brief time, weather radios are pretty good at keeping us all posted on local conditions, and long-time skippers still have a weather eye out in the midst of a busy day of beaching, skiing, tubing, windsurfing, sailing, fishing, etc.

The advent of the now infamous zebra mussels have assisted in providing water clarity that on many days rivals small Canadian glacial lakes, not bad for a shallow mud bottom pond. The unfortunate and unlawful dumping of the zebra mussels and the "gobi" fish by Great Lakes freighters from distant lands have certainly changed the lake, but fishing remains excellent.

Walleye, smallmouth bass, and yellow perch are chased by anxious anglers on all but the foulest of days and limit catches are common. Our freezer will get us through most of the winter with perch, and my wife has imposed a "no more fish" mandate until some extra freezer shelf space is made available.

Since our cottage is in a gated summer community, we dock about a mile or so away. Our evenings are spent strolling through our Victorian village, attending programs at the 3,000-seat Hoover Auditorium, where you are likely to see the Flying Karamozov Brothers one night and jazz pianist Bradley Sowash the next. Shuffleboard, putt-putt, tennis on clay or asphalt, bicycle trips to Ray's grocery store, and hours in the playground have all consumed us at various times through the years.

We often take the Kewee and explore the marinas where a kayaker's view is still the best way to gawk at the grand yachts and receive many a friendly greeting from the liveaboards. We've explored the caves of Catawba and fished the quarry ponds in the Kiowee, and have even pulled it behind the Lyman on our way to the beach.

The shallow warm water and sandy bottom at the beach allow for wonderful Frisbee and nerf football contests along with the obligatory sand castle constructions, boat scrubbing, and snoozings. We even take "the Grandmas" along, three vibrant and wonderful matriarchs in their 70s and 80s who climb in and out of boats to enjoy the beach with their families. When the whole family goes, we often have 15 people loaded into two boats barging their way through weekend chop to get to "Paradise." It is an oft repeated and always welcome trip with accompanying skiing and tubing opportunities and sailing for the non-beach types.

Sailing past the Marblehead Lighthouse, heading into or out of Sandusky Bay, is always a thrill and whether you are a pedestrian on the rocks picnicking and looking out at the boats and Kelleys Island, or a boater watching the lighthouse pass by, it is beautiful sight. The Coast Guard Station is just west of the lighthouse a mile or so and provides a wonderful service to boaters in trouble. These brave folks are often seen charging across the lake in their sturdy boats in the worst possible conditions when no other craft are visible to head out on a mission to save yet another boater in distress.

Just east and south of the lighthouse is Cedar Point Amusement Park, where you can find the tallest, fastest, scariest rides anywhere in the world. They have an excellent marina and restaurant and draw a lot of folks in via the water who avoid all the crowds and long



Entrance to Marblehead Harbor Marina. Notice the Great Blue Heron sentry.

car lines and also get the enjoyment of going home by starlight.

If bar hopping and a night aboard rafted off to a conflagration of other fun seekers is more to your liking, you should arrive early for the party never stops at Put-In Bay. Rollicking good times are had mostly for adults on the weekends, but the weekdays are laid back and families will find plenty to do, especially on a clear day when the Perly Monument is open and the National Park Service does their usual high caliber interpretive job explaining the history of the area, the Battle of Lake Erie, and some geologic information about the islands.

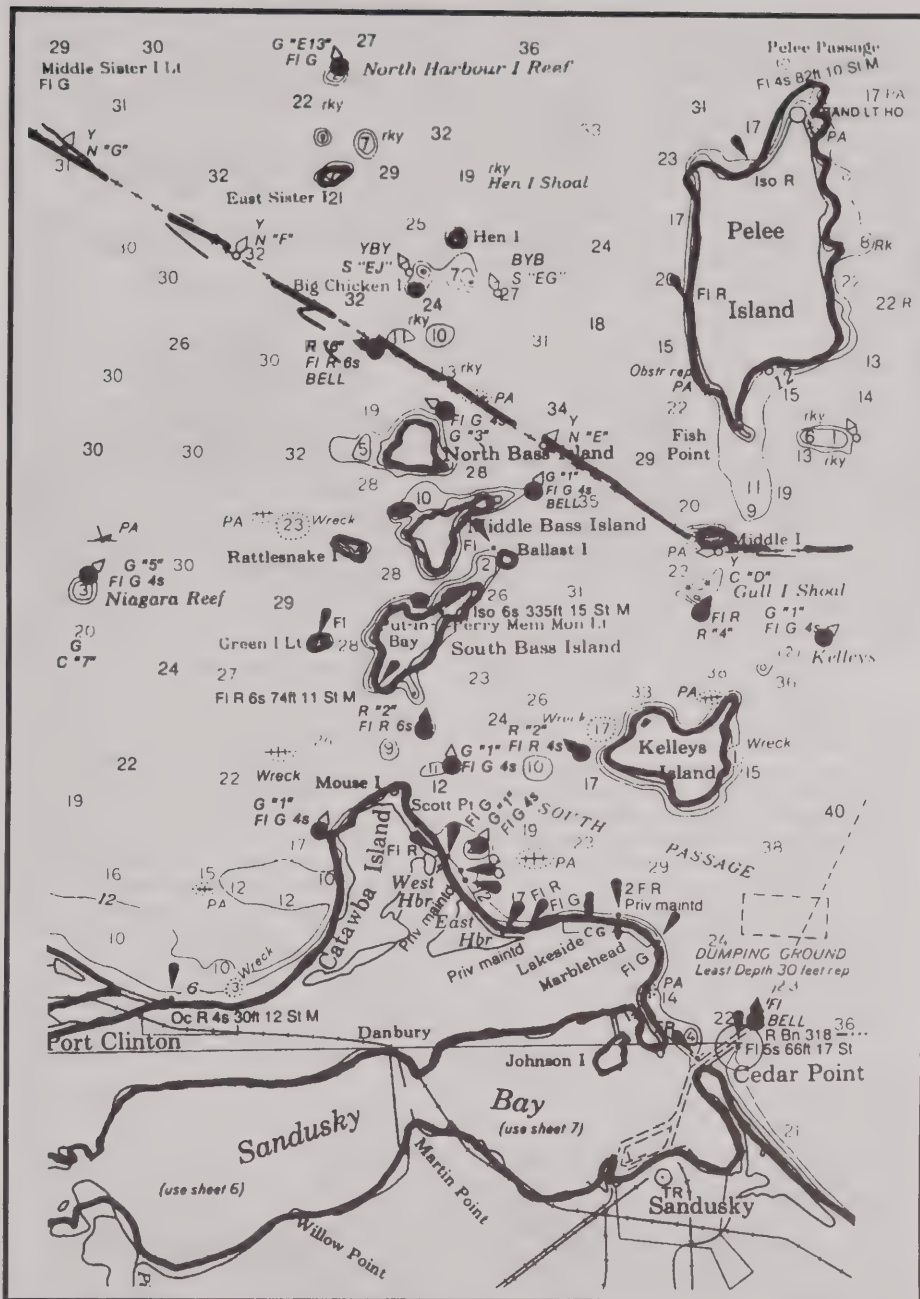
The view from the top is indeed worth the wait in line. The island also boasts an exceptional state park, and has an airstrip, golf course, winery, and caves. Middle Bass Island is just a short hop north with another winery and dockage. If you prefer a quieter island, Kelleys is a pleasant run to the southeast and has a large marina for short-term dockage. The glacial grooves are a fascinating sight on the north side of the island next to another beautiful state park with a splendid sandy beach and boat launching and docking facilities.

This protected bay is a popular spot to anchor for the night in all but the nastiest of northeasters. Golf carts and bicycles are available for rent. We lunched at the Kelleys Island Winery in the middle of the island last summer and had a splendid time beneath a shady grove of trees that seemed to catch a nice breeze from all directions. The town also has some B&Bs for overnight guests and an enchanting view of the mainland. Ferry companies service the islands with boats running every half-hour in summer.

This part of the world has provided our family with some great boating memories and many wonderful times. We never seem to get everything done that we hoped to, and I still have new places I am planning on visiting next summer for the first time. Hopefully your part of the world provides as many great memories for you as ours has for us. If not, stop off and visit some of the wonders of the western basin of Lake Erie. Just leave your socks behind!

(Gordon Broilier is a fund raiser for 35 private Ohio colleges and lives with his wife and two children in Hudson, Ohio)

Daughter Ashley (on the bottom) enjoying summer at the beach with friends.



Ashley and friend Lanie explore the "caves" in the Keowa.



Chapter V Loafing in English Waters

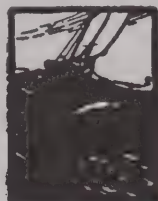
Typhoon lay at anchor, for the first time in 22 days, off the Squadron Castle. All about her the harbor was alive with interesting craft, ranging from the royal yacht *Victoria and Albert*, over on our starboard hand, down to the fleet of international 18-footers and a heterogeneous assortment of motorcraft and steam pinnaces. Alongside us lay an M.L., converted into a yacht and, just astern, one of the famous C.M.B.'s, also used privately, I imagine, although you can't be sure, for the Squadron ensign is the white one of the Royal Navy.

The most striking thing about the fleet as a whole was the great variety in the types of craft. There were new boats and old boats, trim ratters and sturdy cruisers, many of them what might be called single-handers. The boats as a whole reflected an admirable disregard on the part of their owners for the other fellow's opinion. Each one seemed to reflect the personality of its owner. They indicated a genuine love for the sport rather than a competition in the matter of style and speed.

Motor boats, strictly speaking, were in the minority and, except for the converted submarine chasers, there was scarcely an example of what might be termed the express cruiser. The extremely high price of gasoline, or petrol as it is called in England, of course, was partially responsible for this, but I think the real explanation lies in the fact that this type of craft is not compatible with the temperament of the British yachtsman. He has in his veins

The Track of the *Typhoon*

By William Washburn Nutting



more of the tradition of the sea than we have, and he runs rather to the types that have been evolved through generations as the most suitable for his conditions which, on the whole, are somewhat more severe than our own. Nowhere in England is there a body of water that would compare with Long Island Sound, except possibly the Solent and the various estuaries, and while we saw little evidence of it during our stay, the winds as a general thing are stronger than our own, as might be expected on the lee side of the Atlantic.

By far the greater number of the boats about us were auxiliaries, staunch sailing craft

with low auxiliary power. Many of these were 20, 30, or even 50 years old, but all were kept up regardless of age or type. There were Falmouth Quay punts, Bristol pilot cutters, double enders of the North Sea type, and some that showed the skill of Fife, Linton Hope, or the late Albert Strange. There were all types of rigs, but the most popular were the cutter, the yawl, and the ketch. The sloop, except in racing craft, is practically unknown and the schooner is rare.

All this we could see in the early light as we snuggled down *Typhoon* preparatory to the first undisturbed sleep we had had since leaving Baddeck.

Our coming to Cowes had been like that of a modest burglar, not so our awakening several hours later. It seems that Cowes had heard of our departure from Baddeck and had been expecting us, but not so soon. We were jolted into consciousness about 8:00 by the arrival of the customs authorities, whom we received in our pajamas. The irrepressible Casey, seizing upon the opportunity as an event demanding a certain amount of hospitality, broke out a case of Canadian rye and, in consequence, the formalities incident to entering our ship were brief indeed.

The little informal health certificate which our friend, Doctor McAulay, had scribbled the midnight of our departure from Baddeck, was accepted and we were given the formal certificate of "pratique." This finished, we were legitimate prey for a horde of newspaper correspondents, photographers, and movie men. With an admirable disregard for convention, Baldwin insisted on being photographed in his luridly striped night gear, much to the disgust of the skipper, who endeavors to maintain an air of dignity and respectability at all times.

With the assistance of the customs launch, the press contingent, and our faithful friend, Harry Speed, the boatman, we found a more convenient mooring off the *Pontoon*, and if some of the assistance was a bit sketchy from over-participation in Casey's hospitality, there were enough willing hands to make the job light and almost in less time than it takes to tell it, we were securely berthed with bow and stern lines out to the big mooring buoys which are provided for this purpose.

From this time on Harry Speed became our guide, philosopher, and friend, and in helping with our repairs, taking on stores, and looking after *Typhoon*, his services were invaluable. His name is not exactly descriptive, for his virtues, while manifold, do not include quixotic or impetuous haste of action. Reliability would have been a better cognomen.

In the meantime, the *Victoria and Albert*, with the royal family aboard, had left the harbor, but many of those who come to Cowes for Regatta Week had stayed over for the international motor boat races, and for the rest of the day and, in fact, for the three weeks our ship remained at Cowes, there was scarcely a moment that some interested visitor was not aboard. The Royal Yacht Squadron sent us an invitation to make use of the Castle and the Royal London Y.C. and made us honorary members during our visit.

A list of those who visited *Typhoon*, had one been kept, would have been most interesting. From the highest to the lowest they came, and all were welcome. One of the first of our visitors was Gen. John Seeley, the Lord Lieutenant of Hampshire, who came aboard



The Royal Yacht *Victoria and Albert*.

The anchorage of the Royal Yacht Squadron during Cowes Week.



and welcomed us in the name of the King and expressed a regret that His Majesty had left without an opportunity to inspect our ship, in which he felt the sailor King would have been interested. The Earl of Dunraven did us the honor of coming aboard. (I say did us the honor not from any particular respect for titles, but because of his record as a sailor.) All but the youngest of our yachtsmen will remember Lord Dunraven as the owner of the *Valkyries* that attempted to lift the America's Cup.

Several days later I returned Lord Dunraven's visit. The grand old Irishman's yacht is a tremendous thing that was used as a hospital ship during the war, the absolute ideal according to the popular conception of what a steam yacht ought to be. But as he welcomed me aboard, he said, "You know, Nutting, I'm not satisfied with this sort of thing. I'd much rather have a tiller in my hand; I'm a sailor at heart. But this ship is comfortable and she was useful during the war."

"But I know what you want," he continued, with remarkable insight into the innermost consciousness of a perfect stranger. "You want a good, old American cocktail." And I did.... As I left him, I explained to Lord Dunraven that, so far as I was concerned, he could sail any old kind of a ship he chose.

Several days after our arrival, a modest sort of man rowed by in a dinghy with a couple of ladies, evidently wishing to come aboard. Casey, who was standing in the companionway, smiled reassuringly, but after several unsuccessful attempts to muster courage to invite himself aboard, the retiring gentleman rowed away. We found out later that it was the Duke of Leeds. Imagine a well-known member of our most prominent yacht club rowing about Newport harbor in a 10' clink! The Englishman has not forgotten how to play.

Every day during our stay at Cowes brought new and interesting craft that dropped in out of the Solent. One of the most noteworthy of the many boats that were moored near us was an auxiliary cutter of the famous Bristol pilot type owned by Mr. F.W. Lanchester, whose works on aerodynamics are well-known in this country.

I had heard the praises of the type sung by a number of the British writers, but she was the first of the class that I ever met up with. Built originally as a pilot boat, she had been taken over by Mr. Lanchester and converted, according to his own ideas, into a most comfortable cruiser. She was typical of her class, a little larger than the *Typhoon*, but much bluffer of bow and fuller in body, giving her a great deal more room below decks.

In their work in the Bristol Channel such boats are handled by two men or sometimes, in fact, by a man and a boy, and when the pilot goes aboard the incoming ship, the boat frequently is sailed back to her mooring single-handed. There is a great deal to be said for the cutter rig for cruising, as I have always felt since the days of the old *Nereis*. My friend, Claude Worth, considers it the ultimate type as exemplified by his auxiliary, *Tern III*.

Another of our friends was the *Solapax*, a 40-footer owned by Mr. E.G. Hawker of Poole. *Solapax* is a double-ender of the North Sea type and although but 40' on top, has full headroom throughout under a flush deck. She is a high-sided, weatherly-looking ship, as the picture will show, and her gear like that of Mr. Lanchester's cutter made that of *Typhoon* actually look light. *Solapax* is 36' on the water-



The King's racing cutter, *Britannia*, going into winter quarters after the Cowes Regatta.

line by 12' beam and 6' draft and is powered with a two-cylinder, 15hp kerosene motor. She is rigged as a ketch with the rudder hung on the curved stern post, like many of the Scandinavian fishing craft, and steers with a tiller which is universally used in England in preference to a wheel.

Unique among the craft with which *Typhoon* hobnobbed was a Dutch barge type yacht which I knew instantly, as she luffed up near us, as the *Velsa*, once owned by Arnold Bennett and on which he wrote "From the Log of the *Velsa*." This boat is now owned by Mr. Herbert Reiach, the editor of *Yachting Monthly*, who dropped in at Cowes to look over the *Typhoon*, and it would be possible to devote a whole volume to her many unusual features. In Denmark I had seen a number of freighters of the Dutch barge type, but I had always felt that in spite of the claims that are made for them, they were more picturesque than efficient, defying as they do most of the precepts of naval architecture.

I had not realized what a really comfortable cruiser such a boat would make until I stepped aboard the *Velsa*. All the peculiarities of the original type had been retained in her design, including the tumbled home top sides, the spoon bow, lee-boards, and tremendous carved rudder. The bow is a bit flatter, I believe, than is customary and must be a terrible thing in a head sea, but for cruising in shoal water where the ability to lie over a tide on the mud, get under bridges and the like is necessary, she would be hard to improve on.

Her mast is stepped in a tabernacle and can be lowered by means of the deck winches and her rig, while complicated in appearance, has many advantages for short-handed work. The loose footed mainsail which, by the way, is characteristic of most English cruising craft, may be triced up at the tack and is much easier to reef than our own laced sail. The bowsprit is of the reefing type popular on the other side, and may be completely drawn in when lying at a mooring or when the weather is such as not to require the jib.

Below decks, *Velsa* is a veritable houseboat with more room than a Harlem flat, and

her joiner work is of a school now practically dead. When they built *Velsa*, they built her for a hundred years, and her construction was an eye-opener to me. I thought I knew what heavy construction was, but *Velsa* in this respect transcends anything I have ever seen.

While most of the boats were auxiliary cruisers, there were exceptions. I remember one boat about 35' long, evidently a converted ship's lifeboat, with considerable power and a stocky, short ketch rig. This boat, I found later, belonged to one of *Typhoon*'s friends. I have forgotten the exact circumstances of our meeting with this yachtsman, but I remember distinctly one beastly rainy night we were stumbling along the unlighted streets of Cowes on our way to a dinner, when some one hailed us with: "*Typhoon*, ahoy!" I shouted back: "Hello, old top, can you direct us to H-Lodge?" The muffled stranger happened to be going to the same place, and we trudged along together through the rain. When we arrived, he proved to be Lord Albemarle.

The Dutch barge yacht, *Velsa*, once owned by Arnold Bennett.



When I remarked to him later upon the fact that many of the members of the Royal Yacht Squadron, the most exclusive club in the world, were content to play about with small boats in contrast to the yachtsmen of some of our best known clubs, he laughed and explained the phenomenon on purely economic grounds. There may be an element of truth in the explanation, but the fact remains that most Englishmen prefer to sail comparatively small boats. General John Seeley sails a 10-ton Falmouth Quay punt and his brother, Sir Charles, owns, or rather owned, a 35-ton yawl that was wrecked on the French coast while we were at Cowes.

As we of the *Typhoon* were in a sort of unofficial way representing American yachtsmen, it may not be out of place to express here our appreciation of the delightful hospitality of both Sir Charles and General Seeley, to whom we are grateful for glimpses of Gatcombe and Brook, the sort of historic country places that we Americans see pictured in architectural journals but seldom have the opportunity to see and touch. Their kindness was characteristic of that shown us on all sides. Everyone on the Isle of Wight seems to have the tradition of the sea in his soul, and we who dropped in out of the sea were fortunate in consequence.

Cowes is the home of the famous Saunders shops, and we had an opportunity to see a good deal of the sort of work that this concern is now turning out. The Saunders' motor boats are interesting more from the standpoint of their construction than from the design, which is of the usual V-bottom type. They are made entirely of Consuto linen sewn plywood, with which the hull is planked in five pieces, two for the sides, two for the bottom, and one for the transom. In the framing the experience gained in the building of airplanes is apparent and the finished boats are considerably lighter, I believe, than our own craft of this type.

Over at Southampton, the Thornycrofts also are building interesting boats. Besides their speed boats, which are a development of the famous C.M.B.'s, this concern is building a number of light fast cruisers, one of the best examples of which is owned by my friend, Theophile Desnos, the Vice Commodore of the British Motor Boat Club. On a trip to London with Mr. Desnos, the run from Cowes across the Solent and up Southampton Water was made in his *Eileen II* and, little as I am interested personally in the express cruiser, I must confess I enjoyed slipping along past the best of them at 15 knots.

On the way up Southampton Water we passed group after group of odd craft, rusty and covered with the scars of hard usage, the remains of a vast fleet developed for the highly specialized uses of the war and worthless for any other purpose. There were "mystery ships," double-enders at which you would have had to look twice to tell whether they were coming or going, patrol boats, sweepers and the like, all bearing mute testimony to the terrible waste of a war which, due to our own reactionary selves, has left the world little in return for its heroic sacrifices, either material or spiritual, except a burden of debt and a great cynicism and disillusionment.

And then there was the cruise over to the Hamble River, which of all the places in England probably is the most interesting to the man who sails his own boat. I had an invita-

tion to attend a regatta at Burham-on-Crouch, over east of the Thames Estuary, which I was unable to accept. This is another rendezvous for single-handers, but I can't see how it would be any more delightful than, say, Bursledon on the Hamble. The expedition to Bursledon was made on *Redshank*, the little sloop owned by my friend, Ingham Reeves, to whom I am indebted for two of the most delightful days spent in England. His little auxiliary is a masterpiece in teak and mahogany, with the tanned sails that are so popular in England.

The run from Cowes across the Solent was made under power, and as we turned into the Hamble from Southampton Water we sighted my friend Parmenter, an American from Paris, who had sailed across the Channel and was cruising in British waters in a little French rater. His red sails were slatting idly in the calm and we took him in tow and all had dinner at the Old Ship House, the home of Mr. Reeves.

I had heard that there were a lot of old M.L.'s in the Hamble, and sure enough, a half mile or so from the mouth we came upon the first group of these weather-beaten, battle-scarred little ships moored four abreast and extending as far as the eye could see. For the first time I realized the magnitude of the job of building such a fleet. They extended for miles, and the strange and varied gear with which they were cluttered gave evidence of the extent of their work in the war.

Most of them, I understand, had been sold to some French concern to whom, I suppose, I am indebted for *Typhoon's* present steering wheel, which I lifted from one of the most dilapidated of the fleet. Since there were enough steering wheels to supply all the yachts that might be built in the next 10 years, I feel no very great remorse.

One of the principal reasons for visiting the Hamble was to meet Claude Worth, whose *Yacht Cruising* is one of the best known books on the subject. He had just returned from a cruise along the French coast in his 53' auxiliary, *Term III*, which is the embodiment of the experience he has gained with a number of cruising craft of all kinds.

Here also was the *Maud*, the Fife designed double-ended ketch made famous in Worth's book and now owned by our good friend Dr. Bowers. F.E. Knight, the author of *The Cruise of the Falcon*, and *The Cruise of the Alert*, was not aboard his houseboat and we missed him, but we met Dr. Harrison Butler, whose designs of "tabloid cruisers" are famous, and also many of the other sailor men with whose names I was already familiar through their articles in the British yachting papers.

At Swanwick, not far from the Old Ship House, were discovered recently the remains of an old Viking ship which has lain buried in the mud since about the year 800 A.D. At any rate, it was long before the Norman Conquest that a roving band of Norsemen descended on the Hamble River, which even then proved so attractive that the crew decided to remain, killing off the men and old women and settling down to a life of domestic happiness, thus spoiling a brilliant cruising career. In *Typhoon's* fo'c'sle there is part of a plank from this old ship with the treenails still in place, showing the marks of the huge square-headed iron nails used in its construction.

After we had been at Cowes a week, we lost Baldwin. We realized when we started that

it would be necessary for him to spend some time with the Admiralty in London and then to rush back to Baddeck. But when it actually came to his leaving, it was just plain hell. I tried to pound the typewriter that morning while he packed up, and when old faithful Harry Speed rowed him away to the Southampton steamer, there seemed no joy in the world at all. Judging from Casey's face, on which the characteristic grin was struggling hard to stay put, he, too, was having a hard time of it.

We were confronted with the problem of filling Casey's place, and I thought of the old crowd who were in the habit of dropping in at the *Motor Boat* office to talk boats, and I wished, as I have so often since, that they might have been along, old George Bonnell, with whom I had cruised so many strenuous miles, or Syd Breese or "Koke" Stephens, or Bayard Rodman, or any one of the members of the New York Canoe Club. W.P. Stephens, in particular, would have been in his element. W.P. has a very high regard for British yachtsmen and British yachting, and his articles are better known in England than they are here.

Thomas Ratsey, the dean of yacht sailmakers, a man who not only practices sailmaking as a business but loves it as well, and still sails the *Dolly Varden* to frequent victories, although she is well over 40 years old, said to me: "We admire Stephens' articles because of their absolute fairness and honesty. In fact, I can do no better than say that we consider W.P. Stephens a man without guile."

Mr. Ratsey lost three sons in the war and now runs his business single-handed under the name of Ratsey & Laphorne, a branch of which we have at City Island. His shop is a veritable treasure house of yachting lore and his home also reflects his interest in the subject. Given such an interest and a craftsmanship that transcends the term and should be spoken of as an art, no wonder Ratsey's sails are masterpieces. In speaking of the veteran sailmaker, Lord Dunraven told me that if he were making an estimate of British society, he would list Tom Ratsey as one of England's foremost gentlemen, and if that grand old Irishman's opinion is as good as his American cocktails, it is worth a great deal.

We are grateful to Mr. Ratsey for his hospitality and his kind interest in the *Typhoon*. Before we left, learning that we carried no trisail, he insisted that we take his own from the *Dolly Varden*. We have since had occasion to use this sail in many a tight place, and I don't really see what we should have done without it.

But to get back to the matter of a crew. It would have been foolish for Dorsett and me to attempt the long grind back to New York alone, but it began to look as if this might be necessary. We had opportunities to sell *Typhoon*, but I had determined to bring her back. I couldn't leave her over there after putting into her the thought and energy that I had and after what we had been through together. I was determined to bring her back even if we had to do it alone.

In spite of his hard time of it on the way over, Dorsett was keen to see it through. We had several applications from people who seemed not to realize the nature of such a cruise and whom we were forced to turn down. Then along came a couple of young chaps from a little sloop that had been moored alongside

us for several days. They were expecting to go to Canada with a party in the fall and were of the opinion that they could arrange their affairs to come with us. They were good small boat sailors and their experience as captains in the Tank Corps during the war insured their staying qualities.

Of course, I don't mean "staying qualities" in the literal sense, for once started there is nothing to do but stay. I refer more to those qualifications such as endurance, adaptability, and cheerfulness without which I imagine a long passage at sea would be hell indeed. Our problem seemed solved as they rushed off to London, but due to lack of time they were unable to make the necessary arrangements, and we were left within two days of the date we had set for starting, still without a crew.

That evening the solution came in the

form of a boatload of Sea Scouts. I had seen and admired these youngsters in the Hamble River the day before and, as they luffed their long, rakish whaleboat alongside *Typhoon* with all the snap and skill of an American Coast Guard crew, I had an idea. They, too, had had one, for it seems that there were all sorts of stories afloat about the plans of the *Typhoon*. They clambered aboard and their interest in every last detail of our equipment and their keen intelligence was most refreshing.

Fox, the scout master, a stalwart youth of 23, explained that he had tried to bring up his "nippers" in the way they should go, and they certainly did reflect a lot of good hard training. They all wore the characteristic British Sea Scout uniform, jersey and shorts with bare legs. Fox explained without further formality that he would like to go back with us

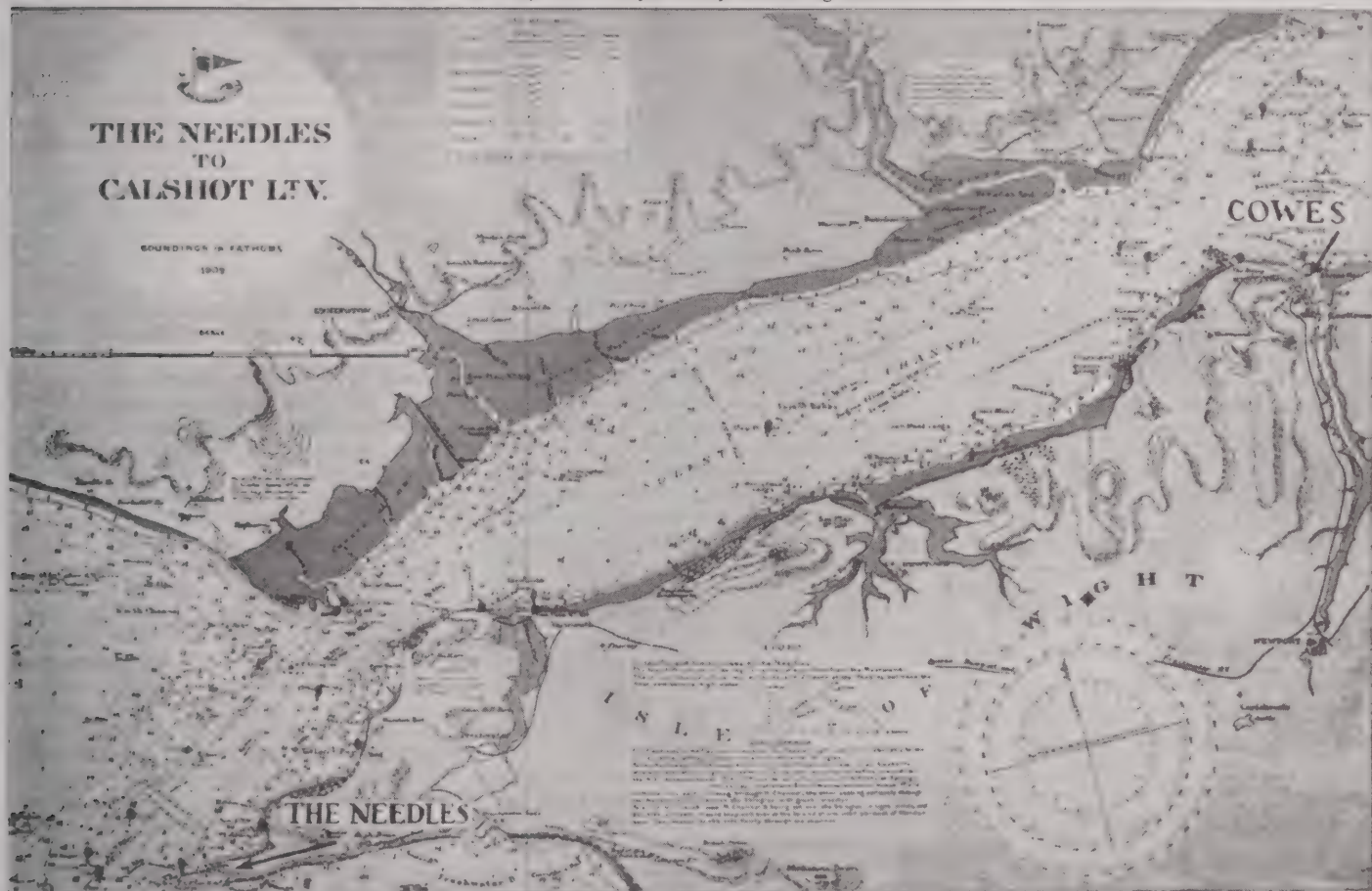
and that if we needed another hand, Hookey, one of his boys, a youngster of 18, with an overall length of 6'2", would like to go, too, or rather he felt that they would be able to do it, for there wasn't one of all that boatload who was not itching to sign on.

But the next day brought news of paternal disapproval in Fox's case and, of course, I advised that he forget it. But again that night the youngsters gathered aboard. Fox was in a quandary but decided to flip a coin and the matter was settled. It was then late, but we were scheduled to sail the following morning and the crew decided to row, there being no wind, the 14 miles over to the Hamble and back to enable Fox to get his gear off the *Black Rose*, on which he had been cruising.

They were back in three hours and at last things looked bright again.

(To Be Continued)

This chart of the Solent is typical of the excellent ones published by the Royal Cruising Club.



Frontrower™ foward-facing rowing system converts your canoe into a high-performance rowboat

Aquamotion Systems
30 Cutler St., Dept. mab
Warren, RI 02885
Phone 401-247-1482

HADDEN BOAT COMPANY

Wooden Boat Construction & Repair



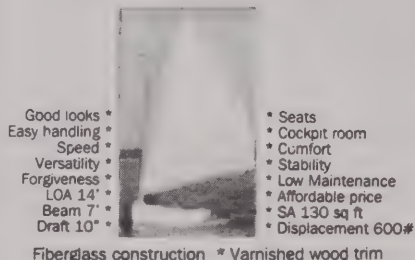
Bay Point Rd. Box 51 Georgetown, Me 04548 207-371-2662



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

New from Compass Classic Yachts

14' CLASSIC CAT



- | | |
|---|---|
| <ul style="list-style-type: none"> Good looks * Easy handling * Speed * Versatility * Forgiveness * LOA 14' * Beam 7' * Draft 10' * | <ul style="list-style-type: none"> Seats * Cockpit room * Comfort * Stability * Low Maintenance * Affordable price * SA 130 sq ft * Displacement 600# * |
|---|---|

Fiberglass construction * Varnished wood trim



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

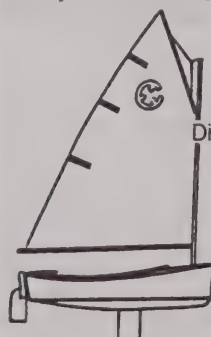
We Buy Canoes

Wood/Canvas * Wood/Fiberglass
Birchbark

Any Condition * Highest Prices Paid
Howard's (978) 768-7282

The Picnic Cat

by Com-Pac Yachts



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

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

FERNALD'S MARINE

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

From The Log Of Therapy

Cruising in a Montgomery 15 on
Florida's St. Johns River
Cruise #4, July 13-16, 1995

By Charlie Matthews



Thursday July 13: Knowing that this may not go down as the smartest thing that I have ever done, considering the heat in Florida at this time of the year, I left home at 0550hrs, headed for Crystal Cove Marina on the St Johns River near Palatka. Arrived there at 0715 and had boat in the water at 0800, leaving the marina at 0900 and sailing north on the east side of the river, arriving at my anchorage for the night just south of Federal Point at 1500. This was only about seven nautical miles, had good wind all day, but from the wrong direction. So it was a six hour beat and I must have sailed over 20 miles to make the seven. Put up the canopy and had a nice breeze but it was very hot.

I like it hot, but this was ridiculous. Full moon came over the tree tops at 2300hrs. This was two hours past my bedtime but the reward was worth it. What can I say, sailing is fun, but being out in the fresh air and experiencing all the beauty offered by nature, (without, radio, TV and newspapers) is the main reason for being out here. The shame of it is that most people are about 40 years old before they begin to notice this. When you think of it, in this so called modern society of ours, a person is very busy with school, chasing the opposite sex, a job and raising a family, so there is not much time to notice what is put here for us all to enjoy. After all! if it is not for sale it is not advertised very much.

Friday July 14: Up at 0530, a few clouds around, the full moon is just sitting there looking like it has only been up for a couple of hours. Had coffee, ham and boiled eggs. No wind at the present time so decided to try out my new homemade sculling oar. I think it will be OK with some practice and a good oarlock installed. Put up sails and drifted with the tide for a couple of miles, bright hot sun and no wind, started the motor and motor sailed to Toco Creek. Got ice and anchored out in cove for lunch. Had pork &

beans, crackers, two oatmeal cookies and ice tea, my choice, a 60 cent lunch in 1995. The little 2hp Evenrude motor ran 1-1/2 hours at 3/4 throttle on less than a quart of gas.

1420hrs, 105 degrees under the canopy, this would be hard to take if there was not a little breeze. Rigged my homemade wind deflector for the cabin, an old towel with buttonholes in each corner, and took a 1/2 hour nap. With this done the cabin was actually cooler than the cockpit. My new steel frame sand chair works out just fine both in the cockpit and inside, just move the potty out and the chair fits in this area. Had storms late in the day.

Saturday July 15: 0530, in the 70's, had coffee and oatmeal. Sun came up bright and hot. Got two bags of ice at 1230 and called my wife. Anchored again in the same location, will stay here again tonight. 1700hrs, bad storm two miles off moving NE, passed to the north, did a half circle and came right across Toco. This was the worst storm that I have been in on a boat. It was a severe storm as per the weather service, very black, lots of lightning, very heavy rain and winds in excess of 40 mph. My 3lb Danforth anchor dragged for about 30' but it did hold, a very iffy situation. The bottom here is soft mud, not a good holding ground. If the anchor had not held, there would have been little that I could do in these conditions in such a small cove. There are four boats here on moorings so there is not a lot of room for dragging.

I learned my lesson, from now on in areas like this if there is a probability of a storm I will use my 9lb Danforth, set good with plenty of rode. The worst part of the storm only lasted about 15 minutes, it only seemed to be two hours. After the storm the cold rain on the hot water caused fog over the water for about 10 minutes, then the sun came out and it was back in the high 90's almost instantly. Had a hot supper, Salisbury steak with potatoes and mushrooms, not bad but lots of sweat while eating. Put out my big anchor and got a good nights sleep.

Sunday July 16: 0545, in low 70's, partly cloudy with a light breeze. Had coffee and cereal. Got ice and headed back to Crystal Cove Marina, about 15 miles away. Had a light breeze for about half way, and motored the rest. The Sunday power boaters didn't help any when I was under sail. In the light air at times their wakes would stop the boat. Well, they were only having a little fun.

Got to the marina at 1400 and the afternoon storms started before I even got derigged. Got the boat out and buttoned up between rains and headed home. Had heavy rains and lightning for about 20 miles. Got home at 1630. I cut three days off this trip due to the heat. I tried and learned new things, one being forget sailing in Florida from mid-June thru September. It dropped down into the mid to low 70's at night so I had no problem sleeping. The bugs were not nearly as bad as I thought they would be. I put the screen on the hatch before dark and had no trouble with skeeters inside. Just too hot and stormy, but I did have some fun.

(To Be Continued)

On Holidays And Hurricanes

By Smiljka Fitzgerald

At New Years we were at the cross-roads again. We bid farewell to the past year, we celebrated, hoping that the New Year would bring new successes, spiritual and material (small failures are inevitable too, of course) more love, harmony, more peaceful co-existence. And always more understanding. The only certain thing is change. Change for the better we pray.

We tend to look back, reflect on the year that passed. On the whole it was a good year for us. In spite of everyday trials it had its magnificent moments. My husband had a successful one-man art show at SUNY College in Upstate New York. At the same time and place, I gave my first lecture on the topic of "Maritime Short Story". We must not forget the small everyday pleasures that we shared in the past year. The joy of seeing a new flower blossom, an exciting sailing trip, warm moments with friends and children, etc., etc.,.

Yet I cannot help but admit (unfortunately) that hurricane Georges left the strongest impact. I had to wait for my emotions to settle for so long before I could even write about it. We all went through it here in Puerto Rico, so everyone has his or her own story. My story is only one of the many.

The first hurricane I ever experienced was Hortense. With all the fear and uncertainty, I have to admit that there was some curiosity and excitement. Actually we were partying in a safe concrete house while Hortense thundered over us. Our boat had miraculously survived on the mooring. Our little wooden casita was intact. As a result the announcement of Georges heading towards us brought about the same urgency of necessary preparations, although most people here in Rincon did not even believe that it would hit us. After all, except for Hortense, hurricanes had avoided this region for over twenty years. On the whole, after the light experience of Hortense, we did not worry too much.

However, as the news got more threatening we hurried with the preparations. Our main concern were the boats. The 37' ketch loose in the marina could cause a lot of havoc. The 12' Pelican had to be towed ashore in a safe spot. Our chores were divided, my husband secured the ketch with all of his running rigging, plus anchor ropes. He estimated \$600 worth of lines!

I dealt with preparations in the house. My main priority was to take out all my husband's paintings and the few portable valuables we have. And, of course to board the house and store bottles and bottles of drinking water. We were smart enough to accept our neighbour's offer to stay in their concrete house.

The winds had started coming up as we were completing our chores. We finally moved in with our neighbours. There were three families altogether. A long night of waiting and suspense was ahead. Our neighbour had a generator so we watched the Pacman-like ball slowly passing over and devouring the island on the TV. It did not look good. Around midnight, Rich-

ard's adventurous spirit arose and, in spite of us women warning him, he decided to go out and "feel the storm". But quickly he was running back in, terrified. Big trees were cracking and falling all around him.

Eventually the waiting tired us out. We went to try to sleep in a room padded with upright mattresses, practically sound-proof. When I woke up I first thought that the storm had not hit us yet. I went outside. Instead of the tropical lush green I saw a winter landscape, the trees were completely bare, they almost looked black. Only then did it dawn on me that we probably slept through the storm. I woke my husband, anxious to go downhill around the corner and check our house.

Half way down we stood motionless in total disbelief! Our little casita, our home, had completely collapsed! It is very hard to describe the distress and pain of that moment. I felt as if a snake had entwined itself tightly in my chest. I could hardly breathe. Later I learned that, according to psychology, losing one's home is the next most painful experience after losing a dear person.

Yet my husband's next frantic thought was, "Did we lose the boats?!" Although he was barefoot and the road was completely blocked by fallen trees and branches he said, "I am going to the marina." I was barefoot too. I tried to follow. Half-way down, struggling barefoot through trees and branches I gave up and returned. Richard went on.

Disaster was all around us. But camaraderie prevailed. My neighbour took his electric chainsaw and we started slowly clearing the road. We all worked ceaselessly and accomplished a big task. Now we could drive to the marina and hopefully meet Richard. As we drove carefully avoiding trees and broken electric lines, the

tension grew. If we lost the house, the boats could not have survived I feared. We met Richard walking towards us. He was smiling. The boats were completely unharmed! Instead of having a concrete house we had a ferro-cement boat. There was some hope after all. The source of our future livelihood and pleasure, the boats, had survived. Luckily the winds blew from shore and the seas did not come up.

I went go into detail about the days that followed. All of us here on the island went through similar tribulation. Waiting in line for water, eating out of cans, sleeping in different beds and places, etc., etc. Luckily our little garage was unharmed and we quickly adjusted to it as a temporary residence. People around us gave us a lot of support. Everybody offered help. And, most important, we received a check from the Federal Emergency Funds. Enough to start modestly anew.

After a week, the constructive forces of nature were fast at work, all the vegetation was sprouting new leaves. Nature destroys but nature always renews. It taught us to be humble. It taught us to savour more the positive moments of life. Just as the toil and pressure of rebuilding got the upper hand, we were invited by family and friends to the States. We packed and left for a vacation. We needed it badly and enjoyed all the comforts offered to us.

Now we are back, re-energized, ready for new projects. For new sailing adventures. Just the other day we went night fishing on the Pelican. We only caught trash fish but the night was so beautiful and serene. So Christmassy. The sky was covered with more stars than ever. We had a mild northerly breeze that made sailing back and forth just right. It felt good just to be out there again. The new year is ahead. May it bring good tidings to all.

THE MAINE BOATBUILDERS SHOW

58 FORE STREET • PORTLAND, MAINE 04101

10 - 6 FRIDAY AND SATURDAY & 10 - 4 ON SUNDAY

March 19, 20 & 21 1999



presented by: PORTLAND YACHT SERVICES

207-774-1067

<http://www.nlbbbs.com/~pys>

Peter Spectre had this to say about the show in 1990 (WB#95):

"The word on the waterfront was that this show was different, and it sure was....the exhibits were real boats, and parts for real boats, and services for real people, and the folks in attendance were real boat enthusiasts."

—Located on the Portland Waterfront
off of Commercial Street—

Visiting the Chesapeake Light Craft shop these days, it is hard for me to believe that less than five years ago the same operation was still being run out of a small basement office and a one-car garage. I was CLC's second employee, after the founder and owner, Chris Kulczycki. Today Chris is well-known from his many publications and the success of his now numerous kayak designs, but in those days, though a regularly published contributing editor for *Sail* magazine, his first book, *Kayak Shop*, had just been released and he was only beginning to make a name for himself and CLC.

The success of the book, and that of a series of articles and reviews in such publications as *Fine Woodworking*, *WoodenBoat*, *Sea Kayaker*, *Boatbuilder*, *Boat Design Quarterly*, and *MAIB*, along with Chris' desire to be on the water, led him to move the business to a facility in Annapolis and his home to the West River, just off the Chesapeake. Luckily, the building we moved CLC into then allowed for the expansions that first became necessary almost immediately, and then again when the company acquired their CNC (computer numerical control) machine.

I left CLC after the first year in Annapolis, and only get back irregularly for visits to see what's new with CLC and the wooden boatbuilding business. On one visit recently, I got Chris to take the time to talk about that business, his business, and boat building in general.

Why have people so embraced wooden boat building and kayak building in particular?

Building a kayak or other small boat appears to be a big project, but most of us can do a fine job of it in only a few weekends. People are really surprised by this great boat they can make themselves at home. It's one of the few really fun things you can build in a short time; you couldn't build a kit airplane or kit car or even a bicycle in 40 hours, but a kayak is doable. It's also a welcome change from sitting in an office all day, which many of our customers do. A lot of folks have so much fun they end up building three or four boats.

Your Fall 1998 newsletter announced two canoe designs/kits. Do you plan to offer a full line of canoe kits in the future? Are canoes becoming more popular?

I've always wanted to design canoes for home builders, but I didn't have the right construction methods. Strip building is labor intensive and there are already plenty of good strip designs. Stitch-and-glue canoes never look right and I don't want to design a homely

An Interview with Chris Kulczycki of Chesapeake Light Craft

By Clay Corry



boat, even if I could sell it. I was very excited about tortured plywood for a while, but the more experience we have with it, the more building problems we encounter. Then we developed our lapstitch construction method, which is perfect for lapstrake canoe building. And lapstrake has a long tradition in canoe building, longer even than strip building. These canoes are light, strong, beautiful and they can be built in a week.

Though kayaking has enjoyed meteoric growth in recent years, I think canoes are making a comeback. I don't know if we'll offer a complete line of canoes, it depends on how the first two designs sell, once our kits are ready to go in the spring.

Your new lapstitch construction method is an interesting innovation. Where did the idea come from, and why did you decide to use this method?

I don't know exactly where the idea came from. I'd been thinking about it for years, but I'm surprised no one else thought of it, per-

haps someone else did. We're applying for a patent, so we'll see.

Lapstitch is a simple method of building lapstrake boats. It allows a novice builder to build a boat like a Whitehall in about a week, no forms, no strongback. It's as simple as stitch-and-glue. The core idea of the lapstitch method is cutting a rabbet in the upper plank, allowing it to fit snugly over the lower plank. Then the hull can be held together with wire stitches until the glue dries. It's really exciting, think about all the lovely lapstrake boats that could be created by first time builders.

Do you have a general design philosophy?

If you think too much about concepts like design philosophy or style, you force them, they become affectations. Then you end up with a "character boat," something I very much dislike. Simplicity and good looks are always the starting points for me. If a boat is simple and pretty, it's easy to make it perform well.

Aesthetics seem to be very important to you.

Half the pleasure of owning, building, or designing a boat is in its aesthetics, just enjoying the way it looks. A boat is a sculpture as much as it is a form of transport. Everyone should be able to look back at his boat sitting on the beach or at the dock and smile. For me it's one of the essential experiences of life.

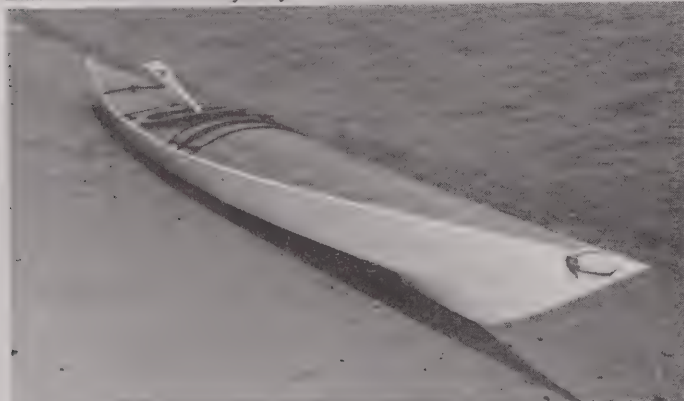
How do you develop your designs?

We get an idea and I design the boat using a special computer program. If it looks good and the performance predictions are promising, I send the file to the production shop and a prototype is cut on the CNC machine. We build and test the boat. I might take it home and leave it on my dock for a few weeks so anyone can try it. Often we let long-time customers test the boat. If all goes well we put it into production; if not, we do a redesign and try again.

How has computer-assisted design affected CLC?

In my previous career I used computer design and drafting extensively. But when I started CLC, I was determined not to take out any loans, so I didn't buy AutoCAD, a plotter, or a boat design program. I went back to drafting on my kitchen table, like in my college days. Of course, I bought all that stuff as soon as CLC could afford it and started designing on computer again. What computer design does is both simplify and speed up the design process. The designer can spend time making a boat look and perform better rather than doing calculations over and over again.

Latest kit, the North Bay Kayak.



Annapolis Wherry.



Given that, do you feel design by computer will change the way boats look generally? Some people seem to feel it will.

Yes, but not in the negative way some boat yard pundits would have us believe. If the designer is skilled, he can get more done on a computer. The boat will be more refined, better looking, and easier to build.

Would buying a boat design program help or enable anyone to start designing boats?

Not really. It would be like buying a word processing program to become a writer. A computer program can simplify drafting and calculate hydrostatics and plate development, but that's not the same as design. We've all seen boats designed on computer that have all the right numbers, yet they're, well, ugly. Some designers will add too many chines simply because it's easy to do on computer, or make decks composed of little angular pieces, but what about the poor builder who has to assemble that mess, or the guy on shore that has to look at it? Computer design will never be a substitute for a good eye, a sense of proportion, on-water experience, or the ability to feel how water moves around a hull. It's simply a tool like a calculator or a planimeter.

On a related subject, how has your acquisition and use of CNC cutting affected CLC's production and design methods? When and why did it become feasible/necessary for CLC?

Computer numerical control tools are in the future for a lot of boat shops. Almost anything that you can draw on a computer screen can be cut out on our computerized router table, it's fantastic. This machine can cut through six layers of plywood at up to 1000 inches per minute while maintaining accuracy of a few one-thousandths of an inch. We'd need three or four more employees to replace it, and quality would suffer. Of course, these machines are not cheap and the learning curve is long and steep, but there is no question that they will be in most shops eventually.

We had to buy the CNC machine about a couple of years ago when demand for our kits skyrocketed.

How do you feel CNC technology has or will affect wooden boat building and design?

One of the problems with wooden boat building is that it's very labor intensive. Technology like CNC cutting saves huge amounts of time and manpower. It will help make wooden boats more competitive with plastics.

Do you worry about your kits being copied by other companies?

A lot of what we do, not just the kits, has already been copied and it does irk me. One brochure I saw this fall even mimics the design elements of our catalog. They copied our drawing of the lines of several of our models on the next to last page, our mosaic of photos on the back cover, and many other features. At the same time that they try to sell kits on our coattails, they use negative advertising to disparage our products while claiming to be "leaders in the field." That brochure proclaimed, "the market is now ready for a hard chine kayak design with a cambered deck."

CLC has been selling thousands of these boats for eight years now and growing twice as fast as the company that wrote that catalog. I guess we recognized the market was ready a long time ago. I've even seen knockoff CLC boats being sold in Australia and Italy. I think



Showroom (Annapolis Wherry, right foreground).

Prototype shop.



it's okay to build on the progress or designs of your peers, to come up with a newer/better version of an idea, but so many are content to simply copy. So we keep trying to innovate; we developed lapstitch construction, started using Micro-Step scarfs, and launched eight new models just in the past year. Our imitators end up always lagging behind and using their energy in a defensive way while we continue to grow into new areas.

CLC has become a successful operation by most any standard. How much has it benefited from good exposure, through your own articles, and the sales of your book, *The Kayak Shop*?

If people don't know how easy it is to build a boat they won't try it, so it's vital to promote boatbuilding. I feel that the whole kit industry, not just CLC, has benefited from these articles and book. I list many kit compa-

nies in the appendix of my book and in my articles. I hope they benefit from it. Of course, in later printings we revised the kit company list to take out those companies that started to just copy us.

Much of our exposure has come from our web site (www.clcboats.com). It's a huge site with a lot of information about our boats and a lot of tips and articles about boat building, finishing, and design. We're doing a total re-design of the site now and it'll be even bigger in a month or so.

We also try to give something back to our customers and to other boat builders. We publish a free newsletter that has information and tips for boat builders and kayakers. We'll have our first CLC owners weekend get-together this spring.

What else do you feel has contributed to this success?

A lot of it is attitude and having the right sort of motivation. While it's satisfying to make a lot of money from your business, it's a lot more gratifying to get hundreds of letters and photos from customers and readers who never thought they could build a boat that looked and performed better than a store bought model.

Just as important is our staff. John C. Harris, our shop manager, is a very talented boat designer and artist in his own right. He contributes a great deal to the design of our boats. Annette Najjar, our CFO, was the contracts administrator for a major environmental consulting firm and is an excellent admin-

istrator with superb business sense. It's very important to be surrounded by talented, energetic, and innovative people, and at CLC that's what we have. I'd never hire anyone unless I felt they could do a job better than I could.

Customer service is also important. A few years ago I read a book that described how great the service was at Nordstrom department stores. I called all the employees together and said, "I want our customers who go to Nordstrom to say, 'why isn't your customer service as good as CLC's?'" I wanted our service to be not just great, but legendary. In hindsight, I was probably a real jerk about it, but it paid off. We get hundreds of these great letters and calls from people praising our company. I am amazed how people respond to a positive corporate attitude.

I've heard a few people wonder why you sometimes seem to be changing things that seem to be fine already, dropping some boat kits from your line, tweaking other designs, etc. Why do you seem to do this so often?

I am a great admirer of the way

Running the CNC machine.



A few of CLC's kit boats on the beach.



Volkswagen developed the old Beetle. They continually improved that car, even between model years it was changed and refined. Did you know that the Beetle was designed in the 1930s, and it's still in production in South America today? That's what I want to do with CLC boats, keep making them better and better all the time. You've seen how we now have an 1,800 square-foot shop separate from our production area that's used primarily to develop and improve prototypes, product development is very important at CLC.

One of our competitors actually pointed out in a mailing that we "had to" redesign our multichine kayak line. In truth, we already had the best multichine kayaks in the industry, but I was studying old lapstrake designs and thought there might be a better way to line off the planks. To my surprise, this also made the boat much easier to build. It probably cost CLC \$10,000 to redesign those kits, something many companies would not have done. I think this could be one reason we sell nearly 2000 kits, and many more plans, each year, and have grown by over 50% every year we've been in business.

Do you still find or take the time to build boats yourself?

I build a couple of boats a year, but not as many as I'd like. Of course, some of our boat builders are far more skilled than I am, and I'd rather see them build my designs. Actually, it would be great to get away from running the company and simply develop new boats and write about them full-time, but I'm not complaining. I have a great job.

What sorts of boats do you yourself own/want/admire?

Here's what I keep at my dock or in my garage: a Chesapeake 17, a Cape Charles 18, a single Klepper Aeriuss, a double Klepper Aeriuss, a rowing shell, an Alden Appledore 19, a 17' Bristol Skiff, that's an outboard powered semi-dory, and an Annapolis Wherry which, by the way, is currently my favorite boat. We sold our cruising boat (a Hallberg Rassey 31) a few years ago with the intention of getting a faster and lighter sailboat, but we simply have not had time to sail these past few years. Of course I can use CLC's fleet of 20 demo boats as well. I sometimes think I'm in small boat heaven.

As for boats I want and admire, that list is far too long.

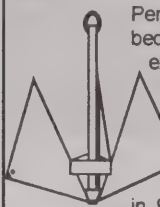
What are your plans for the future at CLC? Will you be designing bigger boats, i.e., small cruisers, daysailers?

You wouldn't believe some of the new designs now on the drawing board, though unfortunately I can't reveal exactly what they. For the next year, at least, we'll concentrate on small human powered boats, but we've already drawn preliminary plans for boats up to 28'.

Since we keep growing, I'd like to build a new, even bigger, shop and showroom. We've been talking about opening a showroom in the Northwest. And I'm just starting work on a new book about stitch-and-glue boat building.

We concluded this interview at Chris and Annette's waterfront home, surrounded by rolls of boat plans, a library bulging with boat building texts, and a yard and dock filled with all manner of craft, a small boat heaven of sorts. I found it somehow heartening to realize that it's still possible to make a good living messing around in boats.

"The Bull" outperforms Fortress, Bruce, CQR, Danforth, Delta and eight other anchors in tests conducted by Practical Sailor!



Penetrates thick weeds and grass beds. Sets fast to provide exceptional reliability in virtually any salt or fresh water bottom. Retractable shank makes retrieval easy, even from rock settings. Bulwagga Marine Anchors are available in 9, 17, 27 and 37lb and stow

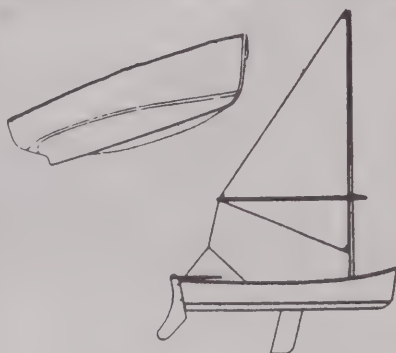
conveniently on bow tip rollers or rails. Customer satisfaction guarantee covers the purchase price for one full year. 30% discount thru 4/30/99. Order toll free at 1-800-674-4465. For more information visit www.noteco.com.



Bulwagga
marine anchors

* Practical Sailor 1998 sand holding tests

KITTERY POINT TENDER



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

BAY of MAINE BOATS

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

Things have been happening so fast at the *Sultana* Shipyard that the short overview of events in 1998 I intended to write seems doomed to turn into something that sounds like PR. I don't think there's anything wrong with PR, and it probably makes better reading than a log of this volunteer's efforts to spread mulch, glue beams for the ship's shed, or mill treenail blanks. I am entitled to the title "Official *Sultana* Shedwright" after single-handedly constructing a magnificent 4'x6' structure for storing the flammable materials.

Aside from the October 25th keel laying ceremony, things have been low-key. Much of the energy in 1998 was devoted to harvesting timber, erecting the shop, and laying the keel, then building the arched shed which covers the ship.

The bits and pieces don't quite look ship-like yet although there is a full-scale midships frame and keel located in the yard for visitors to see. Upstairs in the shop building there has been nonstop lofting. While it's essential to the process, it's a little bit abstract and the resulting pattern of lines on the floor resemble what Jackson Pollock might have done with a giant Spirograph.

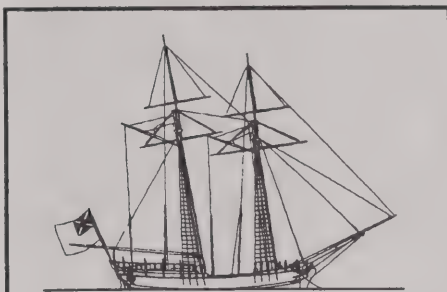
Outside in the yard itself you can see the oak keel, lead ballast, sternpost and deadwood set up under the shed. Large osage orange logs are being milled into the raw material for the 40-some frames in the vessel and stacked to one side. Most of them are curved to one degree or another, because osage grows that way. This hard yellow wood is quite heavy and rot-resistant, and the *Sultana* Project was lucky to obtain tons of raw logs from local sources. Since it has been planted over the years as a hedgerow and the Eastern Shore is largely agricultural it's widely available. Local farmers have very generously donated the logs. The oak keel came from another farm here in Kent County.

Who It Is: Aside from the many volunteers, the staff consists of four full-timers and one part-timer. The Project Director is Drew McMullen. Head shipwright John Swain was really the agitator behind the entire *Sultana* idea and with Drew took the plan from pipe dream to the current ongoing enterprise. Rafe Webber, part-time shipwright, is a veteran of shipbuilding and restoration efforts, for example, Wilmington's *Kalmar Nyckel*. Josh Herman and Richard Emory are the Assistant Shipwrights. Josh represents the Apprenticeship in Rockland Maine while Richard attended the Northwest School of Wooden Boatbuilding. Luckily, these august institutions do not have football teams and as a result harmony prevails in the shipyard.

The Vessel: Jay Benford prepared updated *Sultana* plans; aside from a diesel auxiliary engine and a lead ballast keel the ship closely follows building practices of the 1760s, including being fastened together with treenails ("trunnels", long and thick wooden dowels). Materials are largely oak and osage orange and the vessel is being built to Lloyd's standards and in compliance with USCG regulations since she will spend a large part of her time as a floating school. If you had a

Schooner *Sultana*: Update From a Volunteer

By Craig O'Donnell



*"Has the Character of Being
a good Sailor . . . Appears
well wrot & put together . . .
a proper vessel, fit to purchase
for his Majesty's service"*

Excerpt from March 11, 1768
Royal Navy Survey of *SULTANA*

chance to tour Australia's *Endeavour* (Cook's ship) when she was in the USA, you have a good idea of the sort of replica that *Sultana* will be: the original ships, after all, were contemporaries.

There is some evidence the original *Sultana* was built as a yacht in 1767. Since prices were low in the colonies, it was common for British shipowners to order vessels built in America. Builder Benjamin Holloway of Boston sent the ship across to England where it was sold into the Royal Navy (it seems political connections expedited this transaction but there's no direct record of what transpired). After the ship was surveyed in Deptford she was dispatched back to America where she sailed for five years as a revenue cutter under the command of a Lt. Inglis with 25 sailors. Much of that time she was stationed in the Chesapeake or Delaware Bays. After five years of hard use the ship was sold out of the Navy in England and vanishes. She may simply have been worn out. The buyer might have removed the fancy work and fittings and burned the hull for the metal, but it doesn't seem possible to know for certain.

Admiralty records include the lines of the *Sultana*, and she was also drawn up by Howard Chapelle. She was the smallest schooner the Royal Navy ever possessed at about 60' on the deck and in fact was so small she was armed only with light swivel cannon (these amount to glorified shotguns). There's probably something in the fact that she will be awfully cute when afloat and rigged, but I'm not sure what it might be. On the other hand, it can't hurt.

Because she is so well-documented there has been a model kit available for years, and she is also found in a model-makers' book entitled *The Colonial Schooner*. A ship this small can be built in a reasonable time for a reasonable amount of money, and can go practically anywhere

on the east coast due to her shallow draft. The original *Sultana* crossed the Atlantic several times and I'm sure the replica could, too, but I'm not at all sure anyone really wants to do that! Chapelle's *Sultana* drawings, by the way, can be purchased from the Smithsonian.

Visiting & Volunteering: The *Sultana* Project is a non-profit corporation and it depends on volunteer help day-to-day. Visitors are always welcome and one of the staff, or a volunteer guide, will explain what's going on. There's a diminutive Ship's Store with the inevitable T-shirts (actually quite attractive), nice canvas hats, and assorted other items. Many have been donated by local craftspeople.

Director Drew McMullen is the one spearheading fundraising and donations, and if you'd like to help with money or materials he's the one to contact. Come to think of it, if you'd like to help with labor, he's also the one to contact. The largest donations in 1998 seem to have been a diesel engine/transmission and a \$50,000 check from Mr. Decker of Black & Decker. I'd say that's an excellent start. Let me put my own word in here that no donation is too small, and that Drew will happily discuss almost anything in the way of materials no matter how tenuous you may think the link is to a colonial-era schooner. Please drop him a line.

Shipbuilding Classes: Students from high schools and elementary schools can visit the shipyard, but there's more to the project than that. Grown-ups can attend hands-on classes which take on one or another aspect of the shipwright's art. These begin in late Spring 1999. On the schedule:

Blockmaking: Make a traditional mortised and dropped wooden block for yourself or for the *Sultana*. Weekend courses June 12-13 and July 24-25.

Intro to Shipbuilding: Five-student teams loft, cut and fasten frames. 3-Day Courses: July 9-11; August 27-29; September 4-6; October 1-3. 5-Day Courses: May 24-28; June 21-25; September 13-17; October 11-15.

Laminating Spars: Five-student teams build a mast or yard (no, you can't take one home). 3-Day Courses: July 9-11; August 27-29; September 4-6; October 1-3. 5-Day Courses: May 24-28; June 21-25; September 13-17; October 11-15.

A course catalog is available. Write: Shipbuilding School, *Sultana* Shipyard, Box 524, Chestertown MD 21620, Fax: 410-778-4531, Phone: 410-778-6461.

The truly obsessed might wish to apply for an Apprenticeship, working for a number of months as an apprentice to one of the shipwrights. Classes are also available to groups of high school students, and Internships for young adults of 3 months or more can be arranged. Contact the school for details.

Location: Chestertown is on the Eastern Shore of Maryland within a few hours of Philadelphia, Wilmington, Baltimore, Washington DC and Norfolk. Get to US 301 and follow the signs. It's hard to get lost because there isn't a lot on the Eastern Shore.



Bolger on Design

Update on Design #618 15' Work Skiff Sheet-Plywood Outboard Utility

Length 15'6"
Breadth 4'1"
Hull Draft 5"
Displacement (DWL) 1100 lbs.
Displacement to top of boot-top 1900 lbs.
Power to 25hp

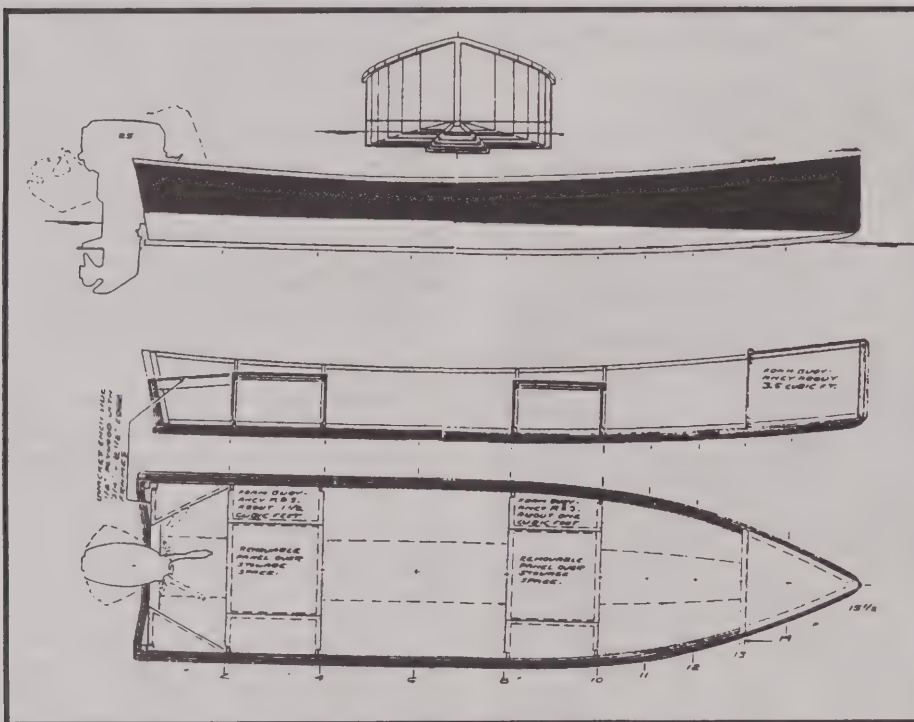
In *MAIB* issue No. 6 Vol. 12, August 1 1994, we introduced #618 first. Since then a bunch of plans are in circulation, and one was built locally and launched last spring. In 1994 we wrote, "The 18' lobstering skiff that Dynamite Payson had me design for his son Neil worked so well that we designed a smaller boat like it. The 15-footer has the same heavy construction as the 18-footer, the center section of the bottom is 2-1/2" thick. The 15-footer will weigh close to 500 pounds without her motor, a drawback for trailer use, but making a solid and steady work platform.

Dynamite advocates the vertical sides because they allow the boatman to keep his feet under him as he hauls up to the gunwale. I like it because it produces the sharpest entrance lines and the most bottom area for any given overall dimensions."

The Radcliffes set to it and did a fine job on a straight hull, clean detailing, very nice color scheme, a touch of matching brightwork, and a brand new 25hp two-stroke. We've seen her running at moderate speeds throughout this summer, but don't know what full-bore will mean riding on that flat-bottom approaching warp speed.

A simple saddle-cum-handlebar steerer was discussed at one point to trim her perfectly when solo, but staying stock seems to do the job just fine. They are using her for "bumming around" the local waters, including fishing. As one of the photos shows, putting 150 pounds on her starboard side barely registers on the transom's boot-top. Very stout, very stable, and fast.

Plans for #618 to build one boat are \$50, and are available from us at P.O. Box 1209, Gloucester, MA 01930.



PRECISION

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

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

COLUMBIA TRADING CO.

NAUTICAL BOOKS & ARTIFACTS

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

1 Barnstable Road • Hyannis, MA 02601
(508) 778-2929 • FAX: (508) 778-2922
On-line catalog at: www.by-the-sea.com/nautical/
e-mail: nautical@czpecod.net



Cricket 12 Sailing Dinghy

By Platt Monfort

Geodesic Airolite boats got their start when the folks at the Experimental Airplane Association (EAA) 1982 Oshkosh convention, got a look at a 10-1/2' canoe that weighed 8lbs. It took quite awhile before people would believe that such a beautiful but fragile craft would safely carry a person. However the concept is simplified to the degree that 5th grade school kids became successful boat builders. The best part is that the builders get a handle on the basics of boat building at very low cost, working with simple hand tools and low environmental impact materials.

It turns out that a lot of people like the basic concept but would prefer something just a little sturdier, keeping the same traditional lines and still be car-topable at 75lbs. The hull is framed just a trifle heavier, so the fussy kevlar could be deleted. By simply combining a vee plywood bottom (wide garboard planks) with the round bilge fabric topsides the boat can handle gravel beaches much better. The dry dacron skin is heat shrunk in place over the ply; then varnished to stick it fast. The weave of the cloth is filled with troweling consistency epoxy to produce a tough surface much like epoxy/fiberglass.

It is my nature to experiment whenever I can. As a test boat, the treatment of the dacron skin became another challenge. Nothing seems to beat the airplane grade, heat shrink dacron to develop the fair lines of the hull; however I decided that this type of boat should be waterproofed with something tougher than urethane varnish.

Bruce Goodwin suggested adding a layer of 18oz. vinyl tarp material; Elephant Hide. This is a laminate with a polyester core and is really tough, almost impossible to tear. It will not heat shrink so that means it must be applied in planks. It really is a lapstrake boat. In order to cut the material to the exact plank shapes, I tailored the material to each plank shape before the dacron was applied.

This was a little awkward as it employed placing a wide (60") piece of the stuff on the hull to trim the edges of the cuts to the exact lines of the hull stringers. In a sense this was easy because a razor knife can be run along the stringer as a guide. The reason for cutting from a wide piece of material is nesting to conserve material waste. All of the planks were rolled up and marked for their exact location on the hull, after the dacron was installed. There was a tough learning curve of problems with the very short open time of the contact adhesive, fortunately there was a simple solution. It is really worth the trouble because it just about vulcanizes the vinyl to itself forming a one piece vinyl glove that fits perfectly onto the dacron hull. I'd give this option an A+.

Presently I am running experiments with an industrial type of water based Polyvinyl Acetate Emulsion painted skin. This has a tough abrasion resistant quality, sort of like a hypalon rubber raft. Being water based, it is much safer to use



than hypalon and tools and brushes are easily washed clean. It comes with a consistency about as thick as mayonnaise that lays on the fabric but does not soak through the weave, thus maintaining the bare fabric rip-stop quality. The application is done with multi coats to build up a thickness of somewhere between .020"/.050". An unsupported layer .050" thick stretches almost like a rubber band. It is so tough that after one day drying in a heated room, it is almost impossible to sand with my sharpest cutting foam glass sand paper.

It is white in color and can be painted with latex paint if another color is desired. It is very forgiving during application. A very thick coat can be applied without runs as it is very thixotropic; however it is sort of difficult to brush on such a thick coat and get it smooth. I have found that I can lay on globs of the stuff with a broad putty knife or the side of a brush or a notched squeegee; then tip it off using long sweeps with a very light touch with a foam brush dipped in water. Because it is water soluble at this stage, the surface is diluted a bit and flows out quite smoothly. Water evaporates from the system during cure, reducing thickness which tends to hide residual brush marks. This results in a reasonably smooth product with a flat finish that is ideal for a boat hull.

Testing takes time so it will be next spring before I can be assured that this process is up to all of my expectations. I'm looking forward to showing this new project at the Maine Boatbuilders Show, March 19, 20, 21 at Portland.

I envisioned this boat to be a gentlemen's day sailer, a comfortable boat with sprightly performance. This is a displacement hull with clean waterlines. It has enough sail area to ghost along in light air; yet when a hard puff hits it is not overpowered. You simply hike out a little and enjoy the ride.

Because this boat is built with heavier scantlings, the kevlar has been deleted. The backbone is configured to offer a lapstrake plywood option at a later date. The vee plywood bottom section contributes to the stiffness of the hull and provides a good measure of abrasion resistance. A dacron skin is applied in two pieces from gunwale to gunwale, joined under the outer keel rub guard. It is stuck to the plywood

with tough Zip-Guard varnish filled with epoxy for rough beach landings.

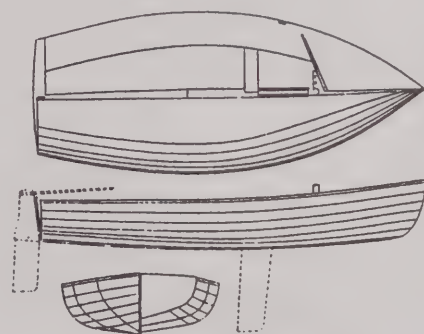
In keeping with the slightly heavier scantlings the dacron skin can be beefed up with a couple of options: A double dacron skin, an added layer of 18oz. double vinyl polyester laminate, or a painted on rubberized elastomeric plastic that is thick and tough.

The multiple chines contribute to a good looking lapstrake appearing hull. The dacron deck is light weight and provides a large volume of dry storage. It is framed with supports that go to the bottom, tying the whole structure together with incredible stiffness.

A carbon fiber wind surfer mast is fitted with a PVC section luff groove. Eye straps are secured with kevlar to attach the standing rigging.

This hull would be a good choice for an electric trolling motor to do some interesting river exploring. The light weight bare hull is a real cinch to load on a small dinghy trailer.

Plans are \$65 from: Monfort Associates, 50 Haskell Rd., Westport, Maine 04578



Specifications

Length	12'
LWL	11'5"
Beam	4'10"
Draft	6" Bd up, 37" Bd down
Sail Area	70sf
Weight-Hull	75lbs*
*Has an 18oz secondary skin of double Vinyl w/dacron core	

DreamBoats

The Ninigo Sail, Part III 11' Atlantic Outrigger

By Richard Carsen

This little outrigger has a single sail, can easily be taken apart, and is small enough to put on top of your car.

I show here hulls with pointed ends; the hulls are wall-sided. I see many small hulls used by Pacific islanders that are plumb-ended. One could build both these hulls with straight sides and plumb ends, like small, narrow scows. I have actually built two 10' scows, 21" wide, with 7' x 20" cockpits, side decks and decked fore and aft that could be sailed and paddled. They had skegs and rudders but the paddle functioned as leeboard. To rig them out with leeboards would not be a problem.

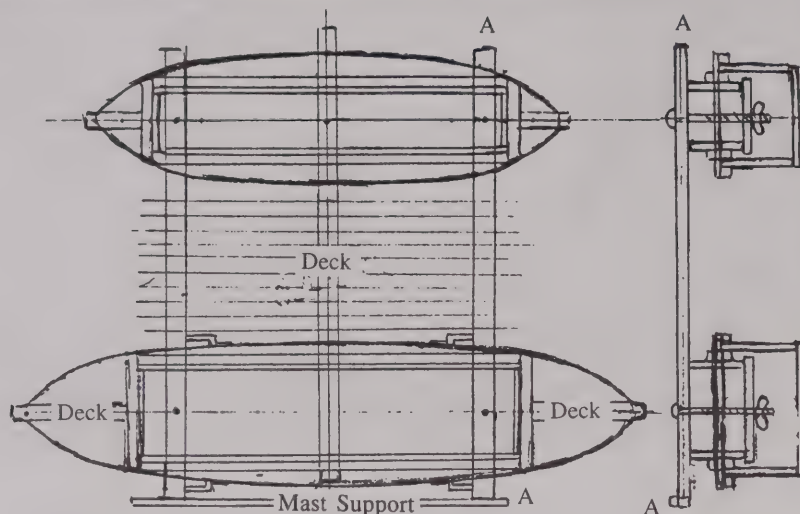
Here I show four leeboards and no rudder. If necessary, a paddle would do the job. But if you turn to Heyerdahl's *Kontiki* book, *Early Man and the Ocean*, page 227, he shows how the great rafts were not just steered, but kept on course without rudders, simply by manipulating these four leeboards. Some years after the *Kontiki* trip, and with the help of the curator of the museum at Guayaquil, (or so I believe), Emilio Estrada, he built another raft and with Estrada and two archeologists, it was sailed off-shore and returned to its berth, entirely by the use of these leeboards (guara). Some more boards, set amidships, merely improved the resistance to drift, but were not used in steering or holding a course.

This system does away with the cumbersome double-rudder set-up or the carrying of the rudder from one end to the other in tacking. As far as the sail is concerned, there is also no carrying, merely pull the boom across.

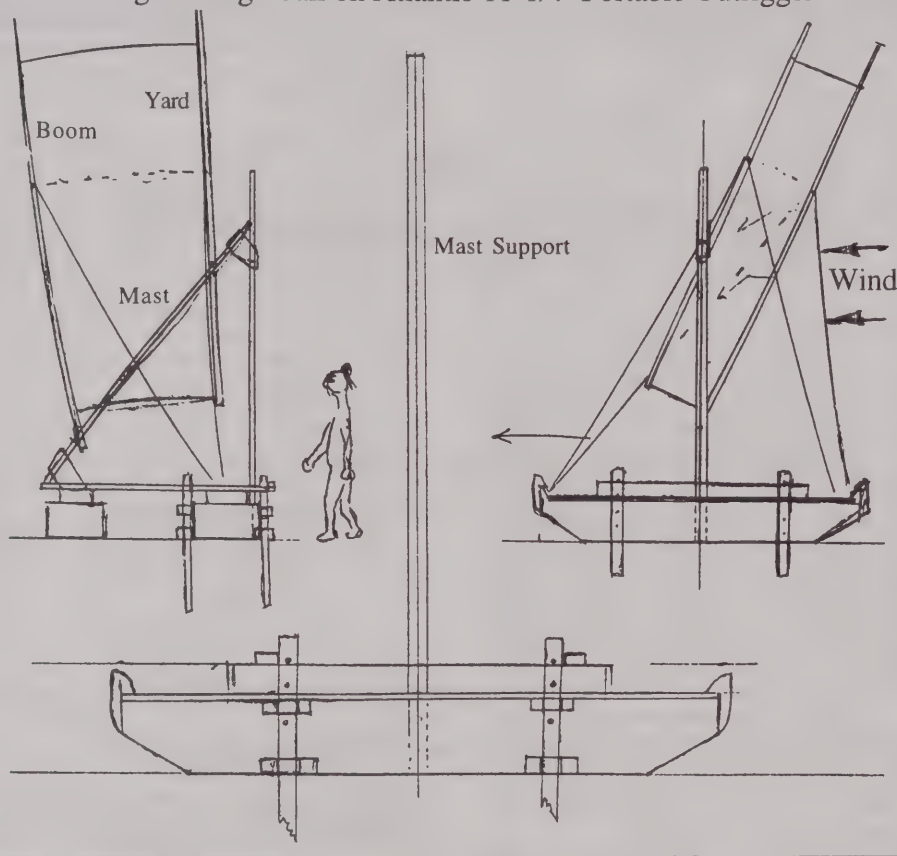
The board system could be introduced to a light-displacement hull with a shallow central keel and four boards. In a steady wind, once the boards are set to produce a certain course, no further adjusting is needed. When the ship changes course by wave-action, the set of the boards will automatically return it to course, as was shown on the *Kontiki* voyage when the rudder was removed. When one of the boards broke, the craft simply changed course accordingly, and then steadied itself on this new course.

This system does away with the need for a rudder for long distance travel, or some automatic steering mechanism. It could easily be installed and used on a trimaran. I think that the course-keeping ability of *Cheers*, Phil Weld's boat, was due to the same mechanics: Two adjustable boards, fore and aft. These, however, needed housing in two centerboard cases; boards don't have to be in a case.

Hopefully one of my readers will try this out; the craft can always be converted to a conventional double-masted rig. Remember Weld; two conventionally rigged masts with triangular sail. Make sure that you understand that your ama body is to leeward. The 2x 4 akas are attached with stovebolts and wingnuts as shown before, clamped to the coamings of the cockpits.



Single Ninigo Sail on Atlantic 11-1/4' Portable Outrigger



KAYAKS

Wilderness Systems - Old Town

CANOEES

Allagash - Old Town

Mansfield - Alumacraft

Hundreds on Display

FERNALD'S

On the River Parker

Rt. 1A, Newbury, MA 01951

(978) 465-0312

KLEPPER FOLDING KAYAKS GALORE

"For The Few Who Expect More"

We Specialize in Folding Kayaks Exclusively

**KLEPPER • FEATHERCRAFT
FOLBOT • NAUTIRAID • POUCH**

All in stock • We ship • Why wait?

Best Selection • Best Price

Save when you buy from Klepper West

Tel (530) 626-8647

Klepper West

Western Folding Kayak Center

6155 Mt. Aukum Rd.

Somerset, CA 95684-0130

→ We buy used Klepper folding kayaks ←

Junk, Sampan, & Boats of Indonesia: Where to Get Plans

By Craig O'Donnell

Richard Carson's imaginative and whimsical drawings might make some readers curious about Asian small craft. Here's a very quick summary of the best places to go for information. In all cases I'd suggest trying Interlibrary Loan through your local library.

Reference Books: These contain helpful photos and diagrams. For Chinese craft the best is G.R.G. Worcester's classic (out of print) *Junks and Sampan of the Yangtze*. Another is *Setting Sails* by Derek Maitland, a coffee-table type book, but very good, mainly photos of "the last of the junks in Hong Kong". Finally, see Joseph Needham's multi-volume *Science and Civilization in China* which has a long section on "Nautics". These books are an excellent source of information on genuine Chinese rigging. Needham has excellent photos.

Hasler's book *Practical Junk Rig* is not at all about an actual Chinese sail but rather an adaptation of Chinese concepts to ocean cruising. Van Loan's book *The Chinese Sailing Rig* is also a westernized rig. Van Loan's book is the better bargain at 1/3 the price of *Practical Junk Rig*. This isn't to say Hasler's book isn't good; it's simply that it's an extremely detailed exercise in building one specific variation of the battened lug sail, and except for the sail shape, Van Loan covers the same territory in fewer pages.

For Indonesian craft we're in choppy waters. The only books on the topic seem to be Adrian Horridge's. *The Prahu* is his most accessible and covers the larger sailing vessels of the Malay seas.

Other Books: I should also add that the book *Sailing Back in Time* by Maria Coffey has an abbreviated set of lines and offsets for the junk "China Cloud", which was located for years in the Vancouver area. Note that this boat has twin bilge keels and seems to have been built to a junklike overall form using western building techniques. Owned by Allen and Sharie Farrell, it appeared at least once in *WoodenBoat*.

Plans: Around 1928 or 1929 *Yachting* published a series of short articles by William Maxwell Blake, who measured eastern watercraft he found in Singapore and elsewhere. The various plans cover different rigs and different types of hull and construction. Several of his drawings appear in the second edition of Warrington Smyth's *Mast and Sail in Europe and Asia*, published about 1931. The first edition, from 1906, is available on the Web at my Cheap Pages site, and has a lot on Asian craft.

Thirteen drawings are in the Smithsonian's William Maxwell Blake Collection. Unless noted they are 1:48 scale. Blake's plans consist of:

- WMB-1 Hylam Junk
- WMB-2 Chinese Sampan (1/12 scale)
- WMB-3 Tongkang (86' Malay gaff ketch)
- WMB-4 Chinese Twakow (57' cargo boat)
- WMB-5 Junk Joo Seng (75')
- WMB-6 Malay Payyang (two-masted, 50')
- WMB-7 Bugis Prau (60' gaff ketch @ 1:32)
- WMB-8 Malay Gunter-Rigged Cutter (36' double-ender @ 1:24)
- WMB-9 Bangkong from Sarawak (50' row/paddle canoe @ 1:24)
- WMB-10 Barong from Sarawak (31' row/sail canoe @ 1:16)
- WMB-11 Madura Prau (55' two-masted lateen rig @ 1:32)
- WMB-12 Saipan (Marianas) Fishing Boat (21' @ 1:24)
- WMB-13 Ningpo Junk (115' @ 1:96)

Obtaining plans from the Smithsonian's collection is a little confusing. There is an unillustrated catalog, which isn't the clearest document in the world, and they do not have study plans. Some vessels are on a single sheet and others have two or more sheets to the plans. The info below gives you pricing for the complete sets for each boat.

The Chinese vessels are WMB-1, WMB-2, WMB-4, WMB-5 and WMB-13.

WMB-1 is a Sampan of about 35' and is probably your best bet for an actual set of plans of a "junk hull" since the line between a junk and a sampan is typically one of beam only. They are

shaped much the same and built much the same. The complete set is \$13/three sheets (lines; deck plan, construction, oar, details; and sail, spar and rigging plan). They are to 1" scale and are exceptionally complete if the catalog is to be believed.

The Twakow is a 57' two-master with a radically inclined foremast. Lines, sections, sails, spars and rigging are \$5/one sheet. You might well be able to scale this vessel down by half to have a daysailing junk, although it will take some care to get the proper rig proportion on a much smaller hull.

WMB-1 and 5 are each \$5/one sheet; WMB-13 seems to be the least detailed, \$3/one sheet.

The Indonesian vessels are WMB-3, WMB-6, WMB-9, WMB-10, WMB-11 each \$5/one sheet except for WMB-7, \$11/three sheets; and WMB-8, \$10/two sheets.

Ordering: To order, send the catalog numbers to: Ship Plans, Division of Transportation, NMAH - 5010/MRC 628, Smithsonian Institution, Washington DC 20560

To order all 7 sheets of Blake junk plans is \$31. To order only the Sampan and Twakow, for example, costs \$18.

There is a charge of \$5 for shipping and handling for 1 to 12 sheets. More than 12 sheets means another \$5; more than 24 sheets means another \$5, and so on.

So make a check out to the Smithsonian Institution for \$36 for all the junk plans. You'd pay \$23 for just the Sampan and Twakow so get them all. Canadian and foreign orders must be in US funds drawn on a New York bank. (Hey, I only relay what the catalog says).

Similarly, all the Indonesian plans will run you \$46 for ten sheets, plus the \$5 shipping charge for \$51 total.

Marianas boat the Saipan Fishing Boat seems to be a canoe (maybe an outrigger); one sheet for \$3, but the catalog isn't at all helpful and as far as I know this was never published.

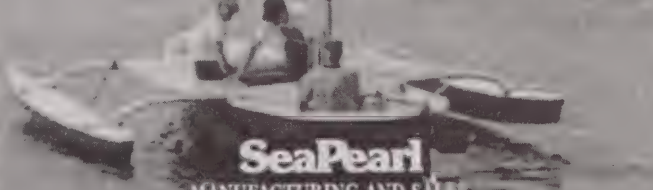
Web Address: Email me at <dadadata@friend.ly.net> for the Cheap Pages web address or use Alta Vista's search service.

SeaPearl TRI-21

The answer to safe and comfortable family fun in an easily trailered tri/maran. She is a deluxe camp cruiser with a convertible style cabin or a roomy daysailer with privacy features. She is quick and easy to rig and launch.




- **Unstayed Cat-Ketch Rig**
For Convenience, Safety & Performance
- **Tested & Proven Leeboards**
You Can Sail Right Up on the Beach
- **Convertible Cabin**
Transforms in 2 Minutes to a Great Overnighter
- **Unique Trailering Approach**
Allows for Complete Set Up in 10 Minutes



SeaPearl
MANUFACTURING AND SALES
1144 Woody Hill Drive • Conway, South Carolina 29426
PO Box 1000 • P.O. Box 1000 • Conway, SC 29426
CALL TOLL FREE: 1 (800) 801-1041



Take two sheets of plywood, stir up a little glue, drive a few nails and presto, you have built yourself Teal, an "Instant Boat".

Exaggerated? A little, but not by much. Instant Boats are designed by ace marine architect Phil Bolger and the prototype is built and tested by me, for the sole purpose of making it possible for any average handy man or woman to build and launch just such a smart and handsome sailer as Teal in 40 working hours or less.

Why so easy? For one thing, all the complex drudgery of lofting lines and building a jig has been designed right out of every Instant Boat. Phil has done all the lofting for you. Nor will you have to build two boats to get one, which is just about what making a jig turns boatbuilding into.

Instead you start right in cutting plywood parts to pre-drawn patterns, and almost before you know it you will be fastening them together. You don't have to be an expert at anything. You don't even have to know the name or the function of any component you are working on. Instant Boat plans number each part, and link it to a like number in the building sequence instructions. Furthermore you need only simple basic tools, and the materials are available anywhere. As long as contractors use plywood and house framing, there will be an unlimited supply at competitive prices.

As of the time of writing, the Payson-Bolger Instant Boat fleet totals 20 (36 now in 1999). Of these, the 12-foot

Just Add Water And Sail The Original Instant Boat Pitch

By Dynamite Payson

Teal, strikingly handsome double-ender that performs extremely well under both oars and sail, just about tops the list for ease of building.

Simple straight cuts are all it takes for the sides, which you butt-join and then bend around a permanent frame and two temporary frames. You pull in these sides with a Spanish windlass (a rope twisted like a tourniquet) and fasten them to the stem and stern posts. Then step back and take a look. Already those flat-as-flat pieces have magically transformed themselves into a shape called boat, and taken on lovely curves in the process.

Chine logs go on next. You cut four of them from a single 2x 4, two at a time. They're glued together in pairs, clamped onto the outside of the hull and fastened with nails from inside.

Then you fit the bottom, piecrust fashion. Simply lay two butt-joined plywood pieces on the bottom of the hull and trace its shape by marking around the chines. Now watertight the chines with 3" wide fiberglass tape, and you're ready to put on the 1-1/2" square shoe which runs full length along the bottom.

A helper is handy here (a spouse will do nicely). With the boat upside down, bore holes about six inches apart up through the bottom along the centerline with a 5/64" drill, which will make a tight fit for the anchor or ring nails you'll use. Your helper will keep the shoe weighed down solid to the curve of the bottom while you drive the nails from underneath.

Turn her right side up, install the gunwales, the mast step, a simple cross-wise mast partner and the after thwart. With foot braces and the moveable seat for the oarsman, the rowing version is done.

The mast is close to 16' long, and is 1-3/4" square at its greatest dimension; the sprit that sets the sail is 9' by 1 5/8" square. Both can be cut from builder's lumber (for my Teal mast, I cut two pieces 7/8" x 1 3/4", and glued them together length-wise). Pick the clearest and best-grained wood you can find; no need for Sitka spruce, Teal won't mind.

The other units required by the sail rig are easy enough. You can cut your rudder from two pieces of 1/4" plywood glued together; same for the leeboard, or you can use 1/2" solid as I did. For gudgeons to hang the rudder on you can use ordinary screw eyes, with a rod for the pintle, or you can go for the fancy store-bought kind in brass or bronze.

I'm often asked if it's necessary to shift the leeboard over for every tack. No, it isn't, you can leave it on either side. It isn't worth the effort, and so far I haven't heard of anyone breaking one that was left on the windward side. Incidentally, leeboards have two great virtues. You can see and easily free anything that gets itself hung on them, and they don't take up any sitting room in your cockpit. They sure beat a stuck centerboard too.

You'll find the sail rig quite forgiving of first-time sailors. The loose-footed sail sets high enough to give a clear view of what's in the offing, and you're not going to get your head whacked by a swinging spar. Best of all, the rather bendy mast absorbs sudden gusts, spilling excessive wind instead of flipping you into the drink.

For the relatively small investment in a couple of sheets of plywood and a few hours of your time, you will probably have enough left over to splurge on a champagne launching.

When I was busy launching the test-prototype Teal, I heard a bystander say, "I don't have any mechanical skills at all, but I think that even I can build that one."

That's what building an Instant Boat is all about, you can test your skills without going bankrupt, and you can enjoy the pleasure of success without the benefit of hardearned experience.

H.H. Payson Co., Pleasant Beach Rd., S. Thomaston, ME 04858

(Teal plans are still available at \$35 per set.)



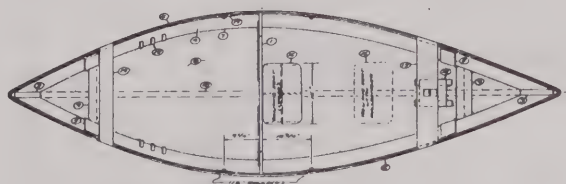
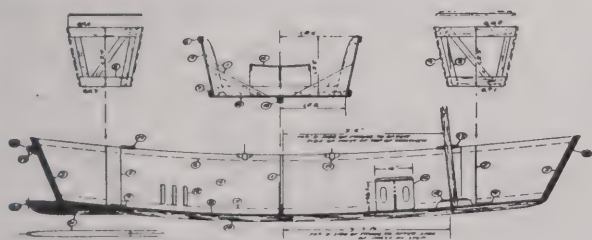
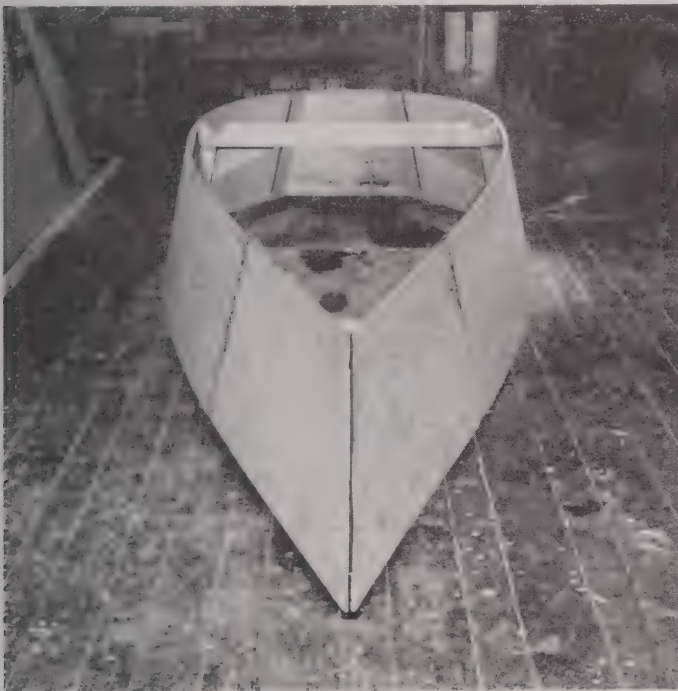
Buttstrapped sides are fastened to midframe.

Ends are brought in together around two temporary frames with the help of a Spanish windlass.



Bottom is fitted piecrust fashion and butt jointed fore and aft.

Buttstrapped nail heads are backed from outside while points are whacked over from inside and aligned with the grain.



Pert Lowell, Co., Inc.

**Custom
Small
Boats**



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



Mast Hoops

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

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

Builders & Restorers

CUSTOM BOATS & YACHTS

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

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans



HUGH HORTON SMALL BOATS

29474 Old North River Rd.
Mt. Clemens, MI 48045
(810) 468-6456
<huhorton@tir.com>

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

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

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

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



"LYNX"

Built in Your Choice Wood or Fiberglass

12' Kitten - 14' Cat
16' Lynx - 20' Cruising Cat
WOODEN BOATS

Built, repaired, restored by boat-
builders using traditional methods.

Expanded Used Sailboat Department

Box 222, 43 Arey's Ln. (Off Rt. 28)
So. Orleans, MA 02662
(508) 255-0994

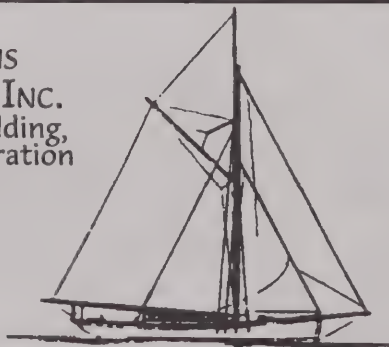
<http://www.by-the-sea.com/areyspondboatyard>
E-mail: catboat@cape.com

Robb White & Sons Inc.

P.O. Box 561
Thomasville, Georgia 31799
(912) 226-2524

Custom Designed Wooden Boats Since 1961

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



390 Hermit Island Rd., Phippsburg, ME 04562 (207) 389-1794



Maintenance
Repair

P.O. Box 724

(508) 255-8226

Eastham, MA

Restoration
Custom Building

02642

**Catboat Preservation, Restoration & New
Building A Specialty**

O'CONNELL'S WOODEN BOATS



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

Marc Barto • 12519 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3215 FAX (410) 778-8138

SOUTH COVE



BOAT SHOP

**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

ROB BARKER

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

SHOESTRING SHIPYARD



"everyone needs a little dinghy..."

Designers, builders, and purveyors of wooden boat plans, kits, books, and other good nautical stuff. Featuring:

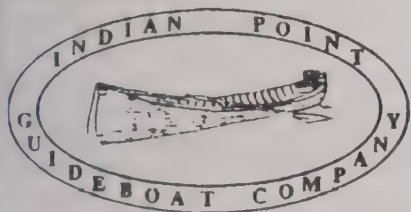
Sagamore Tender, 11.6' foot rowing skiff with optional sail rig.

Bootstrap Dinghy, 7.6' skiff with optional sail rig.

"everyone needs a little dinghy..." Shoestring Shipyards
Tees 100% cotton, short-sleeve, pigment dyed tees in Chambray, Lt. Orchid, Salmon, and Moss.
L, XL = \$15; XXL = \$17; \$3 Shipping.

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

www.shoestringshipyards.com



THE ADIRONDACK GUIDEBOAT by the

Indian Point Guideboat Company
493 Engle Rd., Industry, PA 15052
Phone (724) 643-6001 Fax (724) 643-5457
www.by-the-sea.com/indianpointboat/
Gardner Callanen, Boatbuilder

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

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)

P.O. Box 1007

Cooperstown, NY 13326

Woodenboat Restoration & Rigging

William Clements Boat Builder

NEW BUILDING

Traditional Lapstrake — Glued Lap Plywood — Cold Molded

BUILDING & RESTORATION SUPPLIES

Distributor for
Target Waterborne Marine Finishes



Free materials catalog

Boat photos & specs \$3.00



P.O. Box 87B
No. Billerica, MA 01862-0087
Telephone (508) 663-3103

RESTORATIONS

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak

Designed by Charles Lawton of
Marblehead, MA, ca 1980. Built:
C. Stickney, Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.

HC 61 Box 1146, St. George, ME 04857

(207) 372-8543

email: stickney@midcoast.com

Wooden Boat Construction & Repair



SWIFTY 12

A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$975. Catalog of 13 kit designs handcrafted in Vermont, \$5. Two-hour demonstration video, \$23.



SHELL BOATS

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

Plans & Kits



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95

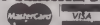
Large Scale Lines Drawings

INSTRUCTIONAL VIDEO \$19.95

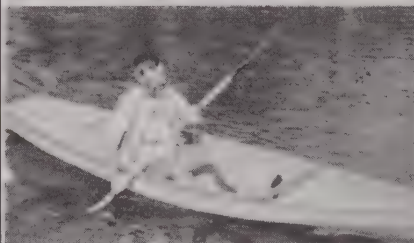
70 Minutes Of Latest Techniques

Monfort Associates

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



TOTO



13' x 30" DOUBLE PADDLE CANOE
TAPED SEAM PLYWOOD
NO JIGS-NO LOFTING
\$15 PLANS

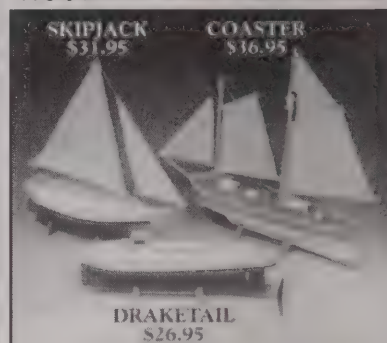
\$1 INFO ON 18 BOATS

JIM MICHALAK

118 E Randall, Lebanon, IL 62254

SEAWORTHY
SMALL SHIPS

WOODEN POND MODEL KITS



MODELS THAT REALLY SAIL

RUBBER BAND & SAIL POWERED KITS

PRE-SHAPED & DRILLED PARTS

BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY

Order #800-533-9030 (U.S.) VISA/MC accepted

Other Kits & Plans Available, Catalog \$1.00

SEAWORTHY SMALL SHIPS

Dept. M, P.O. Box 2863

Prince Frederick, MD 20678, USA

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



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

Unique Wood-Strip,
Performance, Sea Kayaks

**Kits, Plans &
Finished Boats**

Send \$2 for a catalog to:

Nick Schade
Guillemot Kayaks
Apt. M, 10 Ash Swamp Rd.
Glastonbury, CT 06033
ph: 800-659-8847

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

FREE!

Special offer for Messing About readers only:

Free Pictorial Study plan for Stitch-
N-Glue 13' "Bingo" runabout OR
11' "Bull's-Eye" sailboat with first
100 orders for the \$5 176-page
Glen-L Catalog via our website:

www.Glen-L.com

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

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

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



60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835

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

This Space For Rent! \$21 Per Issue

Contact Us at:

Messing About in Boats

29 Burley St.

Wenham, MA 01984-1943

The *Pygmy* is so light and accelerates so quickly... You'll find it really like the way the boat floats, even in cross winds... It just seems to go through chop. Thanks again for a great boat! — *Kir Butler*, Michael Burgoyne, Santa Barbara, CA

Pygmy Boats Inc.

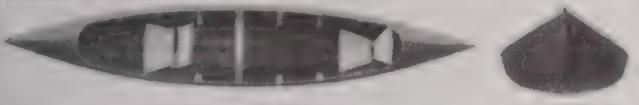
- RUGGED
- ULTRA-LIGHT
- 11 BOAT KITS
- 2 NEW KAYAKS
- PLANS

Join the Pygmy Fan Club

For Info Send \$2 to: PO Box 1529 • Dept. B • Port Townsend, WA 98368 • (206) 386-6143

Why Build A Box ?

True Canoe shape from four plywood panels



Free catalog
Canoes & Kayaks

STILLWATER

A NEW CONCEPT IN BOAT BUILDING

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

Plans 1st Place MASC Festival XIV **Kits**

New easy method for building rounded bilge boats

www.by-the-sea.com/stillwaterboats e-mail: stillboats@earthlink.net

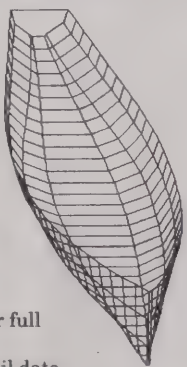
16700-M Norwood RD Sandy Spring, MD 20860 Ph 301 774-5737 Fax 301 421-0146

PLYBOATS® 2.01

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

Complete Unit Flexibility
Metric, Decimal Inches or Feet-Inch-Eighths

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



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

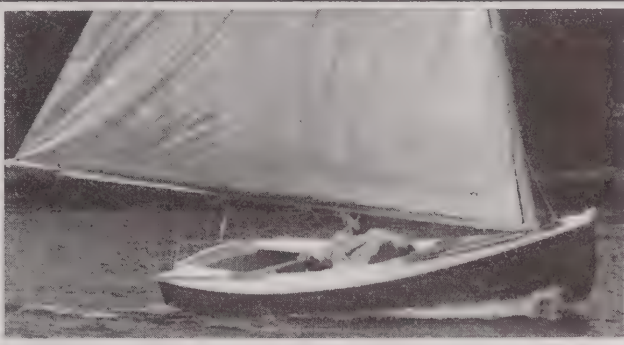


BUILT IN GARAGES...

...And in carports and barns and basements and workshops. Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits. Most of our customers don't have a lot of tools or wood-working experience. A few hand tools and basic skills are enough. Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo. Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak. What our customers do have are the lightest, most advanced, easiest to build, and (we think) the prettiest sea kayaks available. So call for our free catalog of kits, plans, finished boats, materials and accessories. And move that car out of the garage.

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

10 easy- to-build kayaks by designer Chris Kulczycki



Bobcat 12'3" x 6'0"

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

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

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

Name _____
 Street _____
 City _____ State _____ Zip _____

Harold H. Payson & Co.
 Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
 207-594-7587

Build A Clancy

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

Order the easy-to-follow instruction book *Build a Clancy today* for only

\$15.00. Order the

Builders Package with major components drawn for you.

We ship anywhere.

Write or call for more FREE information.

flounder bay boat lumber

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

YOUR DESTINY IS

KISMET MULTIHULL DEZINES

SUPERIOR PERFORMANCE,
COMFORT AND APPEARANCE.

EASY TO FOLLOW PLANS FOR
PROFESSIONAL OR FIRST TIME
BUILDERS

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

KAYAKS - 16 - 18 FEET

BILL KRISTOFFERSON

P.O. BOX 161, GILLIES BAY, B.C.

CANADA VON TWO

PHONE /FAX 1-604-486-7111

E-MAIL: kismet@pccn.org

Moondance

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

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

Like I said, the best boat in the world.

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

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

THOMSON SMALLBOAT'S
Box 670, Vestal, N.Y. 13851

SHOVELER

Spacious Flat-Bottomed Pram Dinghy 9'9" x 4'8" for daysailing/camping/tender/kids' boat. No dagger or centreboard, uses bilge keels for windward performance. Easiest possible construction.



Study Plan \$1 from:
CONRAD NATZIO, The Old School
Brundish Rd., Raveningham,
Norwich NR14 6NT, UK
Phone +44 1508 548675

SWAMP YANKEE BOATS



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

Robert W. Sparks

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

THE SIMMONS



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

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

Information packet - \$1



Sea-Skiff 18

pictured

• 17'1" x 5'7"

• 5" draft

• 20-40 HP

• Plans - \$30 US

Sea-Skiff 20

twice the size

• 19'4" x 7'6"

• 10" draft

• 50-70 HP

• Plans - \$45 US

Sea-Skiff 22

20% bigger than the 20

• 21'6" x 8'3"

• 12" draft

• 70-90 HP

• cabin versions

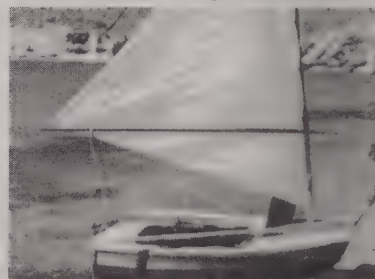
sketched

• Plans - \$45 US



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

WEE PUNKIN



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

GRAND MESA BOATWORKS

Rt. 1 Box 75, Collbran, CO 81624

TEAK & HOLLY • LAUAN

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

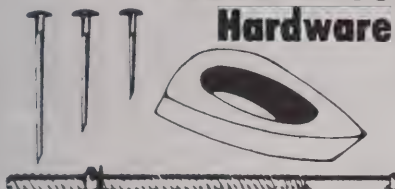
We Ship Anywhere!

MAINE COAST LUMBER

35 Birch Hill Road
York, ME 03909

SIPO • KHAYA • FIR

Wood Canoe Hardware



CANOE HARDWARE

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

NORTHWOODS CANOE SHOP

336 Range Rd.
Atkinson, ME 04426

ATLANTIC WHITE CEDAR

Boat grade rough sawn flitches in stock. Most are 16' long 4/4 to 8/4 thick. New supply ready to ship. Call or write for info.

J.D. ENGLAND CO.

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



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

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

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

Free Catalogue Available!
We ship anywhere!

Supplies

GAMBELL & HUNTER
SAILMAKERS

Sails and Rigging



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

MATSUSHITA
CARBIDE-TIPPED BLADES

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

DAVE CARNELL

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

Dry-Dock Cover

(800) 789-8143

Come Visit our Website...
DS SEWING.COM
Grip-Web Quality

Cover Your Boat
...with the Best!



TUBULAR PLYWOOD!

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

Absolutely waterproof!

Exterior or interior

Amazingly light!
(8 feet of 2" dia cherry weighs only 28 oz.)

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

Masts, booms, handles, spars, chart cases...

BrandNew
1-800-964-8251

Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD • FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

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

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

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

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

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

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

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

MERTON'S
FIBERGLASS SUPPLY

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

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

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

ORR'S ISLAND BOAT WORKS

Authorized Dealer
9-170hp Diesels

Full Parts Inventory
Expert Technical Assistance

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

CUT COPPER CLENCH NAILS

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

Send \$3 for Sample Packet & Info.
STRAWBERRY BANKE INC.
P.O.B. 300MB, Portsmouth, NH 03802

MEADE A. BREESE

SAILMAKER



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

(410) 639-2646
P.O. Box 546 Rock Hall, MD 21661

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

SPRINGFIELD FAN CENTERBOARD COMPANY

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

• Specializing in aerodynamic designs for small craft -

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

• Tanbark, white, or Egyptian Dacron

DARBLER SAILS

Stuart K. Hopkins
P.O. Box 235
Wicomico Ch., VA 22579
(804) 580-8723

THE EPOXY BOOK

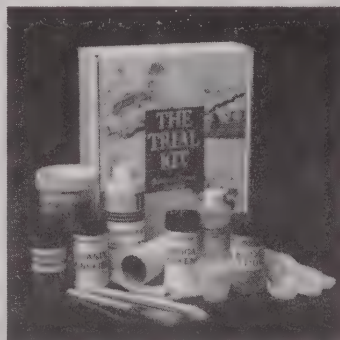
We wrote the book on epoxy.

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

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

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

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



SYSTEMTHREE

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



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

Name _____

Address: _____

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

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

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat

Kits • Plans • Books
Cove & Bead Strips

the NEWFOUND WOODWORKS inc.

Catalog \$3⁰⁰

(603) 744-6872 fax (603) 744-6892
67 Danforth Brook Rd. • Bristol, NH 03222
email: info@newfound.com • www.newfound.com

TOUGH TARPS

Forget those cheap "blue" tarps that rip and rot! Our premium tarps are made of rugged truck-tarp fabric (18 oz. vinyl-coated polyester) that lasts for years. Custom made to your size. Affordable quality!

800 789-8143

D.S. SEWING INC.

PADDLES & OARS

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

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

Classified Marketplace

BOATS FOR SALE

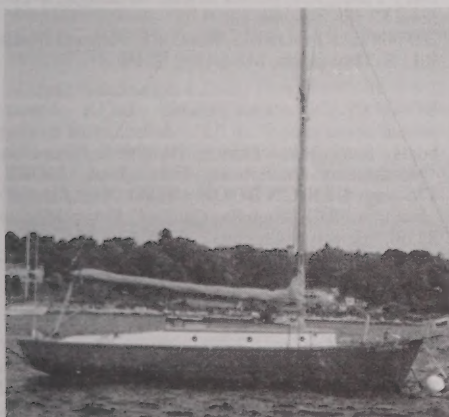


15'+ Dutch Daysailer, Schakel 1-design class sloop #1032, blt '68 in Amersfort. All mahogany; deck, coamings & cockpit finished bright, hull painted white (varnish & paint new). Dutch version of a Wayfarer, w/flrbd's will slp 2. 2 sets sails (fair cond), new SS CB pivot bolt, air bags, spare boom, storage cover. Modest CB trunk leak (swells tight). On old (ca'76) but reconditioned road tilt trlr w/coil spring/shock suspension, bearing buddies, reinforced axle. Boat may be only one in US. \$950 or poss trade.
PHIL FRISBEE, Washington, DC, (202) 537-5405. (21)

18.5' Drascombe Luggar Yawl, lapstrake FG, blt '69 Devonshire, England, professionally restored '95. Awlgripped buff inside, white outside by Edy & Duff, teak sanded & professionally varnished to Bristol cond. Teak flrbd's special made '97. Custom boom tent, Johnson '95 Sailmaster 6hp OB, new tanbark sails '95, bottom reconditioned, refastened, CB & rudder removed & sandblasted, painted blue w/red bootstripe '97. Seriously for sale to someone who will treat it like the museum quality yacht she is. Only serious inquiries, no bargain hunters. I want to buy a Nimble 24, my family is growing!
H.S. SHERRILL, Beverly Farms, MA, (978) 921-0941. (22)

'88 Seaward 24 FG Sloop, vy clean trailerable cruiser, shoal lead keel & SS CB. Realistically slps 4. New mast, wheel steering, teak trim done w/Sikkens, roller furling, spinnaker, sail & wheel covers, awning, Ritchie compass, VHF, loran, 2-burner alcohol stove/oven, porta-potti, 9.9hp Sailmaster OB. Exc galv trlr w/4 new tires. A stiff sailer. \$10,000.

RICK LAPP, Muncie, PA, (570) 546-8372. (21)



27' Montgomery Sloop, blt '35 Gloucester, MA. Yanmar diesel, 3 axle trlr. Rblt over last 15yrs, exc cond. Bought larger boat. \$13,000.

BOB CARTER, Norwich, CT, (860) 889-4557. (21)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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

Powersailer McGregor 19' Sloop, '93 model w/main, roller furling genoa, '93 40hp Evinrude OB w/VRO. Goes 25mph under power, tows a skier. Water ballast sytem changes boat from 1,000lb towing weight to 2,000lb sailing weight. Fully enclosed head, slps 4, running water, DC lighting/starting system. Mast breaks in half & stores below w/raising system for single handed raising. Cushions above & below. Trlr. W/accessories cost \$17,000 new. Sell for \$8,000.

FRANK CLOUSE, Southboro, MA, (508) 481-9314 before 10pm. (22)

Carpenter's Boat Shop Sale: 9-1/2' Monhegan Island Skiff, ply, w/oars. Nice to row, tows exc. Asking \$850. **11-1/2' Little Bear**, FG CB sailing dinghy from Sailstar. W/sails. \$400. **19'8" Catspaw Dinghy**, Joel White design, for sailing & rowing. \$4,500, \$5,000 w/trlr. **28' Sloop**, fixed keel, deck stepped rig, gd cond. Nds minor work, 1 suit sails, cedar planking on oak frames, grt cruising design. \$6,500 OBO.

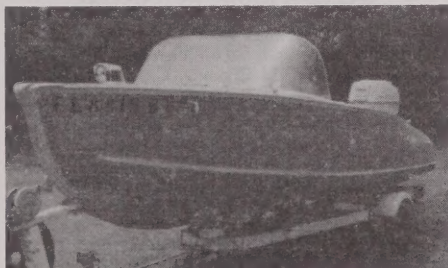
DARIN CARLTON, The Carpenter's Boatshop, 440 Old County Rd., Pemaquid, ME 04558, (207) 677-3768. (22)

12' Old Town Sportboat, '54, cedar, mahogany transom & canvas fully restored. 4' beam w/'63 Evinrude 6hp OB & trlr. \$1,900.

BROOKS ROBBINS, Hingham, MA, (781) 749-1312. (22)

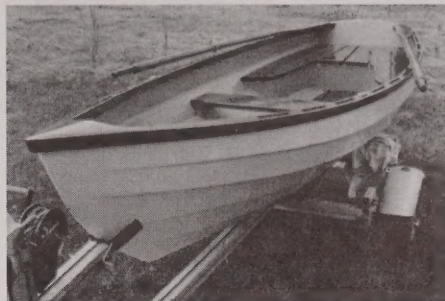
21' Tred Avon Sea Kayak, okume ply & FG constr, Yakima foot braces, rudder, 2 watertight storage compartments, fast & beautiful. \$1,500 or trade up to 19'-21' coastal cruiser such as Sea Pearl 21 or similar.

JERRY ANDERSON, Tijeras, NM, (505) 281-6975 eves & wknds (keep trying or lv message). (22)



16' Feather Craft, 35hp Johnson, boat, motor, trlr new in '59. Vy gd cond. May deliver if not too far. \$1,200.

ROBERT MUGELE, Casselberry, FL, (407) 695-6642. (22)



13' Dory, unfinished, 2 FG hulls were molded from a wooden hull (1 finished boat shown above not for sale). 2nd hull, used for measurements, is semi-finished; ie fwd & stern chambers glassed in. Nds gunwales, thwarts, paint & hrdwre. Dimensions match vy closely Chamberlain Dory Skiff shwown in John Gardner's *Dory Book*, pgs 257-259. \$950.
WALTER REYNOLDS, Turner, ME, (207) 225-2191 eves. (22)

12' Jon Boat, beautiful bright finished interior, crafted of occume marine plywood & West Sytem(tm) epoxy. Incl blt-in dolly wheels for easy transport to water's edge. A perfect tender for the larger yacht or for lake fishing. \$950. **Current Design Storm Touring Sea Kayak**, used only 1 season, exc cond w/2 skirts, pump & paddle float. \$1,200.

ERIC RISCH, Narragansett, RI, (401) 782-0455, <eris7405@postoffice.uri.edu> (22)

X Class Dinghy, 11'6"x4'8". Hull #194, Fairfield Boat Works, Greenwich, CT (ca '46-'48). Sail #X84, mainsail 72sf, storm sail 44sf Egyptian cotton, Ratsey & Laphorn, City island, NY, gd cond. Hull repaired, gd cond. Trlr useable. Winter cover new & frame in gd cond. Asking \$1,800 for boat, \$150 for trlr.

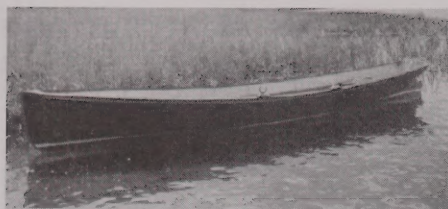
FOURTIN POWELL, 146 Cedar St., Rockland, ME 04841, (207) 594-4730. (22)

12' Solo Canoe, 25lbs, Selway-Fisher Little Kate design, multi-chine stitch & glue, occume ply & epoxy, almost new. \$250. **Bolger Tortoise Dinghy**, new. \$100.

PETER RAMSEY, P.O. Box 759, Carmichael, CA 95609, (916) 486-2860. (22)



15'6" Bolger Sharpie Jinni, cat yawl sprit rig, '98. Marine ply & mahogany, WEST System, wood cleats & custom hrdwre. Teal hull, sand decks, varnished mahogany trim. Fully battened tanbark dacron sails by Dabbler. Fitted winter cover. \$3,500. BURKE LIBURT, Orient, NY, (516) 323-2438 home, (800) 615-6305 office. (21)



16' Picnic Whitehall, stretched development of Livery Whitehall in Mystic collection. Cedar strip over ash frames, cherry thwarts & seats, rudder & tiller ropes. 110lbs. New (photo is only time in water). Big hit at Lake Champlain show in July. \$3,500. DUSTY RHOADES, 76 Norton Rd., Kittery, ME, (207) 439-2620. (21)

'96 Peep Hen, hull color winter pine, deck whalebone, bimini top & summer cabin forest green, dodger, cockpit & interior cushions, sail cover, swim ladder, teak flrbs, running & interior lights, potty head, boom gallow, lexan hatchboards, midship cleats, Yamaha 4hp w/full shift, tiller cover. Performed trlr w/spare tire. Like new. \$8,250 or offer. **'87 Bolger Zephyr**, 20'9", leebs, sail & spars, running rigging, oarlocks, rudder & tiller. Hardly used. \$650.

DON FILICETTI, Dallas, TX, (972) 907-1882 phone, (972) 907-2028 fax, (21)



13' Daysailer, full keel design, strip planked wood constr. Gd dacron main & jib. engine bed & shaft in place for small IB. Roomy, comfortable, exc sailing qualities. Absolutely unique. Asking \$2,000. TOM DAWKINS, Middletown, CT, (860) 632-0829. (21)

14' 7" Rangeley Lakes Boat, dbl ended, custom blt by Jim Thayer for Chuck Raynor. One off C-flex FG, custom 4 color paint, mahogany gunwales & thwarts. Include sail rig, mast, NACA foil, 2 sails. Featured in *Ash Breeze* in '94. New Performance trlr & custom tonneau cover. \$2,950 for package. LOWELL MANHARDT, Buford, GA, (770) 271-7299, <landeco@mindspring.com> (21)

16' Windsprint Daysailer, Bolger design. Boat & lug rig in exc cond. Varnished spars, pretty green & red hull w/oarlocks. Nd bigger family boat. Trade or sell. \$2,400 OBO w/trlr. JIM DECOSTER, Fairfield, CT, (203) 367-4576. (21)

Alden Ocean Shell, cabon fiber sweeps, sliding seat, new cond. \$1,195. **12' Holder Sailboat**. \$845. **Point Jude**, w/trlr. \$2,995. **Escape Sailboats**, all models. FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (21)



23' Texas Dory, prof blt, FG over ply at time of constr. '70 Evinrude 55hp, bow deck w/cuddy cabin, side console, trlr. \$1,900. DON TERRY, Durham, CT, (860) 349-9223. (21)



Lowell's Boatshop IB Skiff, custom designed '89 w/make 'n break engine, retractable prop shaft, cover. Grt cond. '96 appraised value \$8,500, nd to sell at \$6,500.

LOWELL'S BOATSHOP, Amesbury, MA, (978) 388-0162. (23P)

'98 Crawford Swampscott Dory, bad back forces sale. Sail, row, motor. Trlr, custom cover, sail, spars, Shaw & Tenney 9' oars, all like new, used twice. \$6,000 OBO.

PAUL ROSEN, Mobjack, VA, (804) 725-3906, <prosen@ccsinc.com> (21)

BOATS WANTED

Wayfarer Sailboat, Mk 1 or Mk1A model only, & trlr in gd cond. Will travel to pick up.

LARRY JONES, 317 Meredith St., Raleigh, NC 27606, (919) 851-4586, <larry_jeanine@mindspring.com> (21)

Boats & Marine Equipment, not-for-profit Christian ministry nds donations of lg/small, power/sail, coastal or blue water cruisers to bring God's word the waterways of the world. Tax benefits.

CRUISING MINISTRIES, INC., 6110 Florida Ave., New Port Richey, FL 34653, (727) 849-3766, <graced@gte.net> (24P)

Laser Skiff, or equivalent utility/rowing boat.

DON WIGGIN, Belmont, MA, (617) 484-6982. (22)

16'-18' Power or Sailing Dory, Simmons Sea Skiff or similar able workboat of displacement/semi-displacement type hull for low to mid range OB power. Wood, plywood or FG considered.

ERIC MORRISON, RR2 Box 269, Columbia, ME 04623, (207) 483-2425. (22)

SAILS & RIGGING FOR SALE

Bronze Tangs, for rectangular masts, from 33' ketch. Total 5 (2 pairs, 1 forestay) all about 14" loa. \$15-\$20 ea. Call for detailed spec sheet.

ROBERT KUGLER, Bridgeport, CT, (203) 259-3049. (21)

Free Sails, main, jib, genoa for Cape Dory Typhoon, gd cond.

MACE BELL, Rowayton, CT, (203) 838-6736. (22)

Bolger Windsprint Sail, made by Bohndell, never used. \$200.

PETER RAMSEY, P.O. Box 759, Carmichael, CA 95609, (916) 486-2860. (22)

SALES & RIGGING WANTED

24' Aluminum Mast, for 16' daysailer.

DAVID VIRTUE, 54 Chauncy Creek Rd., Kittery Point, ME 03905, (207) 439-8005. (21)

For O'Day Daysailer II, roller reef type of boom (silver) & boom claw, gd cond @ fair price.

BRUCE GOODWIN, Bath, ME, (207) 443-6748, <kewing@gwi.net> (22)

GEAR FOR SALE

Yamaha 20hp OB, '97 long shaft, tiller steering, rope start. 20 hrs use. \$1,775.

GEN HICKEY, Glastonbury, CT, (860) 633-8157. (22)

Spars, beautiful set compl w/sail & board for Dyer Dinghy. \$200. Leebs & adjustable crossbar & rudder for canoe. \$150.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (22)

Foam Covered FG Mold, for 16'x4' Swampscott Dory. Boats have proven pretty, seaworthy & fast. \$200.

MIKE RUSSELL, Norfolk, VA, (757) 423-0387. (21)

2-Cyl Albin O22 IB Engine, 12hp @ 1600rpm. Compl w/all gear & full feathering prop X shaft, lots of spare parts & hand crank, 12v start. Ideal power for picnic launch where smooth, slow turning engine is desirable. \$350.

DAVE PARK, Queenstown, MD, (410) 827-4168. (21)

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



as simply messing about in boats.

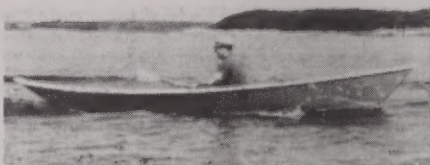
SHIRTS FEATURING ILLUSTRATION & QUOTATION from *The Wind in the Willows*. 100% cotton, natural color. Short sleeve \$16.50. Long sleeve \$21. 50/50 gray Sweatshirt \$26. M,L,XL. Shipping \$4. Visa/MC. (301) 589-9391, <info@designworks.com>

DESIGN WORKS, Dept. MC, Box 880, Silver Spring, MD 20918. (TFP)

GEAR WANTED

British Seagulls, dead or alive. Cash paid, any cond. FRANK VALENTINO, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

BOOKS & PLANS FOR SALE



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats - Sea kayaks - Dories - Dinghies - Daysailers - Motorsailers - Powerboats - Fishingboats - MORE. **176-page DESIGN BOOK - \$5.00** (Sent Airmail) - Includes FREE "Supplies Catalog". Epoxy Manual \$2.00. "How to Fiberglass" Video \$32.95.

GLEN-L, Box 1804/MA9, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 562/630-6258, fax 562/630-6280, www.glen-l.com (99P)

Small Boat Journals, 71 issues from '79-'91. Over 35 articles by John Gardner, many articles by Brooks Townes & Roger Taylor, all clipped from *National Fisherman*. Also other articles on small boat history & sea lore: 35lbs of good reading. \$100 incl shipping.

JACK FAATZ, 114 Campus Dr., Dayton, TN 37321-6438 (22)



Rebecca, a simple & beautifully proportioned flat-bottomed rowing skiff. Easy to bld using glued ply lapstrake constr. 14'6"x4', 120lbs. Study packet \$8, plans \$65.
THE ROWING COMPANY, Bob Cramer, 3060 Lake Sarah Rd., Maple Plain, MN 55359, (612) 479-3094. (22P)

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

Old Boating Magazines, 93 from '60 thru '92. \$50.
VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869,
<vbeaudreau@thehartford.com> (22)



Narrow Waters, Dee Carstarphen's beautiful log of small-boat adventures. 140pp, hundreds of watercolors, scores of sketch charts evoke 2,000 mile cruise from Chesapeake to Dry Tortugas. \$19.95 signed, postpaid. Reviewed in January 15, 1999 issue.
PEN & INK PRESS, P.O. Box 235, Wicomico Church, VA 22579. (TFP)

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

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

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

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



Bliss, the Quick & Easy Canoe, plans \$26. Illustrated leaflet of 16 small craft designs \$2.
DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (11/99EOIP)

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

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

BOOKS & PLANS WANTED

Celestial Navigation Video, by William Buckley, rent or borrow.
ED DAMBRINO, PO Box 645, Shallowater, TX 79363, (806) 832-4810 aft 5pm CST. (22)

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

Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.
THE BOAT HOUSE, 15 State St., Newburyport, MA 01950, (978) 462-2072. (TFP)

MARINE RELATED ITEMS FOR SALE

Marine Artist Watercolors, let me turn that dream scene into an original painting, you and your boat drifting past historic scenery in a Winslow Homer style watercolor. I've painted the boat scene from Maui to Maine for 25 years. My artwork is in the U.S. Naval Academy. 14"x 16" matted, \$40. Send photo. Useable for T-shirt transfers. Larger commissions available.
DRIFTWOOD DAN, D. Osterday, 220 W. Palomino Dr., Tempe, AZ 85284. (TF)

Interested in Small Boat Ministry? Contact us.
CRUISING MINISTRIES, INC., 6110 Florida Ave., New Port Richey, FL 34653, email: <graced@GTE.net> (24P)

Free Acrylic Painting of Your Boat, for MAIB subscribers only. I will nd snapshots of your boat (will return) & tel # to call so I can plan around what you want.
SAM CHAPIN, 3A 12th Ave., Key West, FL 33040, (305) 294-3168. (TF)

Free Acrylic Painting of Your Boat, will still do free picture painting of your boat, but \$50 for 9"x 12" & \$100 for 18"x 24" will get your painting done 1st. Send no money until you get a painting you like.
SAM CHAPIN, 3A 12th Ave., Key West, FL 33040, (305) 294-3168. (TF)

ATLANTIC COASTAL KAYAKER

Starting our 7th Year!
Join Us for the new Season
Would you like to read more, lots more, about sea kayaking?

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

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

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

Like to see a sample issue? Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

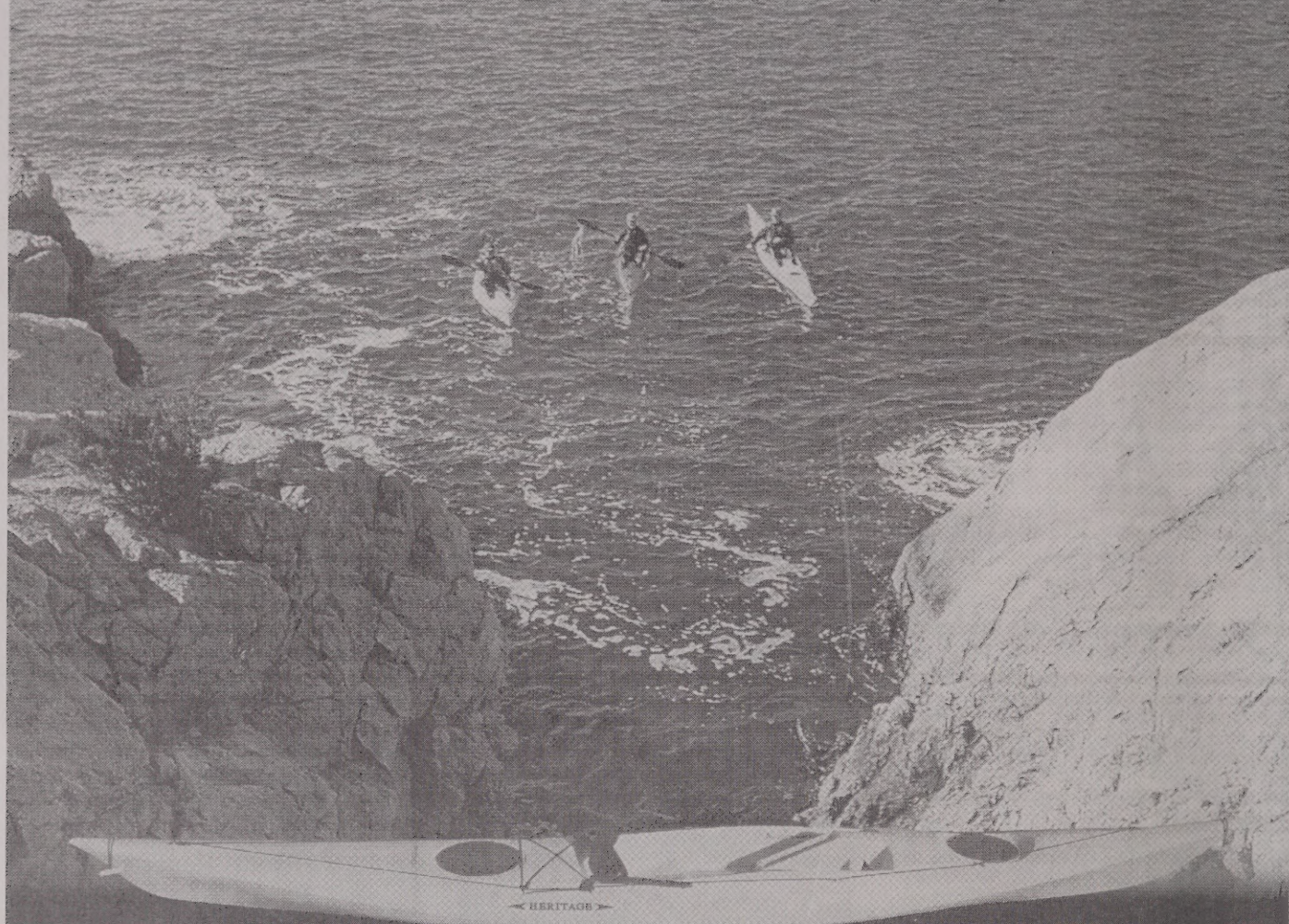
Burt's Canoes

Traditional Wood/Canvas Canoes

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

HERITAGE KAYAKS

The Specialists in Open Cockpit Self-Bailing Sea Kayaks



For a brochure and
the name of your nearest dealer, call **800-430-0998**
24 hours, 7 days

www.heritagekayaks.com

Factory - Bristol, RI

POSTMASTER: ADDRESS CORRECTION REQUESTED

XVI-21

messing
about in
BOATS

29 Burley St., Wenham, MA 01984-1943

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

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

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

