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messing about in BOATS

Volume 17 - Number 1

May 15, 1999

Special Features This Issue
John Gardner's Maine Boatbuilders' Show
Maine Boatbuilders' Show
John Gardner's Small Craft Workshop Retrospective

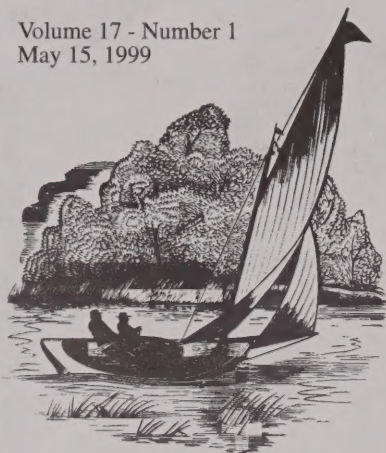


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In Our Next Issue...

There'll be several features held over from this one due to my using so much space up on the Maine Boatbuilders' Show and the Mystic Small Craft Workshop features.

Brian Salzano describes his attempts at achieving solitude afloat on Long Island's Great South Bay in "Interuption"; Robb White is enchanted by paddle wheel power in "Jubilee...a Boat ride"; Bob Austin commences a three part serial on his adventures sailing on the world's highest lake in "Lake Titicaca Days"; and the "Track of the Typhoon - Chapter X" finds the adventurers in the Azores.

Steve Crim chronicles his building of a Bolger Fast Motorsailer in his "Notes from the Bittersweet Boatyard"; and Paul Labrie presents Part 1 of "Building Spark, a 28' Newick Trimaran".

Joel Flather offers details on his ultralight Sweet Lassie canoe in "A Different Approach"; Mark Steele introduces "A Model Schooner for All Seasons" in the first of two parts; Richard Carsen's "Dreamboats" features "Hulks, a Training Program for Future Female America's Cup Challengers"; and Phil Bolger & Friends bring us the second of two outboard powered designs, the "Bantam 16/20 Outboard Light Cruiser".

It's fitting out time so appropriate for Garry Osborn to describe his methods for "Moving a Boat, Raising a Mast".

Commentary...

Bob Hicks, Editor



This is Volume 17, Number 1 in our ongoing saga of mom and pop publishing, we've now completed 16 years of twice a month publication, that's 384 issues. It only gets better, we're still not jaded and apparently neither are you, for your notes and letters and very high renewal rate tell us you like, for the most part, what we are doing. Good thing, since we like it too.

I did a couple of things a bit differently in this issue, but they're not harbingers of change, so relax. On the facing page is the first of four pages all about the John Gardner Mystic Seaport Small Craft Workshop, begun by John and living on in memory of what he did for all of us who love traditional small boats. This came about because I commented a while back that while this was still a nice event I enjoy attending, the thrill was gone after nearly 20 years. Sharon Brown, who runs Mystic's Small Boat Livery, and was John Gardner's close friend during his final years, read into my remarks that the event was growing stale.

"Let me tell your readers how it is and why all of us at the Seaport look forward to it every year," she asked. So here it is, starting on the opposite page, a look back over 28 years of this enduring and original gathering of small craft faithful. And to buttress Sharon's presentation, Tim Weaver follows it up with a look at John Gardner's early days as a writer and the value of his writing to all of us today.

Then we head right into the Maine Boatbuilders' Show, the 12th in that ongoing saga of mom and pop boat show promotion. Phin and Joanna Sprague have soldiered on building their concept of a show for Maine boatbuilders for a dozen years now. In our April 15, 1989 issue, I entitled my report on my first visit to this show, "A Nice Little Boat Show". It was the second year for the show and I further reported that "2,300 people paid \$3 each to look in", despite the downtown Portland consumer boat show running at the same time. I went on to tally exhibitors on hand

reporting that the show had "attracted a dozen more exhibitors than the original, thirty-two in all."

Well, this year 8,000 people paid \$8 each to look in and found 220 exhibitors packing the ever expanding space the Sprague's make in their cavernous old mill buildings complex. This year all the stored boats of their Portland Yacht Services business were moved outdoors at show time.

When I did a statistical analysis of the show list of registered exhibitors I came up with 85 of the 220 who were boatbuilders in one way or another. That's a pretty impressive figure. I thought maybe you'd like to see the actual list of boatbuilders who were there, and their comments on their products in the show program, so I added two pages listing these builders, how to reach them, and their show program comments on their products, to the six pages of photos and comments comprising my usual report on this annual season opener event here in New England.

That 1989 report covered five pages. This 1999 issue uses eight in all. Obviously the show has grown a lot more than my available space in which to tell you about it. I don't attempt to cover all the bases nor am I objective, I let my intuitive feelings about what I am seeing as I cruise this crowded gathering be my guide, heavily slanted towards smaller boats and their builders rather than suppliers of peripherals. I also tend to take more notice of those small builders who have taken notice of this magazine. Not only do we do business but we have become friends through our ongoing business relationship.

Finally, this year we unexpectedly received affirmation of our credibility. One reader stopped by to tell us that he had been reading about this show for six years and finally decided it was time he should come see for himself. "It's just as good as you've said it was," was his comment. Like all who spoke to us at the show, he was having a great time.

On the Cover...

The Maine Boatbuilders' Show sold out every square inch of their newly expanded inside space, so latecomers wanting in had to settle for outdoor sites. Bill Stevenson's Designer Dinghies and Dennis Hansen's Practical & Impractical Boats were right there alongside the main entrance where all 8,000 showgoers had to pass by. You take your chances outdoors in Maine in March, but three nice sunny days shone down on these new arrivals in the boatbuilding marketplace. Lots more inside this issue.

A coracle at the Small Craft Workshop.
Sharon Brown Photo



A Retrospective Look at: Mystic Seaport's John Gardner Small Craft Workshop

29 Years Celebrating Traditional Small Boats

Report and photos by Sharon Brown

"Small Craft Conference-Rowing Workshop
June 6 and 7, 1970

Sponsored by The Small Craft Laboratory of The Marine Historical Association, Incorporated at Mystic Seaport.

Recreational rowing enthusiasts are cordially invited to participate in this informal workshop.

- Problems of pulling boat design
- Revival of recreational rowing
- On-the-spot rowing competition

Inspection and evaluation of various pulling boats gathered for the workshop: Whitehalls, Maine peapods, dories, a St. Lawrence River skiff.

Conferees are invited to bring their own boats for exhibition and demonstration.

Trailer space, launching and docking facilities provided.

Interested in Participating? Fill out and return registration form."

So read the brochure distributed by the Curatorial Department of Mystic Seaport in 1970 to advertise the first Rowing Workshop conceived by John Gardner. A copy of this hand-out, illustrated with John Leavitt's drawings, was presented to John Gardner in 1990 at the 21st workshop by then Curator Ben Fuller in recognition of John's continuous contribution to the study of traditional small craft. With a change in dates, corporate structure, on-the-grounds location, and the inclusion of sail, the same brochure could very well pertain to the upcoming 1999 John Gardner Small Craft Workshop to be held June 5 and 6.

Steve Jones, University of Connecticut English Professor, captured the essence of that first workshop in his book, *Backwaters* (published by W.W. Norton & Company, New York, 1979). Jones, the Harbor Master, and the Ship Carver rowed two miles in the fog to the workshop from Noank at the mouth of the Mystic River in *Che*, a restored 12-foot Whitehall. Despite the wet weather their spirits were buoyed by the energy of the event. Summaries written by John Gardner were also published in *The Log of Mystic Seaport* (Fall 1970) and the *National Fisherman* (June, August, September, 1970).

Two hundred registrants put 45 boats in the water, and John Gardner, opening the event at the Youth Training Building, expressed his delight. "Quite bowled over by this gathering. It is fantastic," he said. "There are boats that I have heard about for years. ... Fantastic!" He then introduced Harold Herrick, Jr., acting Curator of the Thousand Island Museum in Clayton, New York to discuss the St. Lawrence River Skiff. Edmund Lynch, Mystic Seaport's Curator, reported on museum programs initiated since John's arrival in Easter of 1969 and advocated apprenticeship programs to perpetuate shipbuilding skills. Bulkeley Smith, Jr. from the Boy Scouts of America, made an impassioned plea for a good boat for boys to row. James Chapman and Eugene L. Swan, Jr. described the rowing program for boys in Amesbury skiffs at Pine Island Camp,

Belgrade lakes, Maine and OAR, the Organization For The Advancement of Rowing which held a regatta in Gloucester Light Gulls at Pine Island in 1968. Atwood Manley of Canton, New York spoke of the famous nineteenth century builder of light boats and canoes, J. Henry Rushton. Roger Taylor of International Marine Publishing Co., Camden, Maine displayed boating publications and revealed plans of upcoming titles including John's *Dory Book* (1978). There was a "break for sandwiches in the old boat shed," and in deference to the soggy conditions, John ran films about Norwegian boatbuilding and a pirogue maker. In the old carriage shop, John's first Mystic-built design, a 14-foot "round bottom clinker built rowing boat," the *Lawton*, was the focus of questions from eager amateur builders.

On Sunday, attendees gathered at "Greenmanville Point" to watch a parade of boats with Ed Lynch and Shipyard Supervisor Maynard Bray providing lively descriptions of each passing classic. A round table discussion with audience participation in "the whole gamut of problems confronting the amateur builder" followed where John expounded on the social role museums have to make fine rowing craft available to the people. "Preservation through use," he advised.

Participants in 1970 included Dick Shew, Cecil Burnham, Pete Culler, Bob Baker, Waldo Howland, Alan Vaites, Captain Biff Bowker, Hudson H. Baxter, Jay Benford, Walter Wales and others who have had a significant impact on the world of small craft. It was an auspicious beginning and led to the formation of the Traditional Small Craft Association and spawned replica events and organizations around the country. It was unique, but the core of that weekend—people and traditional small craft, row and sail—remains unchanged.

Attendance has waxed and waned, traditional plank on frame construction is no longer

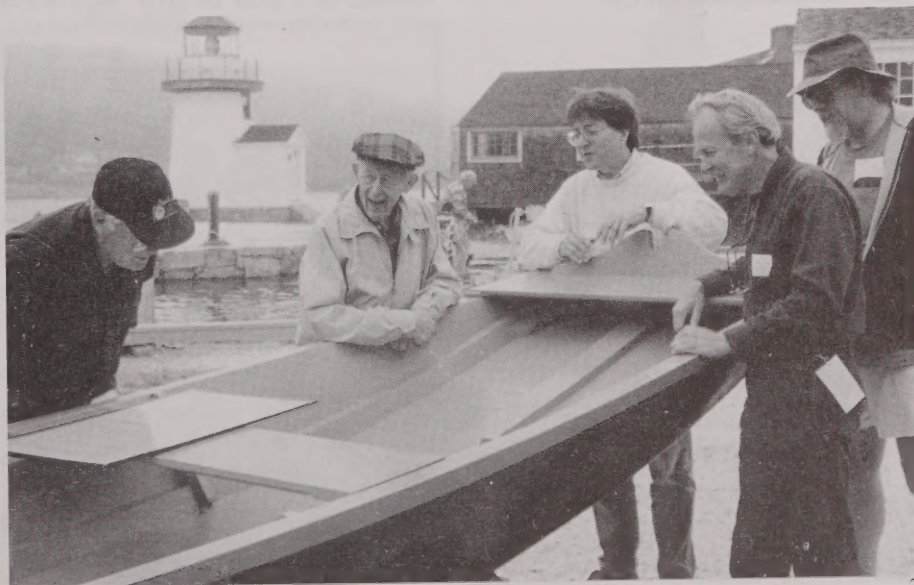
dominant, and Pete Culler, Howard Chapelle, Bob Baker, John Gardner, Andy Steever, and Waldo Howland are missing, but the tradition of that first event is alive. For those of us at Mystic, involved with traditional small boats, the John Gardner Small Craft Workshop is the premier annual event. It heralds the New England boating season, a gathering of people and traditional small craft with hands on use and exchange. It features interaction of young and old, novice and veteran. The staff and volunteers of Mystic Seaport who host this event are not complacent despite the passing of years.

Much of the event history has been published in the *National Fisherman*, *The Ash Breeze* and *Messing About In Boats*. It now falls under the jurisdictions of Shipyard and Ships Plans, with the Boat Shops and Boat-house playing significant roles, and additional assistance from support services. Peter Vermilya, Associate Curator of Small Craft, who has been attending the workshop since 1971, has been the event co-ordinator since 1991 when Ben Fuller passed the baton.

Typically, registration and launching of participant boats occur Saturday morning. People swap boats until a box lunch is distributed at noon and speakers follow. Participants are again stirred into action perhaps by the launch of a new boat, or a demonstration, or the hammering emanating from the children's model making table. Then back into the boats; the Boathouse livery fleet is free. A barbecue precedes the evening talks at the Meeting House. Enthusiasts may simply ignore the formal events in order to partake of their favorite craft in a beautiful setting.

At the end of the day some turn in on board the *Joseph Conrad*, while others seek campgrounds or home. They rise early Sunday morning to catch the 7:15 A.M., Route 1 bascule bridge opening at the start of the down

Admiring the Buffalo Harbor Water Taxi built by Bill Bartoo (on the right), John Gardner engages volunteer Ed Seder in discussion.



river row to Mason's Island or environs. After shore side refreshments, some go on to circumnavigate Mason's Island, some break off for the trip to home waters, while others re-

turn upriver to Mystic Seaport. Boats are used, ideas exchanged, and members of the Traditional Small Craft Association hold their annual meeting. By 5:00 P.M. the boats are

hauled, the trailers gone, and all that remains are vacant floats and a feeling of well being and energy which launches most on a season of small craft enjoyment.

The personnel of a variety of museum departments are called upon to make the John Gardner Traditional Small Craft Workshop happen; many have a story to share about their affinity for the workshop.

Barry Thomas, Supervisor of the Boat Shop, learned of the workshop in John Gardner's *National Fisherman* column. He brought his wife Dorothy and young son David from their home in Duxbury, Massachusetts to the first workshop in 1970. Barry then took John's boatbuilding classes, built a Chamberlain Dory skiff in 1971, and came to work at Mystic Seaport in 1972.

In the beginning, most of the participants were reading John Gardner and had built a boat or wanted to build one. Ironically, of the hundred or so boats which are part of the workshop today, most of the traditionally built wooden boats are those owned by Mystic Seaport and built by staff. Wade Smith, boatbuilder working in the shop with Barry first came to the workshop in 1994 with Lance Lee and a group of apprentices from Rockland. They brought a small coracle and the cutter they designed and built for the brig *Niagara*. Wade described his reaction to the experience as "euphoric."

Shipwright Howard Davis launched and hauled boats at the Australia beach during the first workshop. He teamed with colleague Elwood Bogue and then Arnold Crossman until 1987, two years before he retired from Shipyard and switched to talking about boats in the Education Department. Early on, Howard met Tyler and Charlotte Proctor of Bar Harbor, Maine when he tried the oars in their flat-bottomed skiff. This was the beginning of a fine friendship with the Proctors returning to the event year after year.

Rob Pittaway, who came to work at Mystic Seaport in December of 1970, has been rowing or paddling to the workshop each year since 1971 when he rowed a 15-foot version of Chapelle's oyster skiff which he designed. At the workshop in 1995, Seaport Director, J. Revell Carr made a presentation to Rob in recognition of this aquatic feat. Asked what he likes the best about the workshop, Rob answered, "the doughnuts and coffee when I get there." He makes the six-mile trip from his Stonington home in two hours.

Helen Packer of Ships Plans, responsible for registrations and the boat lists, first attended the workshop in 1978. She delights in meeting the people behind the correspondence. Helen had the unique honor during last year's workshop of participating in the launch of the Seaford Skiff, built in the Boat Shop by Barry Thomas and Wade Smith, and named in her honor, the *Helen Packer*. Also at the registration table is Ellen Stone of Ships Plans who first attended in 1977. When she worked in the Model Shop in the ell of the Boat Shop in proximity to John Gardner, Barry Thomas, and Eleanor Watson, she got hooked. Ellen enjoys "the people behind the boats. The people are taking our plans, building our boats, and you get to see them, and they are appreciative. It's rewarding," she added.

Volunteer Eleanor Watson became a convert while working for the Education Department when John Gardner was running the [Gray] Boat Shop. Eleanor became secretary



Dick Everett leaves the dock with a full complement in his Tancook Whaler *Vernon Languille*.



Youthful participants engrossed in their models afloat in the marine railway.

Small classics enjoying an upriver run under sail with Tony and Kay Dias in the foreground in Tony's own designed Little Cat.



of TSCA in 1983 and hasn't missed an event since. In 1989 she had the special pleasure of sailing in a boat named for her, the *Ellie*, a 17-foot Concordia Sloop Boat built by Chris Rueby of North Chili, New York and launched at the Mystic workshop.

Maurice Baron of Shipyard first worked the event in 1980 running the forklift to help launch the boats with Howard Davis and Arnold Crossman. Maurice recognizes how each person values their boat, their "toy" as it were, and respects the need to be careful. "I really enjoy that. Every year the same, but always a few things that are different." Maurice also runs the Sawmill Demonstration.

John Blaiklock, volunteer with a number of hats at Mystic Seaport, is responsible for generating the boat labels and helping Peter Vermilya with the logistics. John came to his first workshop in 1987 and took John Gardner's boatbuilding class in the winter of 1988. He subsequently brought to the workshop a number of fine boats each built in his basement, beginning with the Iain Oughtred designed *Kingfisher* which he rowed at the 1989 workshop. Volunteer, George Spragg of Waterford, Connecticut first attended in 1991 and to date has already brought three boats from his burgeoning fleet of boatbuilding projects: a Whisp, an 8-foot pram and a wooden Blue Jay.

Chuck Raynor, of Virginia, revealed at Mystic Seaport's recent Yachting History Symposium that he had been attending the workshop for 28 years having heard about the 1970 event in the *National Fisherman* and only regretted missing the first one. He is readying a new strip-built Adirondack Guide Boat for the 1999 event. New *Coronet* Curator John Sommers of Newport, Rhode Island, delighted to find himself within one hour of Mystic, is already signed up for the 1999 event, his first John Gardner Small Craft Workshop.

"Ah come now," said the Ship Carver, "how can we get lost in a boat like this headed for a rowing workshop overseen by John Gardner?" (Jones 1979). When prompted in March of 1999, Steve Jones added: "By now in the good weather there are many outdoor events scheduled for any given weekend, but the one you never want to miss is the John Gardner Small Craft Workshop. As many times as you have been, there is always something new: some nook or cranny of craftsmanship, an odd rig to explore, new people to meet. But it is most of all the sense of return you celebrate: the favorite old rowboat or the person you need to see once a year, if only to feel the world yet goes on."

See you at the 29th Annual John Gardner Small Craft Workshop, at Mystic Seaport, Mystic, Connecticut, June 5 and 6. Bob Baker brought his 17' 11" gentleman's pulling boat, *Donaghue*, to the first workshop and his wife, Pete Baker recently donated her to Mystic Seaport. The 1999 workshop will focus on Bob Baker and his boats.

Regardless of whether you bring a boat, the cost for the weekend which includes the two-day admission to Mystic Seaport, access to the boats, a box lunch, speakers program and demonstrations is \$25 each for Mystic Seaport members, and \$35 for non members. Children 12 years old and under are \$10 each. Call Helen Packer (860-572-0711 Ext. 5028) to register, or Peter Vermilya (860-572-0711 Ext. 5019) for program details. Don't forget your foul weather gear.



Mike Hearn and his children prepare for the upriver row from Mason's Island on Sunday morning in the seaport's *Green Machine*.



Above: Erica Boulware solos in Kevin Rathbone's Pete Culler skiff.

Below: Relaxing over Sunday morning coffee on Mason's Island, Ben Fuller, Peter Vermilya and Lance Lee.

Below right: Wing on wing, John Eastman sails his New Haven sharpie upriver on Sunday morning.



Although John Gardner is a given for most long-time small craft fans and maritime museum folk, for many small boat enthusiasts this just not so. At best he's a vague figure, "the dory man," "the how-to guy," or "the rowboat fellow." And many small boat fans are missing some of the finest small boat writing of the last 50 years.

This situation may have something to do with first impressions. The first impression a Gardner book leaves on the small boat fan thumbing through one for the first time, is a bit technical. The boat lines and construction details hit the eye immediately. If one isn't familiar with drawings of this sort, the books most likely go back on the shelf and our writer slips away. Then there's the verb, "build." One way or the other it appears in the titles of three of his four books. Many a small boat fan has not, and probably isn't planning to build a small boat, so Gardner slips away again.

Then there's the fact that his books, with the exception of *The Dory Book*, are loosely related articles originally written for the *Maine Coast Fisherman*, *The National Fisherman*, or a Mystic Seaport publication. They don't go through a subject from A to Z. Then there's the Gardner mystique. Just ask any Gardner aficionado about the writer. Well, maybe not. It might lead to unusual expectations. Whatever John Gardner was, he was not an apostle in a rowboat. Let's stick to boats. He was a good writer and the small boat, albeit from a variety of perspectives, was his subject. Reading him is fun. What we want to do is get our new reader started and give he or she an idea of what this writer's all about.

I don't think much would be gained by changing the books as we already have them. I like them just like they are, they're full of interesting twists and turns. We've just got to get the new reader to the point where he can see this, from that point he'll do fine. Maybe what follows will be a nudge in the right direction.

MAINE Coast Fisherman

Perhaps the best way is to start at the beginning, take a quick look at the long-gone monthly newspaper where John Gardner started writing about boats: *The Maine Coast Fisherman*, or the *MCF* as it liked to call itself, in the early 1950s. Here one was as likely to find a recipe for oyster stuffing, baked squash, or finan haddie as a fishery story. The *MCF* liked people, and boats, and time, with the past getting, as they say, plenty of ink.

Photos from the last years of the age of sail, a memorable part of the lives of many of the older readers, were prominent, lime carriers smoking at the wharf after a rain; the *Edward B. Winslow* low in the water, six masted, 318', running; the *Elizabeth Barrett* iced up and in "hard shape...her crew taken to the hospital in Portland with frozen hands and feet." Hard times Down East as the age of sail struggled towards its end.

An interest in coastal history was never far from the surface, either. In one issue there was a story on a Mrs. Lelia Clark Johnson and her recently completed history of the towns of Sullivan and Sorento, 400 pages, finished in her 90th year.

In another was a report on a list of fishing boats built since 1780 in Essex, Massachusetts, many of which found their way

John Gardner: Beginnings

By Tim Weaver

Down East, one changing hands near her 100th birthday for \$662. Some, built in the 1830s, were still working the Maine coast in the early 1900s, for example, "the *Accumulator* of Deer Isle...being in registry as late as 1913."

There were the columns: Life at the Light Station, a collection of new items written by lighthouse keepers; The Old-Timers' Anchor Watch; and God's Tugboat, news from the sea-coast mission boat *Sunbeam*.

There was news of an individualistic sort. Take the piece on Ben Wallace of West Point, he's standing in the stern of his 15' strip built outboard with a 450-pound tuna, head wedged under the midships thwart, one of five he caught last year working alone. There was a nice piece on the Wincapaws, father and son, dory builders from Friendship. Seems as though they kept two sets of molds, one for boats they built and sold, and one for friends and neighbors to borrow.

Seems like the borrowed set never came up with a boat like the Wincapaws built, nor did the dory built by a boatbuilder, a boatyard man who managed to finagle the not-for-lend-out set. He claimed the only place that boat was, was in their heads. The Wincapaws were reluctant on that subject, the subject of dory building seemed to evince a need by the Wincapaws to talk of horses and the county fair. Depending on the time of year you got *MCF*, the hunting season might be followed, especially duck.

In another of those long-gone issues there's an article on Irving Johnson and his new, to him, boat, the brigantine *Yankee*. He's excited, "Look at her. Those high bulwarks keep us dry. The long keel keeps her steady. She has such an easy motion that you can go aloft to handle sail in any kind of weather. She displaces 200 tons. She is really comfortable."

Amongst it all, the yards and boatbuilders got their due. The lines of a dragger, perhaps a Chapelle design, might appear. In the May 1951 issue there was a Bolger piece on the future of lobster boat design. Another issue noted a 55' schooner-styled dragger being built alongside the road in Woods Harbor, power for a 20" bandsaw and a table saw being provided by an old Chevy on blocks, a belt running off a rear rim to the tools. There were outboard dories for sale, radar on sardine carriers, and articles sorting out various aspects of fisheries from Boston and New Brunswick.

It was the perfect place for John Gardner, a Down East native with deep ties to the region. In it he drew the lines for many a practical workbook and took an uncommon interest in the taken-for-granted aspects of the waterfront of his time. On the pages of the *MCF*, Gardner developed a decided and delightful interest in the various rowing and sailing boats tied by time and development to the Northeast coast since the Colonial era. He could weave a tale of man and coast and boat that few could match, throwing in plans and building instructions to boot. He was always on the lookout for a good boat that fit a modest budget and was safe and useful.

He wrote about the small Whitehall, and the man who knew a lot about it, Charles Lawton. In fact, there was a picture of Lawton

in retirement in St. John, New Brunswick. When it comes to boatbuilders, he's a Gardner icon. There were articles on the Chamberlain and Hammond dories. There were articles on boatbuilding tools and techniques with an emphasis on boatbuilding for Everyman.

On the subject of boatbuilding, he showed no allegiance to any one method, old or new. Depending on the boat, he was a likely to suggest plywood as northern white cedar. He liked galvanized nails and did not appreciate the price of bronze screws. He offered practical advice to people who appreciated a nod in the right direction but were long acquainted with hard work, making do, and taking self-help and independence as the rule. As they might say Down East, "Fitting in, he was." What he did in the *MCF* is, pretty much, what he did the rest of his life.

The word spread. Many subscribers to the *Maine Coast Fisherman*, and later *National Fisherman*, had nothing to do with the fisheries, didn't live in a rural coastal community, and had no interest in commercial boatbuilding. But these subscribers did have a fondness for small boats, and here was an articulate writer, a boatbuilder by trade, putting his not insubstantial skills at their disposal. Fussing over rowboat lines, exploring designs they might use, seeing a value in the all-but-gone historic types for another generation, and keeping it all in context. He was a gold mine.

He became a key figure in the revival of an interest in traditional small boats, especially those that rowed nicely, and a great deal of amateur boatbuilding, which he incidentally held to be an essential aspect of our small craft heritage, was helped along. He provided a context and continuity that made small boat projects, often undertaken alone, on a tight budget, and without the help of an experienced boatbuilder or nearby museum, enjoyable. Along the way he did his best to unburden the boatbuilding trade of much of its mystery.

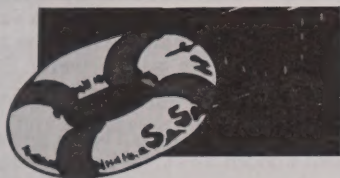
What the early readers were being treated to was the Gardner Way. It doesn't exactly throw itself in one's way. Over time, through a diverse series of articles, the Gardner Way with things emerged.

The Gardner Way was an introduction to a sensibility. It gave flesh and bone to much that was gone, or fast disappearing. It was as much about attitude as it was about things. His writing brought to small boats what a conductor can bring to a piece of music. His books contain a good deal of this writing. Writing that is, it seems to me, best approached in a casual way, an article here, an article there. Each a little walk. Each refining an appreciation of something already liked.

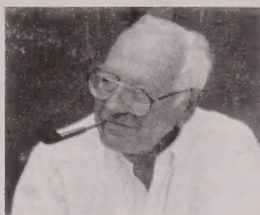
I can already see our new Gardner fan coming along, enjoying a series of supposedly "how-to" articles that have mysteriously transformed themselves into finely crafted essays on a variety of subjects, especially since such a piece might follow no nonsense instructions on a plywood work skiff that will get the job done in some alongshore fishery, the historical and the ultra-practical cheek by jowl.

So if you haven't read John Gardner, or you have a friend who hasn't, maybe this little piece will help the project along. I hope so.

Books by John Gardner: *Building Classic Small Craft*, *The Dory Book*, *More Building Classic Small Craft*, *Classic Small Craft You Can Build*, *Wooden Boats To Build And Use*, and the Durant book, *The Adirondack Guide Boat*, should be included.



Small Boat SAFETY



Tom Shaw
Division 10
U.S.C.G. Auxiliary

Ready for Spring

Spring is clearly on the way. Not far ahead are warm, sunny days and calm seas. The boating season is about to begin. Is your boat ready?

Of course, you have done the obvious things. The engine has been "de-winterized," the battery charged, the bottom painted, the hull waxed. Why not take one more step in preparation for all those on-water hours that lie ahead? Call your local Coast Guard Auxiliary Flotilla and have a free Courtesy Marine Examination of your vessel. Make sure you have **all** the required safety equipment on board and that it is in good working condition.

A trained Auxiliarist will be glad to go over your boat with you. The two dozen items on the checklist include all gear required by state and federal law, and more. If your boat is not completely up to snuff, your Examiner reports deficiencies to you and **only** to you. There is no law enforcement element in a Courtesy Marine Examination. The Auxiliary is concerned with vessel safety and wants you to know what, if anything, you need to do to qualify your boat for the Seal of Safety, a decal that tells the world (and law enforcement officers) that she meets all the requirements.

Even more importantly, you will know that your vessel is ready for a season of active, and safe, boating.

To contact the Auxiliary Flotilla nearest you, call 1-800-368-5647.

Trailing Your Boat

Almost 95% of boats on the waterways are trailered. Here are some questions that need to be answered by every trailer-boater before setting out.

Are trailer lights working? How long has it been since the wheel bearings were lubricated? Have you checked tire pressures recently? Is the vessel centered securely on the trailer, and have you tie-downs in addition to a winch cable to hold her? Is extra gear secured? Is the load properly balanced?

The Coast Guard Auxiliary recommends that 5% of the total weight of boat, trailer, and contents be on the tongue, and that safety chains are **always** crossed.

Before reaching the ramp, many boaters stop to top off gas tanks. Be aware that fires have resulted as a result of boaters filling metal, portable gas containers while they are in the boat or in plastic bedliners used on many pick-up trucks. Gas flowing into the metal

container can create static electricity and a fiberglass boat or plastic bedliner prevents grounding. **Always** fill portable tanks on the ground or on the dock and never in your boat or truck bed. Even if you don't spill a drop, heavier-than-air gas fumes will inevitably come from the tank during filling. The gas hose nozzle should always make good metal-to-metal contact whenever tanks are being filled.

Gas flowing through fuel hoses can create static electricity which can create a spark which can create a loud bang!

And don't forget to put in the plug before you launch.



The Kaino Rescue Ring A Revolution in Boating Safety

The chance of sinking or capsizing is a possibility many boaters would rather not think about especially if they don't venture beyond sight of land. Yet it's a fact that most fatal accidents happen within sight of land, and often within sight of other boats. A basic, distress signal could bring rescue in minutes if the unfortunate crew managed to find and hang on to the flares, strobe or emergency radio on their way overboard.

However, survivors of collisions, sinkings or fires all agree on one thing, disasters at sea happen far faster than they ever imagined possible. There is never enough time to assemble everything needed to abandon ship. A dedicated, floating, survival kit must be in place before you leave the dock. That's the reason Jon Kaino, a Washington fisherman, invented the Kaino Rescue Ring, a patented, Coast Guard approved, buoyant apparatus that doubles as a floating toolbox for distress signaling.

The Kaino Rescue Ring houses a floating, Coast Guard certified strobe light, an EPIRB and a closeable compartment that can hold a flashlight, flares and a hand-held radio, everything necessary to put out a distress signal. The four, clip-on tethers ensure the crew stays together in the water.

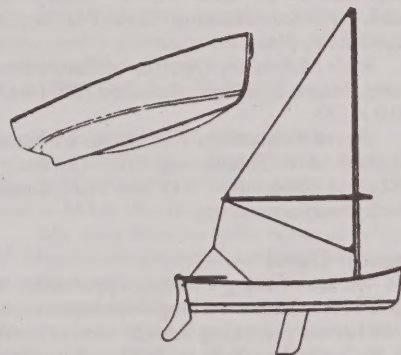
The Rescue Ring has already made the difference between life and death for five fishermen involved in two sinkings off the northwest coast. Although they were well-equipped with survival suits and life rafts, none of this expensive gear could be reached in time. When both crews went into the water, all they had with them was their Rescue Ring, a Coast Guard helicopter was alerted and quickly spotted their strobe and flares.

For the thousands of boats that operate inshore and do not carry a life raft, the low-cost, maintenance-free Rescue Ring is the perfect solution for safety planning. It provides a place for everything in a puncture-proof, emergency package that is mounted on deck. It is easily recognized and usable by everyone on board, even under the very worst conditions. With the Kaino Rescue Ring onboard, every skipper has taken a vital step to protect himself and his crew, should an accident occur.

The standard Kaino Rescue Ring is 26" in diameter with 92lbs of buoyancy. It is molded in bright orange polyethylene and injected with polyurethane foam. Every Rescue Ring exceeds the stringent regulations for U.S. Coast Guard Approved Buoyant Apparatus. Contact Kaino Rescue Ring at (800) 458-4058.

Peter Marsh

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

You write to us about...

Activities & Events...

Midwest Potter Sailors Belated Alert

The Muncie Sailing Club on Prairie Creek Lake near Muncie, IN will host the Midwest Potter Club Sail again this year, for Potter owners to get together, on May 14 (for those who can come early), 15, and 16th. Last year we had 9 Potter's from 4 states in attendance.

Please check out our web page at <<http://www.skyenet.net/~groveb/>>

Maxine & John Marotzke, Ortonville, MI, <jmarotz@earthlink.net>

Tall Ships Training Opportunity

On June 22nd, 2000 the German Sail Training Ships *Esprit* from Bremen, and *Roald Amundsen* from Hamburg, representing STAG, the Sail Training Association of Germany, will arrive at Seguin Island, direct from Bermuda, completing the Trans-Atlantic Race leg of Tall Ships 2000 ASTA, the American Sail Training Association. An escort will lead them to the Maine Maritime Museum in Bath.

The goals of the organizers are to provide an opportunity for Maine young people 15-26 to join an intercultural Sail Training exchange with 50/50 American/German trainees; make, through sponsorships, a Sail Training opportunity open to all Maine students without regard to finances; build cultural and economic bridges with our largest European trading partner, Germany. There are places open for trainees on all legs.

Sponsoring institutions are Maine Maritime Museum, and Maine Maritime Academy's Sail Training Club. For further information, please contact:

Ruth Maschino, Director of Public Programs, Maine Maritime Museum, (207) 443-1316 x 323.

David Schurman, Managing Director, Northern Arc Connecting With Germany, (781) 944-0304, fax: (781) 944-2469, email: <dsch@northernarc.org>

Tugboat Travel

We are offering a unique opportunity to explore New York's working waterfront on one of the harbor's working vessels, our very own tug *W.O. Decker*, built in 1930 and working the waterfront ever since. During the four hour excursion we travel from South Street to Newark Bay's active commercial docks and past the Staten Island drydock and the notorious ship graveyards where hundreds of old wrecks lie submerged.

Reservations for each of the seven tours are required, and the fee is \$95. Call us for reservations or further details.

South Street Seaport, New York, NY, (212) 748-8786



Opinions...

Block Island Cowhorn?

I question the identification of the *Roaring Bessie* in Joanne Scott's March 15th "Remembering" poetry as a "Block Island Cowhorn". As a lifelong Block Islander, I always knew this boat as a "Block Island Double Ender".

Steve DuPont, Osprey, FL (winter address)



About Cameron's Oars

On page 5 of the "You write to us about..." pages in the March 15th issue, reader Norm Benedict remarks that Frank Cameron inventoried no spare oars on his rowing journey in the San Juans, published in the December 15th issue. I would like to point out that in both the cover photo and the photo on page 15 of that issue, Frank's extra pair of oars is visible in the cockpit.

Norm also stated that Frank's "photos indicate a set of exceptionally long sweeps in the 12' area". Estimating oar size from a small photo is guesswork at best, Frank's oars are under 10' long, I have seen them.

Norm can rest assured that Frank has the best possible oars (which he makes himself) to row his boat quickly and efficiently in any weather condition, I've seen him do so. And, those oak WWII surplus oars that Norm seems fond of, when cut to 18" length, make excellent firewood.

Bruce Waddell, Mercer Island, WA

Of Lugsails, but not Penguins

It was interesting reading the letter from Jean Gosse about Penguins and lugsails I'm not sure what my original question had been, I think, perhaps, it had to do with the force exerted on the boom and the yard of a lug sail by a boom vang and how that might effect the camber of the sail. I do believe that a lug sail needs a great deal of camber sewn into it. Flat lug sails won't sail to windward very effectively.

I'd like to suggest that lug sails can indeed have vangs, and balanced lug sails can have booms! The primary difference between a balanced lug and a standing lug is that the standing lug has its tack very close to the mast whereas a balanced lug overlaps the mast significantly (I don't know how far the sail has

to overlap the mast to be considered a balanced lug). A balanced lug doesn't need a vang because it is self vanging. Once the tack is brought close to the mast, however, that self vanging feature is lost and the boom can very easily be lifted.

My standing lug has a boom, and a vang. I added wooden jaws to the boom several years ago (after reading an article in *WoodenBoat* about standing lug rigs and the common practice of having jaws on the boom). Because it has jaws, it can also have a vang (and downhaul). The result is that the rig is significantly stiffer and more under control off the wind. The shape of the sail can be altered significantly by both the vang and the downhaul. The downward pressure of that vang does bend the yard and the boom, hence my original question about the effect on the camber. I would guess that the vang flattens the camber depending on how strongly it's applied.

Finally, I'm no sailmaker, but I would imagine that a lug sail cut by a good sailmaker would have curvature to the head and the foot in order to provide camber to the sail. If the foot and the head of the sail is not fastened, (individual laces or laced) so that the head and foot are tight to the yard and boom, the camber will not be accurate. I have heard of some lug sailors trying to exaggerate the camber by using individual ties and adjusting the length of each tie in order to add more camber, but loose lacing wouldn't accomplish that.

Aren't four sided sails interesting?

Steve Anderson, Ormond Beach, FL

Surfyak Idea

I'm encouraged by the way kayaks can manage surfing despite poor shapes like pointed bows with exceptional directional tendencies. These can be overcome but only by rigorous paddling. Better the bows be spoonbill in shape with enough bearing to not get buried in broaching or pitchpoling.

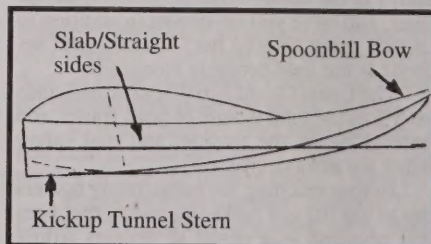
We kind of take extant shapes for granted, like whitewater paddling with over length ends resulting in the kayaks standing vertically.

The run of any surfing kayak, how about a Surfyak, should enable as much planing as possible. Probably tendencies to add afterdecks to enable bow-lifting are not correct. Elsewhere I'm interested in freeboard resisting overturning. Wraparound aft shape is reasonable as freeing ports could be added above the WL.

I'd be interested in kicking the Surf Yak idea a round with anyone interested.

On another subject, Craig O'Donnell has done a sensational job of researching Chinese junk material as reported on page 27 of the March 15th issue. One simply never stops learning about these ancient/modern craft.

Norm Benedict, Santa Maria, CA



Stirred My Soul

That picture of the old Lyman on the cover of the March 15th issue stirred my soul. That was my boat right there. You can easily see the influence in the outboard skiffs we build. Ours are narrower and lighter and if I do say so myself.... better, for our environment anyway. Plywood, even good plywood don't hold up worth a flip down here. I used to make a specialty of trying to fix old Lymans and Thomp-sons... a heart breaking thing.

Robb White, P.O. Box 561, Thomasville, GA 31799



Useful Information...

Polytarp Sail Kits Developments

I'm currently testing ten different tapes and laminates from 3M and Manco for adhesion and ease of application to see if I can come up with a faster, more efficient means of constructing polytarp sails for those of us who sail on a tight budget and don't sew. I'll try to write a short article summarizing the results if I think the findings might be of interest to your readers.

Readers might be interested in knowing that instructions for constructing a polytarp sail are on my web site at: <http://members.aol.com/polsail/HTML/index.htm>.

Dave Gray Polysails, 7404 Madden Dr., Fishers, IN 46038

Archives Available

I am compelled to get rid of my accumulation of old *MAIB* issues, which goes back pretty much to the beginning of my subscription, and is pretty much complete, though I have not done a precise inventory.

Is there any group, or library, or museum, or anyone else who might want them? They are free, and I will be pleased to ship them to a worthy non-profit recipient.

Michael E. Timm, 7 Volino Dr., Poughkeepsie, NY 12603-5024, (914) 462-5444

Correction About Cheers

Richard Carsen's discussion in his Dreamboats column in the March 1st and 15th issues mentions the Dick Newick Atlantic proa as being designed for Phil Weld. It was Tom Follett who commissioned the design and raced it in the Trans-Atlantic single handed race. Tom, designer Newick and project organiser Jim Morris also collaborated on a book about their effort, *Project Cheers*, published in 1969 by Adlard Coles, Ltd in Great Britain (SBN 229 63900 3). The book is out of print but might be available from used maritime book dealers.

Luc Casaer, Meldert, Belgium

Projects...

My New Dory

My new dory project is almost complete. It is an old classic, the Coast Guard dory, plans and specs from Lowell's Boat Shop. After reading Gardner's *Dory Book* and Dynamite Payson's books, I decided to use seam batten construction.

She is 19' 5" long, 5' 7-1/2" beam, with white pine seats and bottom of 1" stock, red oak frames, stems and transom, all rough cut stock obtained from a local sawmill. The battens are mahogany flooring stock obtained from a local lumberyard, scarfed and ripped to 1-7/8" wide by 5/8" thick. The sides are 4 ply 3/8" AC plywood as recommended by Dynamite in his books. She is fastened with bronze screws and ringnails. West System epoxy is used at seams with 6 ounce fiberglass tape, with 6 ounce fiberglass cloth covering the bottom. Risers for the seats are rough cut spruce planed and spiled to fit. The same spruce was used for the 10' oars.

There is flotation under the seats and I am considering decking in the bow and stern with flotation under. I guess her weight will be 390-425lbs.

At her launching late March or early April in Hull, Massachusetts, she will be christened the *Mary Louise* after my wife, who has been such a good sport about it, with two rooms still needing finishing in our old house.

Joseph Kosh, Millis, MA



Building a New Club Boat

Our Ring's Island Rowing Club in Salisbury, MA has been building a stretched Gloucester gull dory. It only took us thirteen months to almost complete it! Actually we spent two months lofting it and then making an incorrect mold, and we also only worked on it one day a week for 1-3 hours. Club member Doug Scott allowed us to use his Parker River Boat Works shop here in Newbury for most of the construction. We launched it on the morning of the Snow Row (see photo you took of Caleb and I standing next to it before the race in your report in the May 1st issue) and were still tuning it after we got to Hull. We didn't do very well in the race due to the confused start and improperly installed oarlocks, but there's always next time.

Josh Withe, Newbury, MA

This Magazine...

Directly From These Pages

Thanks for a great magazine, my best connection to the great world of small boats out there. This landlocked sailor really appreciates the accounts readers contribute about their travels and ports of call.

My Bolger Light Scooner, Glen L Seakayak II equipped with CLC sail rig, CLC Patuxent 19.5 and Glen L Rob Roy canoe are all directly from the pages of *Messing About in Boats*.

Mark Stewart, Marietta, GA



All I Had to Do...

When looking for advice about adapting my canoe for sailing, all I had to do was write to *MAIB*. When my inquiry appeared on this page things began to happen. Editor Bob sent me photocopies of nine pages from bygone magazines relating to sailing canoes & their equipment. I also received a very helpful letter from a reader in Santa Maria, California, a 17 page letter from another reader in Delaware, and a phone call from New Jersey. I wonder what will happen next?

Ward Bell, Sea Cliff, NY

Least Favorite, Most Memorable

I've spent a little time thinking about the least favorite and most memorable things I've read in *MAIB* this past year.

My least favorite topic is the next layer of education/regulation/licensing we "need" to make boating safer. We can't legislate personal responsibility or common sense. What's the new law that will prevent the semi driver from racing the *City of New Orleans* to the crossing?

I've noticed that if you want confirmation that boating is still worthwhile, just go out on Monday morning instead of Saturday afternoon.

As for most memorable topic, somewhere in the past issues I have since passed on someone asked the question: "To what better use could we put our tools and workshops than to be used by our kids?" After thinking about that I realized that any mess, wear and tear, or loss from this is probably well worthwhile.

Bob Cole,



Maine Boatbuilders' Show '99

Report and photos by Bob Hicks

After you got past the fact that you couldn't park on the grounds at Portland Yacht Services while you attended their Maine Boatbuilders' Show March 19th-21st, and parked somewhere else in a choice of more or less distant lots, and rode the shuttle bus, or walked to the site, you then noticed, if you were an early bird arriving before or just as the doors were opened that the line of folks waiting to go in stretched from the front of the building to the street, a couple of hundred

The Pinnacle *Virginia*

There's another historic replica building project underway, this one at Popham Beach, Maine, site of the first English colonization effort in New England in 1607, 13 years before the Pilgrims landed at Plymouth Rock. These precariously established colonists built a 30 ton pinnacle, the *Virginia*, claimed to be the very first ocean going ship built on the North American continent, which they used for coastal travel and at least two trans-Atlantic voyages. The first of these returned some Popham colonists to England when the colony was abandoned in 1608, the second brought supplies from England to the surviving Jamestown colony.

Bud Warren apprised me of all this at their display (no photo, it was pretty much all papers, historical reference stuff). Actually the *Virginia* Project folks do not claim their boat will be a replica because there is precious little known about the boat. All that is certain is that she was called *Virginia* in recognition of her builders' part in King James' Virginia Company that established colonists at Jamestown, Virginia and Popham, Maine, that she was a pinnacle, and was of 30 tons. Marine architects have estimated that *Virginia* was about 51' long by 13.5' beam with a 6' draft, to give you some idea of the scale of this project's aspirations.

There is certainly a uniqueness here in the growing historic vessel recreation game, and it appears that this particular project, undertaken in 1997, is at the early fund raising stage to begin the design process.

The *Virginia* Project, Ft. Baldwin Rd., Popham Beach, ME 04562

feet. And the doors were now multiple, no ducking through that side door in the "alley", here was a temporary facade of modern glass doors fitted into the huge overhead door opening that permits very large yachts to be stored indoors winters here.

The seemingly inexorable growth of this popular "real boats, real boat people" show has been forcing Phin and Joanna Sprague each year to ever greater efforts to somehow fit the growing crowds and the increasing number of exhibitors into the array of old brick, one time locomotive factory, buildings on Portland, Maine's industrial waterfront. Success has brought its problems, but the Spragues have not been unheeding.

This year a whole new large exhibit area opened up right at the street end of the complex, a past tenant having departed. This allowed not only much more exhibit space, but also more direct public access through multiple modern doors and ticket takers, cutting down the long lines of yesteryear that patiently waited to fit through the one-at-a-time alley entrance to the original main show building. When three successive sunny, mild (for March) days turned out a record attendance

of over 8,000 for the three day show, the Spragues and their incredibly hard worked, but unfailingly cordial, help were ready.

There was more to see than ever also, with over 220 exhibitors. A lot of "stuff" was on display in addition to the featured boats, but the variety of boats, power, sail, paddle, oar was sufficiently large to anchor the swarm of peripherals suppliers of anything anyone would ever want for their boating.

What follows is again my ad hoc ramble through the show, during which I took photos (still having trouble getting them right in the strange lighting in the cavernous old buildings), and talked with exhibitors who caught my attention for one reason or another. Readers not already familiar with this annual affair should be made aware that the boats are all displayed by the builders, there are no boat dealers in this show. You get to not only see the work of the builder but also talk to the man himself, or someone who works with him. So many boats and their builders, so much "stuff", all in one place. It's an inspirational occasion for any boat nut as the promise of spring hovering just over the horizon stirs the annual awakening of boating fever.

A Boat Designed for .0006% of the Population

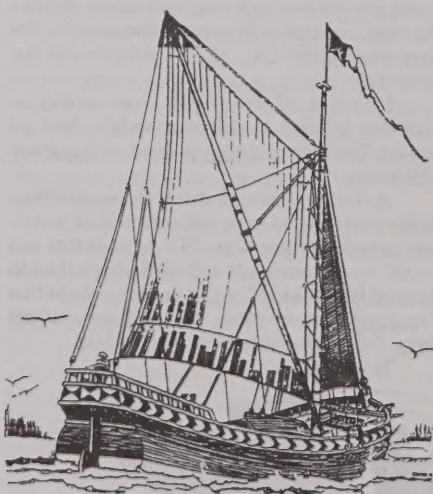
Sam Devlin's Topknot 32 power cruiser was the first thing you saw once you got past the ticket takers, its gleaming dark green hull, white pilothouse and varnished woodwork filling a substantial spot. Sam was there all the way from his shop in Olympia, Washington to talk to that .0006% of the population he figures might want to own his boat, just one of many designs Sam has created and built for many years in modern wood/epoxy composite.

Lessee now, .0006% of the approximately 8000 folks who visited the show comes to a lot less than even a single person (.048 of one if you're into math) but a lot more than that

were giving Sam's work a close look. Perhaps in so highly focussed a crowd...

Sam's literature tells us that the Topknot cruises at 18 knots with a top speed of 26 knots, powered by a 250hp diesel sterndrive burning 6 gallons an hour (cruising), and that the boat loves moving over flat calm or heavy water at speed. The hull is wood/epoxy composite over 1" thick, sealed inside and out with MAS epoxy. Over 3,200 man hours go into the building and finishing off to top grade yacht specification.

Devlin Designers Boatbuilders, Inc., 2424 Gravelly Beach Loop NW, Olympia, WA 98502



Small, a 14' Dayboat

Just about opposite Sam Devlin's Topknot was a nicely finished off open daysailer of 14' built by Bill Clements to a design done by Antonio Dias for Jenny Bennett. Who are these people? Well, Bill Clement's been building glued lapstrake small boats for a number of years at his shop in the Boston, Massachusetts suburb of North Billerica; Antonio Dias, now in Narragansett, RI, has spent about 20 years developing his unique small boat designs; and Jenny Bennett is a Brit with a long career in editorial roles with British wooden boat publications like Pete Greenfields' former *The Boatman*, even putting in a brief stint here in the colonies at *WoodenBoat*.

Perhaps Tony's name for his design is "Small" but this 14 footer is a very big daysailer, done up with Bill Clement's usual high quality workmanship. The LWL of 13'9" and the beam of 5'11" make it commodious indeed. The boat on show was not for Jenny (the design was) but was commissioned by one of Bill's customers. Those interested in learning more about the design could visit Tony's booth at the show where he was usually busy talking about his designs with showgoers. His



new book published by *WoodenBoat*, *Designer & Client*, explores this very relationship (we'll have a review shortly).

Oh, yes, Bill's boat is a 14' stretch of the original 13 footer Tony designed. Its apparent size seems to be indicative of what sort of

"dayboats" the Brits prefer in their much more aggressive alongshore boating conditions.

William Clements, Boatbuilder, P.O. Box 87, N. Billerica, MA 01862

Antonio Dias Designs, 171 Cedar Island Rd., Narragansett, RI 02882

Something Different

The Caillou caught my eye right off, a mahogany decked fiberglass hulled sort of kayak lookalike, the older sort like Folbot with the big open cockpit, with a sail rolled up on a carbon fiber mast. Designer/builder Justin Vagliano was happy to explain his "Caillou Concept". He sees it as combining the attractions of canoeing, kayaking and sailing. The big comfortable seats in the spacious open cockpit provide obvious comfort with room for all sorts of gear, and while the 40" beam is right out there for double paddling reach, it provides stability for sailing. The Caillou looks bigger than its 17' length, and its combination of fiberglass and varnished wood tends to make it look more like a boat than a kayak.

Caillou Boats, P.O. Box 510, Marblehead, MA 01945



End of the Alley

Last year Michael Vermouth and his crew of strippers built a woodstrip canoe right in their Newfound Woodworks booth on an aisle, a three day demo that stopped a lot of passers-by. This year Michael found himself in a dead end alley between giant diesel engines, out of the mainstream traffic flow, with space adequate for either displaying finished stripper boats or a building jig, but not both. Michael opted for the static boat display, which encompassed representative styles of both canoes and kayaks which he supplies as finished boats, in kit form, or as building plans. The Newfound crew sure missed the ongoing interpersonal contact engendered by last year's building operation.

Newfound Woodworks, 67 Danforth Brook Rd., Bristol, NH 03222





They Made the Sale

Harry Bryan and his entourage from St. George, New Brunswick, were back in force and smiling broadly when we caught Harry not too busy for a moment. "We came here with one major objective this year, to sell this Fiddle-head double paddle canoe my daughter Sadie built. And we did!" Sadie was, of course, all smiles too. She was home for the winter from the Yukon and looking for something useful to do. In the past she had built a bunch of toy dories Harry brought down as show souvenirs. Scaling up to a full size Fiddle-head proved to be no problem.

This particular focus perhaps was why Harry's unique Thistle paddle fin powered boat and his Handy Billy low-powered motor launch were not in evidence. But while Harry and Dave Thompson talked with the boat fans, Harry's wife Martha and Dave's wife Maggie had their Topsail Canvas products, canvas bags and custom dinghy sails, to offer.

Bryan Boatbuilding, RR#4, St. George NB E0G 2Y0

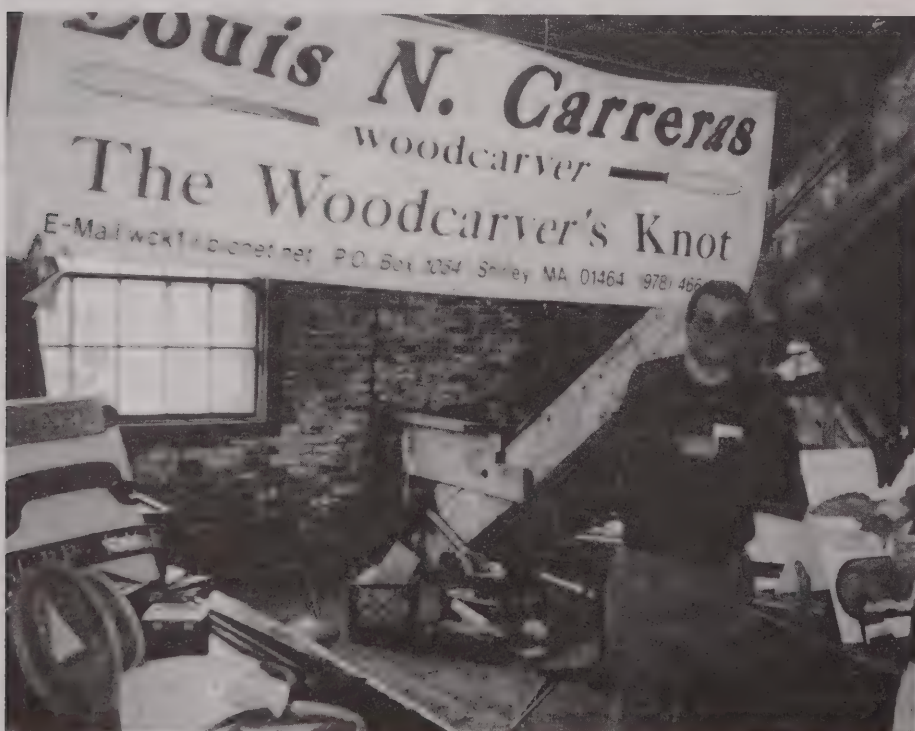


Geodesic Cricket 12

While we're still looking at what seemed to be "bigger" small boats we checked into Platt Monfort's Geodesic Cricket 12 (reported on in the March 15th issue). His decision to show his new Cricket 12 "bigger" small boat required Platt to move downstairs from his usual upstairs small booth into a larger display area.

Platt has yet to weary of experimenting with ultralight small boat designs, but the 12' Cricket has a bit of a sop to more conventional thinking with its plywood vee bottom and transom. The internal structure still has that aircraft appearance with tiny stringers over slender ribs and the hull covering of heat shrink dacron above the turn of the bilge and something Platt calls "elephant hide" on the bottom, is typical Monfort. There are no kevlar reinforcing strands in Cricket as the plywood bottom panels provide sufficient stiffening for the ultralite topsides structure.

Monfort Associates, 50 Haskell Rd., Westport, ME 04578



The Woodcarver's Knot

There were many, many small specialty exhibitors in the show, and Louis Carreras' is a typical example. Louis is a woodcarver of nautical themes, nameboards, quarterboards, eagles, billet heads, along with custom signs, accessories, boat portraits and wood carving restorations. Just like the small boatbuilder, he has to be ready for anything in his line of work. It was nice to see Louis in his own booth, he's been around helping out at the Pert Lowell booth for a number of years.

The Woodcarver's Knot, P.O. Box 1054, Shirley, MA 01464

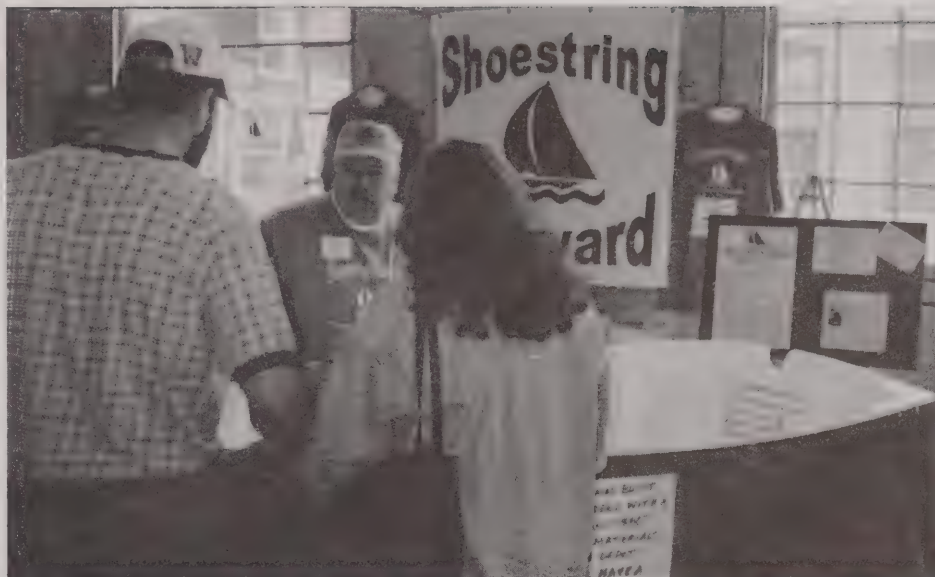
Still a Shoestring Builder

Paul Bennett arrived on the Small boatbuilders' scene several years ago with his frankly low end approach, designing and building inexpensive boats, selling plans for his basic designs, and developing kits for home builders. His Shoestring Shipyard's 7'6" Bootstrap Dinghy is the focal point of the first question he asks of wanna be boatbuilders, "Have you got a free weekend?" Paul says that the Bootstrap kit can be built over a weekend, and he will be hosting a couple of clinics in May and June near his Cape Cod shop for anyone who wants to get some hands-on instruction.

Paul has no aspirations towards high end luxury small boats, his slogan, "everyone needs a little dinghy" and his offering of a Blue Collar version of the Bootstrap are indicators of his focus. For those wanting more luxurious appointments he does offer to build a Gold Plate edition for about \$500 more than the Blue Collar version.

Paul also offers the larger Sagamore Tender at 11'6". He also has written detailed books on how to build either of his designs.

Shoestring Shipyard, P.O. Box 117, Sagamore Beach, MA 025662



Diesels Everywhere...

The diesel engine trade seems to have decided that this is a show they should be in and the number of diesel engines, some really huge, to be seen has proliferated. I counted ten displays. But it's Bill and Laurie Sweetman of Orr's Island Boatworks who all along have seemed most interested in the diesel needs of smaller boat owners, they've been in the show since its earliest days. In 1998 Orr's Island was recognized as Yanmar "Dealer of the Year" from a 268 dealer network over 22 states. The Sweetmans feel pretty good about how a mom and pop operation like their's can still achieve success and recognition in today's supermarket economy.

While there to solicit business selling, installing and servicing Yanmar diesels, Bill doesn't let that completely overshadow his interest in old marine engines, this year he displayed his 2hp Arrow two-stroke with its copper water jacket.

Orr's Island Boat Works, RFD 1 Box 731, Orr's Island, ME 04066



Lowell's Mohonk Skiff

Mike Brown of Lowell's Boat Shop in Amesbury, Massachusetts chose to bring one of their Mohonk Skiffs to the show. It's not been a catalog design of Lowell's because it was originally custom designed and built to fill orders from a spectacular Catskill Mountains resort by former Lowell's owner, Jim Odell, about 20 years ago. According to Mike, Lowell's still builds one or two a year of the 15' pulling boats, patterned after the St. Lawrence Skiffs used in earlier years at Mohonk, for fleet replacement or addition.

Lowell's Boat shop which claims to be the oldest continually operating boatshop in the nation, going back some 200 years at its present site on the shore of the Merrimac River to the founding Lowell family, and until the '70's still run by descendants, has been going through a major refit the past several years. The shop has been acquired by the Custom

House Maritime Museum in nearby Newburyport, and once it was recognized as an official historic landmark, several hundred thousand dollars of National Park Service taxpayer money has been poured into its complete restoration.

Mike Brown is an enthusiastic young boatbuilder who has taken on the task of getting the boatbuilding back up to speed, now that the temporary closing for renovations is past. Along with building traditional Lowell designs like the Salisbury Point Skiff and the Amesbury Skiff, Mike will undertake special order boats, you can even order a Mohonk Skiff if it grabs you. The boats are traditionally built in wood, lapstrake, flat bottom but in recognition of today's trailer boating culture, the hulls are epoxy sealed below the waterline inside and out, and the outside bottom is additionally protected by a fiberglass skin.

Lowell's Boatshop, 459 Main St., Amesbury, MA 01913





Designer Dinghys

At first it appeared that Bill Stevenson had four small boats laid out on the asphalt for us to inspect, but it turned out that two were actually Dennis Hansen's in an adjacent display. Dennis had no sign indicating his Hansen & Co. identity (see opposite page).

Ah, yes, it is the era of "designer this" and "designer that", marketing gambits that imply you can afford something from a famous "designer", usually flaunting this self-important image with some sort of prominent label. Is this what Bill Stevenson was after when he decided to go into the dinghy building business? Not quite.

Aiming for the yachting trade, Bill, who is general manager at Devereux Marine in Penobscot, Maine, decided that he would of-

fer his Morses Cove 8 and Penobscot Pod with many options from which to choose, custom building on the basic fiberglass bare hulls to suit the client's desires. Thus Bill offers choices in seat configuration, weight (controlled by laminate schedule), colors and trim.

The hulls are nicely done handlaid fiberglass and feature encapsulated flotation. The Morses Cove 8 is an 8' x 4'3" "traditional downeast style" dinghy with high bow, rounded transom, and two rowing stations. A deep solid keel provides good tracking when towed. The Penobscot Pod is a 10'6" double ender with 4'6" beam. Both dinghys were designed by John Lindsay.

Designer Dinghys, Devereux Marine, Rt 166, Penobscot, ME 04476.

The Maine Coast Boathouse

Charlie Dhyse owns and operates what he claims is "America's largest seller of traditional small boats" in Northport, Maine. Sounds like a dealer, which he is. But part of his operation includes a boatbuilding subsidiary, Lighthouse Boats, which qualified him to be in the show. The Mariner 15 pictured below is a fiberglass lapstrake wherry design Charlie offers in rowing sailing or powered configurations. The turbulence created by the outboard well opening, necessary for using an outboard on this double-ended design, when rowing, causes significant drag, so Charlie has designed a patent pending setup involving a removable well and filler panel to have the best of both rowing and outboard worlds.

If this is not quite what you might have in mind, a visit to Charlie's place on Rt. 1 in Northport might be in order, for Charlie says he usually has as many as 100 traditional small boats of all types on display.

The Maine Coast Boathouse, 1275 Atlantic Hwy, Northport, ME 04849



Captain Mike's Boat Shop

Mike Gorham has a different approach to the "designer" concept, his lapstrake wooden 12' Swampscott dory pictured (a miniature dory hull, not the cutoff transom dory skiff type), and 12' fiberglass sailboat are offered as examples of his building policy, announced in the basic mark-alot/plywood/posterboard sign pictured: "Set your boat apart. We make your wooden/fiberglass boat fit your needs. Restorations, modifications, options to fit your boat to you." Captain Mike (in light jacket) was busy with prospects and we never get between a builder and a prospect in pursuit of our journalistic inquiries, so didn't get to chat with him.

Captain Mike's Boat Shop, RR#1 Box 416, W. Buxton, ME 04093

Hansen & Company

Taking part in the show was a last minute decision for new small boat builder Dennis Hansen and so he was another of the "Outsiders", not by choice, there was no more room inside. Dennis's card describes Hansen & Company as "Builders of Practical and Impractical Boats". On display were his Gloucester Gull rowing dory and a Chesapeake Light Craft Mill Creek 13 sea kayak (built from plans). Dennis likes to build in today's plywood/epoxy/composite manner, but will undertake to build traditional plank on frame, which is the style he refers to as "impractical".

Dennis has been for some 25 years a close family friend and neighbor of Dynomite Paysons' and so it was not surprising to learn that when his most recent employer closed down leaving him jobless, Dynamite suggested to him, "It's time to build boats, Dennis".

Hansen & Company, P.O. Box 122, Spruce Head, ME 04859



The Duxbury Duck

Jeff Gray, proprietor of Snug Harbor Boatworks in Duxbury, Massachusetts is bringing back the locally famed Duxbury Duck, an 18' centerboard sloop that was designed in 1925 by John Alden for a group of Duxbury sailors, and grew to a fleet of over 80 boats over the next thirty years. Like many of those old one-design classes, only a few originals remain today.

Jeff's version differs in that it is built cold molded for longevity and ease of maintenance, and also has cockpit modifications for greater crew comfort. The 18 footer has a beam of 6'4" and draws 8" board up, 2'8" board down. She flies 160sf of dacron sail, sloop rigged.

Jeff opened for business in 1994 after apprenticing for Gannon & Benjamin on Martha's Vineyard. He grew up on the Vineyard and sailed summers in the family's traditional wooden schooner *Rebecca*. Rather than pursue his passion for fine yachts as a builder exclusively, Jeff set up shop as a full service boat yard on the waterfront campus of the Duxbury Bay Maritime School, wisely recognizing that keeping customers' boats up the way they want them provides a reliable steady income between new boat building commissions.

Snug Harbor Boatworks, P.O. Box 117 SHS, Duxbury, MA 02331



The Glue Guys

Andy Wolfe of Upper Deck BoatShop was over in a sort of backwater corner in the show but he went ahead building his little plywood skiff anyway, for he could bring it out from time to time to the mainstream aisle display of MAS Epoxies, he was using their glue. Tony DeLima and "JB" Currell, the two guys who own MAS, are happy ex-suits who walked away from corporate America to go into the glue trade. "We love it, we're always out there visiting all the boatbuilders and their boatyards, selling our resins and meeting all the real people we enjoy doing business with," "JB" explained to me. This personal contact has built up MAS to one of the established suppliers in a tough field in which to operate.

Andy Wolfe operates as Upper Deck BoatShop in Glasgow, Virginia, he says the name goes back to a time when his former garage/boatshop was needed for housing his wife's car, so the boatbuilding went upstairs for a time. Now, since his move to Virginia, he's seriously in business with room to work and is busy building with plywood and epoxy, both stitch & glue panel and glued lapstrake designs.

MAS Epoxies, 1501 Sherman Ave. Pennsauken, NJ 08110

Upper Deck BoatShop, 21 Palfrey Ln., Glasgow, VA 24555



"It's Not Called a "Boatbuilders Show" Without Reason

This year I'm trying something just a bit different, devoting two pages to a listing of the 85 boatbuilders who exhibited at this show. Perhaps such detail information will impress upon you, as it did me, just how many people are out there building boats as small business operations. And maybe you might even note someone on this list who can help bring your small boat dream to reality. Count 'em, there were 85 at Portland this year!

Able Custom Yachts P.O. Box 8055 Trenton, ME 04605	Boatbuilders booth with photos, drawings, brochures, and boatbuilders.
Alden Ocean Shells Inc. 167-1/2 Main St., Box 368 Eliot, ME 03903	Manufacturer of recreational rowing shells, oars, & accessories for over 25 years. Ask about a free rowing lesson!
Aleut Baidarka Kayaks P.O. Box 54 Jacksonville, NY 14854	Baidarka authentic Aleut "skin of frame" sea kayaks, kits, and workshops.
Americon P.O. Box 1965 Auburn, ME 04211	Casco Bay Runner boats, a new line of family & fishing, center or dual console, fiberglass.
Apache Boatworks 4517 Molyneux Rd. Camden, ME 04843	24' Cat Ketch, big open boat w/ inboard, self-bailing sole, roller furling masts, centerboard/shoal draft, fiberglass w/teak trim.
Aquamotion Systems 30 Cutler St. Warren, RI 02885	Forward-facing rowing system and custom-made boat.
Areys Pond Boat Yard 45 Arey's Ln. S. Orleans, MA 02662	Areys Pond 14' Catboat. A safe, simple, traditional daysailer for family.
Atlantic Boat Company HCR 64, P.O. Box 383 Brooklin, ME 04616	Atlantic Boat Company, builders of Duffy & Duffy and BHM boats.
B & D Enterprises Inc. RR #1, Box 477 Boothbay, ME 04537	One 7'9" dingy w/ photos of 26' & 31' Sportsfisherman & picnic cruisers.
Bay of Maine Boats Gooch's Beach Kennebunkport, ME 04046	Bay of Maine Boats manufactures hand-laid fiberglass boats: 14' reproduction used on Maine's coast.
Bridges Point Boatyard HCR 64, Box 392 Brooklin, ME 04616	Booth with photos, articles about the Bridge's Point 24.
Brion Rieff Boatbuilder HCR 64, Box 289 Brooklin, ME 04616	Custom boatbuilder, building power & sail from 6'-60". Building in wood, traditional, and cold-molded construction, your design or ours.
Bryan Boatbuilding RR #4, St. George, NB Canada E0G 270	One "Daisy 15" rowing boat, 2 Fiddlehead 10-1/2 decked canoes, plans available.
Caillou Boats P.O. Box 510 Marblehead, MA 01945	The "Caillou" is a revolutionary new boat/semi-decked, 2-persons sailing kayak, mahogany deck, and hand-laid fiberglass hull, 65 lbs., 17'x40" beam.
Cape Cod Shipbuilding P.O. Box 152 Wareham, MA 02571	Nathaniel Herreshoff H-12 1/2 fiberglass hull & deck w/varnished mahogany trim & sitka spruce spars. 100th Anniversary this year!
Captain Mike's Boat Shop RR #1, Box 416 W. Buxton, ME 04093	12' Swampscot dory tender and 12' fiberglass sailboat.
Carrying Place Boat Co. 22 Marcia St. Bath, ME 04530	West Pointer, strip-built, outboard powered skiff.
Chamcook Boat & Canoe St. Andrews, NB, Canada	A display of new and restored cedar canoes.
Clarence R. Heisler, Boatbuilder RR #2, Mahone Bay Lunenburg, NS, Canada	14' lapstrake sailboat. Three-generation custom wood boatbuilders using today's proven methods.
Classic Boatworks of Maine HC 77, Box 237A Hancock, ME 04640	Classic Boatworks of Maine restores & builds classic wood boats. They will have a 8' pram built along traditional lines from marine plywood.
Coastliner Inc. 317 U.S. Rte. South Freeport, ME 04032	Model and photos for the new 25' Downeast style lobster yacht.
Compass Classic Yacht Inc. 7 Hammatt Rd. S. Orleans, MA 02662	14' Classic Cat, a fiberglass replica of a classic Cape Cod catboat.
Cranberry Island Boatyard Cranberry Isles, ME 04625	Western Way 10' Classic Yacht tender & WW 19 motor launch.

CW Hood Yachts 92 Oakville St. Lynn, MA 01902	Wasque 26' family picnic boat weekender & 22' cruiser "Outside."
David Nutt Boatbuilder, Inc. Rte. 27, Box 320 W. Southport, ME 04576	Photo display of past and present work. "Southport 30" photos.
Designer Dingys c/o Devereaux Marine RR #1, Box 426 Penobscot, ME 04476	A 10' Peapod, an 8' dinghy, and an 18' dory.
Devlin Design 2424 Gravelly Beach Loop Olympia, WA 98502	Custom design and boatbuilding in wood/epoxy composite. Has built over 400 boats in Olympia, Washington. Showing 32' Picnic Cruiser "Topknot."
DeWolf Boats 114 S. Commons Rd. Little Compton, RI 02837	International YNGLING with Triad trailers.
Doughdish, Inc. 380 Wareham Rd. Marion, MA 02738	15'10" fiberglass Doughdish, Herreshoff 12-1/2.
Down East Boats & Composites P.O. Box 9 Penobscot, ME 04476	Downeast Boats, home of the "World's fastest diesel powered lobster boat." Downeast Boats offers the Northern Bay 16', 20', 28', 36', and a 42'.
Ellis Boat Co. Inc. 265 Seawall Rd. Manset, ME 04656	Meet w/ the builders & designer of Ellis Boat Co. and look over photos.
Even Keel Marine Specialists, Inc. 114 Spring St. Yarmouth, ME 03096	Boatbuilder booth, photos, books, and 1/2 model, design plans.
Exotic Marine Inc. 580 Rue St. Joseph's, Levis Quebec G6V 1H9 Canada	A classic 18' centerboarder for sailing, rowing, and camping.
Flower's Boatworks P.O. Box 264 Medomak, ME 04551	Custom finishing and repair yard.
General Marine Inc. Airport Industrial Park Biddeford, ME 04005	Custom built pleasure cruiser
Great Harbor Yachts, Inc. Grandville Rd. Bass Harbor, ME 04679	Exhibiting information on Great Harbor 26' and other services of yard.
H & H Marine 932 U.S. Rte. 1 Stueben, ME 04680	Brochures & photos of Osmond Beal designed boats built by H & H Marine Inc.
Hadden Boat Company Bay Point Rd, Box 51 Georgetown, ME 04548	Display & photos of current projects: 34' Alden Barnacle, 22' Chris Craft repair, W. Atkins OB cruiser, River Rat, 22' scow.
Hamilton Boatworks #10 Wood Ave. Concord, NH 03301	23' Joel White design wooden daysailer on trailer on display.
Handy Boat 215 Foreside Rd. Falmouth, ME 04105	29' Downeast style picnic boat.
Hansen & Co. P.O. Box 122 Spruce Head, ME 04859	Builders of practical and impractical boats. Gloucester Gull rowing dories, kayaks, and other small boats.
Holland's Boatshop RR #1, Mill Ln. Belfast, ME 04915	Holland 14', and a display of boatyard projects.
Jeff's Marine Inc. Wadsworth St. Thomaston, ME 04861	Parker 23 Sport Custom Cabin/simple, no-nonsense, strongly-built boat.
Landing School of Boatbuilding P.O. Box 1490 Kennebunkport, ME 04046	Landing School will display with design, boatbuilding, and systems together with a beach pea (13") and a Biscayne Bay Sloop (14').
Lowell's Boatshop 459 Main St. Amesbury, MA 01913	Founded in 1793, oldest continuously operating boat shop in America.

Maine Boat Shop P.O. Box 847 Brewer, ME 04412	An 11' Lawley tender finished out in teak.
Malcolm Pettegrow Inc. P.O. Box 1160 Southwest Harbor, ME 04679	Maine boatbuilder with photo display of yard projects.
Malone of Maine 80 2nd St. S. Portland, ME 04106	Maine made canoe and kayak paddles.
Maritime Skiff Inc. P.O. Box 218 Snug Harbor Duxbury, MA 02331	New Model -- 20 Classic Coastal cruiser.
MetalCraft Marine Inc. 347 Wellington St. Kingston, ONT Canada	Introducing the new boat 24' design, a solid welded aluminum boat w/enclosed wheelhouse.
Michael Porter, Boatbuilder 573 Soule Rd. Chebeague Island, ME 04107	Current design and building projects.
Newfound Woodworks, Inc. 67 Danforth Brook Rd. Bristol, NH 03222	Cedar strip canoes & kayaks, finished boats, and kits. Will be demonstrating the strip building process.
Nova Scotia Boatbuilders Assoc. 5475 Spring Graden Rd. Halifax, NS B3J 3T2 Canada	Promoting Nova Scotia Boatbuilders. Display will comprise of posters, video, literature, and profiles of builders.
Orr's Island Boat Works RFD 1 Box 731 Orr's Island, ME 04066	Yanmar marine engines and 1 antique engine.
Padebeco Custom Yachts Anchor Inn Rd., Box 197 Round Pond, ME 04564	29' jet walkaround picnic boat on display.
Pemaquid Beach Boat Works Box 233, Huddle Rd. New Harbor, ME 04554	Booth display of boatyard projects.
Pemaquid Marine 155 Snowball Hill Rd. New Harbor, ME 04554	Bank's Cove 22' outboard powered lobster style runabout.
Pendleton Yacht Yard Inc. HC 60, Box 97 Islesboro, ME 04848-9704	Dark Harbor 20 will be on display.
Pert Lowelt Co. Inc. Lanes End Newbury, MA 01951	"Town Class" sailboat, a centerboard daysailer, and traditional marine hardware.
Pickerell Boats Inc. 36 W. Trail Rd. Water Mill, NY 11976	20' Pickerell skiff with center console.
Preservation Shipyard 58R Merrimac St. Newburyport, MA 01950	28' custom picnic cruiser.
Redfern Boat RR #2, Box 105 Lamoine, ME 04605	Booth display of yard, boatbuilding, repair, and storage facilities.
Robert Stevens Boatbuilder 390 Hermit Island Rd. Phippsberg, ME 04562	Photos and a video of work, especially of the "Viking ship" built this year and its voyage.
Robinhood Marine Center HC 33, Box 1460 Georgetown, ME 04548	Robinhood 33 Downeast Power Yacht, yard display along with Spartan Marine Hardware and brokerage board.
Rockport Marine Inc. One Main St. Rockport, ME 04856	Herreshoff canoe yawl "Rozinante" in the final stages of completion.
Rumery's Boatyard 109 Cleaves St., Box L Biddeford, ME 04005	"Alerion," fiberglass reproduction of N. Herreshoff's original 26' & 32' lobster yacht.
Sakonnet Skiffs, Inc. 444 Black Point Ln. Portsmouth, RI 02871	Maine designed 9'7" lapstrake rowing skiff.
Sampson Enterprises P.O. Box 72, Richmond Cty. NS B0E 1A0 Canada	Photos and literature of boat building at Sampson Enterprises.
Seal Cove Boatyard 99 Horseshoe Cove Rd. Harborside, ME 04642	Seal Cove Boatyard is well-known for high standard maintenance and restoration of wooden boats.
Seaworthy Marine 2456 Lafayette Rd. Portsmouth, NH 03801-5324	Outside display will consist of one 28' SeaWorthy "Star Island" lobster boat style.
Shaw's Yacht Service P.O. Box 1187 Rockland, ME 04841-1187	Introducing a new 16' fiberglass runabout.
Shoestring Shipyard P.O. Box 117 Sagamore Beach, MA 02562	Custom wooden boat design, marine surveying, plans, kits, and books.
Snug Harbor Boatworks P.O. Box 117 SHS-Duxbury, MA 02331	18' cold molded sloop "Duxbury Duck" class designed by John Alden in 1925 & 12' lapstrake cedar on oak Lawley yacht tender.

Snyder Shipyard RR #3, Bridgewater NS Canada	Wooden boat building and repair facilities.
Star Boat Co. Rt. 73, FR201 Spruce Head, ME 04859	Half-hull model making, cold molded "Owera" 18 day sailer, Norwegian pram.
Tenant's Harbor Boatyard P.O. Box 382 Tenant's Harbor, ME 04860	The exhibit is a 41' x 13' commercial lobster boat. Photos of our works in progress and a diesel engine in the boat.
The Apprenticeshop P.O. Box B, 643 Main St. Rockland, ME 04841	Display a 21' open launch & a 12' sailboat.
The Maine Coast Boathouse 1275 Atlantic Hwy. Northport, ME 04849	The Maine Coast Boathouse featuring the "Haven 12-1/2" by Eric Dow and the "Mariner 15" wherrys by Lighthouse Boats.
The Pulsifer Hampton 642 Merepoint Rd. Brunswick, ME 04011	Pulsifer Hampton #70, a 22' traditional, wooden Casco Bay workboat-inspired family boat.
The Woodcarver's Knot P.O. Box 1054 Shirley, MA 01464	Hand-carved nautical products for boat & home, boat portraits, eagles, banners, and quarter boards.
Triad Boatworks 4 Fairhaven Rd., Rt. 16 P.O. Box 1148 Mattapoisett, MA 02739	Restored Herreshoff 10-1/2. Raised from bottom and restored.
Virginia Project 63 Main Rd. Phippsberg, ME 04562	Information booth of reconstruction of "Virginia of Sagadahoc," the first sailing vessel built in America by Englishmen.
West Cove Boat Yard P.O. Box 383 Sorrento, ME 04677	18' open picnic launch, cedar strip construction w/Dynel & epoxy decks, varnish mahogany trim, Westerbeke diesel.
Wilkie Design 52 Main St. Thomaston, ME 04861	Simmons Sea Skiff 21.5' built by James Gregg.
William Clements Boat Builder 18 Mt. Pleasant St. N. Billerica, MA 01862	Two lightweight, double paddle canoes for solo use. One is an open boat and other partially decked over.

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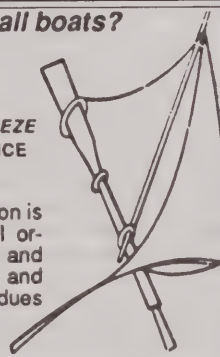
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It is about 850 nautical miles from the northwest corner of Spain to the Island of San Miguel, the largest and nearest of the Azores, and we figured that *Typhoon* could make the run in from eight to nine days. One hundred nautical miles a day is a pretty fair average for a long passage, taking into consideration calms and headwinds, but to be on the safe side we had provisioned for a run of something over two weeks. This may seem to be figuring it a bit too closely and, as a matter of fact, it was, but the sort of food we wanted to stock up with was difficult to obtain and, furthermore, our finances by this time were so low as to allow of no riotous expenditures.

Having made a good landfall after the run across the Bay of Biscay, I was sufficiently confident of my navigation to ignore the possibility of missing the islands altogether, and as we felt reasonably certain of good weather and favorable winds, we took a chance, looking to the Azores as the logical place to cash a check and to take on our final food supplies. I must confess that we were inclined to think a bit too lightly of a run of 850 miles at sea.

At 3:40 PM, September 28th, we cast off from the quay at Coruna with our friend and benefactor, Senor Naya, aboard for the run out of the harbor. It was our plan, after rounding Capt Hercules, to put in to the little cove on the other side of the peninsula opposite Coruna and set our friend ashore in a fishing boat but, as we were tacking out of the harbor, we encountered some acquaintances of his in a little sloop who offered to take him back to town with them. After several unsuccessful attempts they luffed up alongside *Typhoon*, he jumped aboard and we said good-bye to a real Spanish sportsman.

At 6:00 PM, after several short tacks, we rounded Point Hercules with its ancient lighthouse standing nearly 400 feet above the sea and squared away almost due west to clear Sisargas Island, just visible 20 miles away. As we passed the sandy cove on the seaward side of Coruna, great masses of cumulous clouds, piled in fantastic shapes, hung above the town, all afire with the horizontal rays of the sun as it sank into the sea behind a wall of cold blue clouds. All about us we could see rain squalls hanging like black, trailing curtains from the sky, and just before dark we encountered one

The inner harbor of Coruna. *Typhoon* with the usual curious crowd may be seen at the quay in the background.



The Track of the Typhoon

By William Washburn Nutting



Chapter IX *Typhoon* Picks up the Azores

of these with a vicious kick to it. Then, as night came on, the wind died down to a light breeze, a half moon broke through the clouds and the sky cleared. At 11:00, as we came abreast Sisargas Light, the flash of Villano, farther down the coast, jumped above the horizon and soon after the flash of Hercules dropped below the sea astern of us.

Once past Sisargas, our course took us farther off the land, which from this point bends down toward Finisterre, and I turned in, feeling that our second crossing of the Atlantic actually had begun.

Tuesday, September 21: Bright and clear. Wind ENE.

Our speed during the night had been only about three knots, and in the morning the mountainous shore in the vicinity of Cape Torinana was still plainly visible over the port

quarter. Several steamers passed between us and the land, one of them about a mile off, shipping water with every sea while we were perfectly dry. During the morning we were surrounded by countless porpoises and, thinking that a porpoise steak would help to conserve our food supply, I got out the old Winchester Express, the 50-95 that George Kennan had carried in Siberia and put aboard *Typhoon* at Baddeck, and prepared for action.

Trying out the old cannon on a shark that swam leisurely a foot or so beneath the surface, without success, I went forward and plugged a strapping young porpoise as he jumped clear of the water. The mushroom bullet tore a hole clean through him, leaving the sea crimson for a yard around, but we were running free, and by the time we had come about and got back to the spot he had sunk. They are nice, friendly fellows, these porpoises, and we should never have thought of shooting one except for food.

By noon Charles was down and out from the swell, and Fox also felt it necessary to part with his lunch, which he did cheerfully, as usual. He is the only man I have ever known who could actually sing while seasick. The wind had risen and it was necessary to be on the alert for the rain squalls that hit us occasionally. These sudden blows are the most dangerous thing with which the man who cruises has to contend, no matter where he sails.

In the daytime you can see the black cloud long before it reaches you, but at night you must literally keep a weather eye open, for if one of them strikes before you have time to shorten sail you are in for a knockdown or some torn canvas. A hard one hit us about 5:00, while I was below cooking the dinner, but Jim and Fox got the mainsail off in time and we came through it nicely.

Neither of the English contingent was successful with his dinner, but Jim, thus far, had shown no signs of distress and seemed at last to be getting his sea legs, much to my delight, for there is nothing quite so lonesome as being the only well person in a crew of dead and dying. Why it was I didn't get it, except for about five minutes during that blow off the Newfoundland coast, when pretty well tired out. I don't know, but the fact is that no amount of motion or oil or tobacco had the slightest discouraging effect on my appetite.

After dinner, just about dusk, another black squall bore down on us and, while Jim nursed her through at the wheel, I lowered the mainsail, sheeted it in, and muzzled it with the end of a halyard. While I was busily engaged in the process, Fox shot out of the companionway, clad only in a rubber poncho and the determined expression of one who is endeavoring to catch a train. Reaching the lee rail he wilted in the waterway, soaked by the rain and the seas that tore along the deck, but in five minutes he was below again, singing and laughing at the ridiculous spectacle he had made.

We really needed a couple of reefs in the mainsail, for it was blowing half a gale, but we decided to risk it and carry on. Whenever it was necessary to raise and sweat up the mainsail single-handed, I was thankful that *Typhoon* was ketch-rigged, for this would have been impossible on a yawl or a schooner of the same size. Reefing, too, was much easier kneeling along the cabin trunk or standing in the lee waterway than it would have been on a

schooner, with its longer main boom extending over the quarter where there is less protection and more chance of interfering with the man at the wheel.

Wednesday, September 22 (Equinox): Wind ENE. Course WxS.

Glass rising. Several more squalls hit us during the night. At 2:00 AM Jim, who was at the wheel again, called me and I got on deck with oilies over my pajamas just in time to get the mainsail down before an unusually severe one overtook us. The squall lasted but a few minutes, but it was still blowing hard and, as I had experienced some difficulty in getting the sail lowered, even when Jim luffed her a bit, we decided to leave the mainsail down and run for the rest of the night under jib and mizzen. The motion was easier and we were able to get a good rest. In the middle of the morning we put the sail on her again, and for the rest of the day bowled along in the bright sunshine with a fine wind still over the starboard quarter.

12:00 Noon: Log 206.3. Day's run 134 nautical miles.

Meridian altitude sight $48^{\circ} 07' 00''$; latitude $41^{\circ} 50' 35''$. This put us a bit too far south and we changed our course from WSW to W by our steering compass, which is WxS magnetic. Took two afternoon sights for longitude, neither of which was satisfactory as the result placed us in about the same longitude as the coast of Portugal. If we get an unsatisfactory result tomorrow we shall assume that the rate of our chronometer has changed and bend south a bit in order to strike the parallel of San Miguel and follow it until we make a landfall. We cannot risk missing the islands.

The skipper cooked a late dinner, which was eaten by candlelight and was more successful than our recent meals have been. Charles took a little nourishment and held on to it; Fox, playing safe, had his at the wheel, and Jim, for the first time since leaving Baddeck, took his sitting upright at the table, quite a victory for there was a heavy sea running, requiring considerable juggling. We celebrated the victory with our last can of pears, the peaches already having been exhausted.

By this time our kerosene supply was finished, except for enough to fill the running lights in case we made a harbor at night. Instead of the cabin lamps, we had been using candles for several days and, since leaving Spain, we had burned aeroplane gasoline in the primus stove, not a very successful fuel as it continually blows out. Even in the binnacle lamp we used candles cut into 3" lengths which had to be renewed at two-hour intervals. Of course, there was no real need of the running lights, well out of traffic as we were, for you can always see a vessel long before she can make you out.

A threatening cloudbank that we had watched approaching blew over without a kick, and we sailed the rest of the night in bright moonlight with just enough wind to make it interesting. We appreciated such nights as this after the hard, thick weather of the northern run, and it was the rule, rather than the exception, throughout our entire western passage. The barometric high spot of the entire north Atlantic lies just south of the Azores, and the glass is seldom much below 30. Even during the heavy blows, until we got well through the Gulf Stream, the weather was clear and there was no fog at all.

Thursday, September 23: Wind NE, light; barograph rising steadily.

11:00 AM: Set spinnaker and lower mizzen as wind is too nearly astern to gain anything from it

12:00 Noon: Log 329.8; day's run 123.5 miles. Set clocks back one hour, as we are about 15° west of the meridian of Greenwich.

Meridian altitude $48^{\circ} 21' 30''$. Latitude $41^{\circ} 22' 39''$.

Took two afternoon sights for longitude. The first put us somewhere near the Azores, which wasn't any better than the position on the Portuguese coast obtained yesterday. But the second gave us $14^{\circ} 40' W$, which stacks up about right with our dead reckoning.

After a good dinner, I took the wheel at 9:00 PM. It was another wonderful moonlight night and, comfortably propped up against the mizzen crutch, there was nothing to do but enjoy the beauty of it. *Typhoon*, running straight before the wind under main and spinnaker, practically sailed herself. Although we carried a square sail and yard, we never actually used it throughout the entire cruise.

Theoretically, it is a good sail for running before a stiff wind, for it eliminates the possibility of tripping the boom when the boat rolls, but the problem of setting it without a jumper stay on the mainmast or some special fitting had never been satisfactorily worked out and, consequently, whenever the wind was too strong for the light spinnaker, we depended on the mainsail, altering the course a point or so and taking the wind over the quarter.

At midnight Jim came on deck all doubled up with an attack of acute indigestion, not altogether complimentary to the skipper's cooking, and was forced to go back again to his bunk. The following comment appears in Fox's diary: "Jim woke me up at 1:00 AM with one of his shoes, which caught me on the nose. I got the castor oil and the instruction book from the Red Cross cabinet and then took the wheel, and W.W.N. took Jim in hand. Jim improved wonderfully as W.W.N. advanced with the castor oil."

Friday, September 24: Wind E by N, dying. Course W.

Another passage from Fox's diary: "5:00 AM. Sun still down under cold, blue bank of clouds, then orange streaks that turned into vivid red later, extending from east to north. Red sky in morning may be the sailors' warning, but I enjoy it. Dawn and sunset are the most beautiful parts of the day. I rout out Charles, whose glum face spoils the picture. I point out the dawn, but he can see no beauty in it. Just asked me to get him a biscuit! "Breathes there a man with soul so dead!"

He moans about our speed, wants to go 24 knots. Told him he was almost dead when we did six knots, and asked what state he would be in if we did 24. Pointed out that one knot (which is about our present speed, as wind is almost dead) is much better than riding out a gale and going astern wet through, cold, hungry and sick. Turned in on deck, as one hour's sleep there is worth two in cabin."

12:00 Noon: Log 386.5 miles. Day's run 56.7 miles. Wind practically dead. Noon sight; observed altitude $48^{\circ} 23'$. Latitude $57^{\circ} 33'$. Jim, Fox, and the skipper had a swim; water fine.

4:00 PM: Flat calm, but not so exasperating as others we have experienced. With mizzen doused and in crutch, jib flattened

down, spinnaker set, and a foreguy on the main boom, there is none of the usual slatting and clattering of blocks on travelers. An occasional breath of air fills the light sail and gives us steerage way.

5:00 PM: Fox cooks a good dinner of boiled spuds, fried corned beef, spinach, onions, and tea. The days are now very short.

Saturday, September 25: Becalmed.

10:45 AM: Charles, who was on deck washing the breakfast dishes, shouted for me to come up. His enthusiasm was alarming, for Charles is not given to such emotional outbursts. Rushing up the companionway we found, not the man-eating shark or the approaching twister we had expected, but a little land bird, somewhat like an American oriole, running about the deck within a few inches of Charles's toes and apparently much interested in the process of dishwashing.

We guessed that he was thirsty, which proved to be the case, for he went forward, flew down to the chain bobstay and tried to drink the sea water as the boat plunged into the swells, ducking himself in the process. We fed him biscuit crumbs and gave him fresh water, and then he set out on a tour of inspection, visiting the lazarette, the cabin, the forepeak, and nosing about every nook and corner of the ship. He displayed no fear of us and allowed us to hold him in our hands. It would be interesting to know how he got 400 miles offshore, possibly blown off in a gale or carried to sea on a ship.

11:45: Light breeze from NNE. Lowered mizzen and jib and set spinnaker.

12:00 Noon: Log 389.1 miles. Day's run 2.6 nautical miles, the worst yet. Noon sight; observed altitude $47^{\circ} 59' 20''$. Latitude $40^{\circ} 47' 59''$.

1:00 PM: Porpoises sighted ahead. Ran for Winchester, as we need the meat. While approaching them, another and much larger school was sighted off to starboard, coming directly for us and jumping out 50 or 60 at a time. There must have been 200 of them, but they were headed south on urgent business and passed 200 yards ahead of us without coming near the ship as they usually do. Probably they were following a school of fish, as there were a number of gulls above them.

Took afternoon sight for longitude. Observed altitude $20^{\circ} 50' 30''$. Chronometer 4 hours 56 minutes 33 seconds. Longitude from above $16^{\circ} 06'$. As I work up the sight our little mascot is investigating things below decks. He has been walking over my books and over Charles's prostrate form and is now taking a bath in a teacup in the galley.

6:30 PM: Charles was lying down at sunset and our sociable little friend turned in beside him, his head under his wing, not three inches from Charles' face. Later on we put up an empty oatmeal box for him, placed him in it, and he went to sleep immediately. Most remarkable bird.

Sunday, September 26: Cloudy. Occasional breeze from S by E. Course W by S. Our mascot died during the night and was given a fitting burial in a jam bottle. Fox heartbroken.

12:00 Noon: Log 437.1 miles. Day's run 48.0 miles. Too cloudy for noon sight. Becalmed again.

Longitude sight; observed altitude $16^{\circ} 33'$. Chronometer 5 hours 23 minutes 25 seconds. Longitude $17^{\circ} 17'$.

An exasperating day. Saw nothing to break the monotony but a barrel covered a foot thick with sea growth.

Monday, September 27: Fine, sunny day, but flat calm.

8:00 AM: Had bully swim. Water fine. Lay about the deck taking sunbath and watched strange sea life over the side. Water wonderfully clear.

12:00 Noon: Log 446.5 miles. Day's run 9.4 nautical miles. Noon sight; observed altitude $47^{\circ} 53' 20''$. Latitude $40^{\circ} 17' 12''$. Spent the afternoon on odd jobs about the ship and all had another swim. Relaxed foot of mainsail, painted bitts, spider bands, cleats, etc., and scraped and varnished part of rail. Fox finally weakened and submitted to having his head shaved, as Jim and W.W.N. did a couple of days ago; but Charles still holds out, true to his traditions of propriety.

2:00 PM: Sighted masts over horizon on starboard bow, evidently coming our way and changed course to WSW to intercept her, as she is the second ship we have seen in a week. Occasional catspaws give us steerage way. Glass falling sharply.

5:15: Vessel we have been heading for, a three-masted schooner, evidently an American, closehailed on starboard tack. Changed course to N and luff up ahead of her.

5:30: Spoke the schooner. She proved to be the *Marjorie McGlashen* of St. Johns, bound for Malaga with a load of salt fish from the Canadian Labrador. Asked the skipper whether there was any wind where he came from, and he said he hadn't had any for six days. Asked him, if convenient, to report us; he dipped his ensign and we acknowledged the salute with ours.

6:00: Schooner is hull down over our port quarter, disappearing entirely between the long swells; the sun sets, big and red, right over our bowsprit and the full moon rises directly astern of us.

8:00: We are doing between one and two knots; too slow for the log to register.

8:20: Wind freshening a bit and backing, so that we can now hold due W. Full moon and perfectly clear.

Tuesday, September 28:

Sun rises astern as full moon drops in west, reversing last night's sunset *Typhoon* sailed herself during Jim's and Fox's watches, from 9:00 PM to 3:00 AM. When I came on at 3:00 we were doing about three knots. Wind increasing from SW, with big seas and the glass falling.

6:00 AM: Took double reef in mainsail.

9:15: Lowered mainsail.

12:00 Noon: Log 495.8 miles. Day's run 49.3 nautical miles. Rain squalls in afternoon. Blowing hard with big seas coming over occasionally. Running before it would be a cinch but close-hauled the motion is fierce. Cooking impossible. Nothing to eat today but a can of chicken and some beef broth. Wind SW. Course about WNW.

Just before dark decided that we had better heave to rather than fight it out under jib and mizzen all night. Crew sick and skipper in need of rest. Got out Thomas Ratsey's trisail and Fox and I bent it on with some difficulty, Fox gamely sticking to the job between sick spells at the rail. Doused jib and I had my first sousing on the bowsprit. She rose to a tremendous height and then fell and I thought the

whole bow would go under, but she fetched up with the stick awash and all I got was a splashing and a boot full of water. Doused mizzen and wore ship to get back to port tack. Took the wheel for a while to try her out, then went below and let her take care of herself.

Wednesday, September 29:

This has been a decided improvement over yesterday. During the night *Typhoon* rode well under the trisail, varying from close hauled to wind abeam, occasionally taking a crashing sea aboard that I thought would smash the dinghy, which is lashed bottom up over the port waterway. At 6:00 AM Charles took the wheel and kept her full-and-by and she made a knot or so, but at 8:00 AM there was another rain squall and after that the wind that had been from SW gradually dropped.

8:30: Wind sprang up from N and by 9:00 was blowing hard. The seas picked up to a tremendous size in a remarkably short time, much larger than they were yesterday, although the wind seems to be no stronger.

10:00 AM: Lowered trisail, lashing it to main boom, and raised mizzen and jib and squared away on WSW course with wind abaft beam.

12:00 Noon: Log 517.5 miles. Day's run 21.7 nautical miles. The noon sight was taken under great difficulty with broken water coming over and the tremendous seas making it impossible to see the horizon except for an instant at a time. One sea came completely over me while taking the sight on the bridge deck. Observed altitude $47^{\circ} 16'$. Latitude $39^{\circ} 57' 52''$.

We are doing only about 3.7 knots under jib and mizzen due to the heavy seas, which is not enough. W.W.N. takes off trisail which had been left stopped to the main boom and sets double-reefed mainsail which gives us a decent speed.

Longitude sight taken under difficulties. Observed altitude $19^{\circ} 32'$. Chronometer 5 hours 9 minutes. 24 seconds. Longitude 19° W. This puts us still 300 miles from San Miguel, a rotten showing, thanks to calms and bad weather.

6:00 PM: Jim and Charles under the weather. Fox takes wheel till 9:00 PM while W.W.N. cooks a supper with the blow torch.

7:15: Wind dropping.

10:00: Beautiful night. Moon almost full.

Thursday, September 30: Wind NW. Course SW by W1/2W.

Barograph straightening out after long rise. This is a bully day with bright sun and fine breeze. The sea is comparatively smooth, but the long sweeping swells run about 800 feet between crests. Everyone feeling good after a breakfast of porridge and tea and a lunch of chicken and rice. Even Charles is waxing talkative and cheerful. We were becalmed for a while this morning from 8:00 to 10:00 and poor old Fox at the wheel said, "They were the worst two hours I ever spent in all my bloody life." These long swells with practically no wind are the worst thing we have to contend with. Fox had her hog-tied to prevent slatting, but when I came up at 10:00 AM we got a NW breeze, shook out the reefs, and squared away under full sail.

12:00 Noon: Log 609.3 miles. Day's run 91.8 nautical miles. Noon sight; observed altitude $45^{\circ} 53' 30''$. Latitude $38^{\circ} 57' 16''$.

4:00 PM: Breezing up and clouding over.

Longitude sight; observed altitude $23^{\circ} 8' 30''$. Chronometer 4 hours 54 minutes 18 seconds. Longitude $20^{\circ} 14' W$.

6:00 PM: Tied a single reef in mainsail as it looks bad to windward.

Friday, October 1:

2:30 AM: Wind NW.

Just came down after five hours at the wheel. The weather has been an interesting study. Early in the evening we could see several rain squalls at a time to windward of us with the streaks of rain plainly visible beneath the patches of dark cloud. Since 9:30 the wind has been up and down a half dozen times. Once during a rain squall it was so strong that I got Fox up to lower the main peak till it blew over. Barograph went up very high and started down again a couple of hours ago. Over here a rising glass may mean more wind from the north, but tonight's squalls would hardly come with a high glass at home.

9:45: Wind dropping a bit and we shook out reef from mainsail.

12:00 Noon: Log 609.3 miles. Day's run 102.1 nautical miles. Noon sight: observed altitude $48^{\circ} 32' 40''$. Latitude $38^{\circ} 4' 36''$. This puts us within 10 miles of the latitude of San Miguel, and we change course to W by N to counteract current which sets to south'ard just east of the Azores.

Longitude sight gives us $21^{\circ} 50' W$, about 150 miles from the eastern end of San Miguel. As usual, we are without adequate charts of the islands. San Miguel, the largest of the Azores, is about $3/8''$ long on our north Atlantic chart. A town marked Fayal is shown on the eastern end, but there seems to be no harbor.

Saturday, October 2: Wind about NNW. Course WNW. Barograph dropping. Another bright sunny day.

12:00 Noon: Log 711.4 miles. Day's run 123.9 nautical miles. Noon sight $48^{\circ} 28' 40''$. Latitude $37^{\circ} 45' 16''$, which puts us on the parallel of the town of Fayal.

3:00 PM: Clouding up; take longitude sight earlier than usual. Observed altitude $39^{\circ} 29' 00''$. Chronometer 3 hours 26 minutes 23 seconds. Longitude $24^{\circ} 9'$, 48 miles east of San Miguel, which we should see before sundown if chronometer rate is correct.

4:00: Log 850.6. LAND HO! Charles at the wheel sights land a point or so off the starboard bow, a high, faint silhouette partially visible through a bank of clouds. Everyone greatly elated as our food is very low. As we rounded Point Hercules, Coruna, at 6:00 PM, September 20th, the time of the landfall is 11 days, 22 hours. The logged distance from Point Hercules is 846.3 miles.

6:00: As the sun sets, the volcanic peaks of San Miguel are completely shrouded in a black bank of clouds, evidently raining. Charles picks up land off port bow, a small island about 20 miles off, probably Santa Maria as Formigas, though nearer, is a mere rock. The wind is heading us and, as San Miguel is broad off starboard bow, we shall have to beat all night to get in. By way of celebrating the landfall, Fox, Charles, and the skipper made baking powder biscuits for supper, the skipper directing operations with cookbook in one hand and rolling pin (whiskey bottle) in the other.

9:00: Close-hauled and practically hove-to waiting for the moon which will be

up in about an hour. We are southeast of San Miguel and somewhere in the neighborhood of Formigas Rock. Jim goes on deck occasionally while Fox and Charles turn in and the skipper reads Conrad's *Arrow of Gold*.

9:40: Moon rising. Must be in the lee of San Miguel, but can't tell exactly where we are as there are no lights visible, not even the glow of a town. You'd think they'd put up a decent lighthouse to keep their islands from being rammed by a liner.

12:00: Jim and I turn her over to Fox and Charles. Full sail, wind freshening.

Sunday, October 3:

This has been an exciting day, the most exciting one thus far, and I suppose we should be discouraged if we allowed ourselves to indulge in such feelings. Here we are hove-to again under Tom Ratsey's trisail in a howling gale that has left us with a broken mizzen, all messed up below, and thoroughly tired out. At 12:30 AM Fox and Charles tied a double reef in the mainsail and by 1:15 the wind was so strong that it was necessary to lower the mainsail entirely.

Occasionally, when the moon broke through the clouds, San Miguel was visible 10 miles or so to windward, and at 3:30 we picked up a flashing light on the island. The wind strengthened steadily but we pounded into it throughout the night under jib and mizzen, and it was impossible to sleep below because of the racket and the ever-present danger of being pitched out of the berths.

At 6:00 AM Jim and I took her over and drove her for two hours longer and then, working into the lee of the island, where the wind seemed a trifle lighter, we raised the double reefed mainsail in order to beat up close under the land, as we were unable to make much progress to windward under jib and mizzen.

By this time we were within five miles of the land, a mass of mountains, the tops of

which were lost in clouds. The eastern end seemed to be a sheer cliff, on the top of which was perched a row of tiny toy houses, probably the town of Fayal, but there was no sign of a harbor. In the lee of the land the water was a confused, tumbled mass like a giant tide rip, caused by the seas from the north and south sides of the island coming together, the steepness and irregularity of the waves making them much more difficult to negotiate than those of the open sea.

Once, in trying to tack, we missed stays and received a knockdown that nearly buried the companionway, and we were forced finally to take off the mainsail entirely. She was easier under shortened rig, but the wicked seas and the wind, now a full gale, made it impossible for us to come about. We missed stays as often as we attempted it and the slatting of the canvas was terrific, but if we hoped to make the shelter of the island it was necessary to get her on to the starboard tack. In order to do this I finally decided to jibe rather than risk slatting the canvas to ribbons.

We should have dropped the mizzen peak before attempting the jibe, but we neglected this, and under the terrific strain the mast cracked at the deck. The shoulder cleat at the mizzen head had carried away just as it had when we were approaching the English Channel. Lowering the mizzen immediately, we improvised a forestay from the throat halyards so that the pitching of the ship would not carry away the stick entirely.

We considered raising the double-reefed mainsail in a last attempt to make the lee, but finally gave it up as it most certainly would have meant losing the sail. It was hard to give up the chance of making the land when we were so close. We could see the green slopes and the houses and the fields very plainly now and the smoky smell of the land was like that of a Harris tweed on a rainy day.

Lowering the jib, we found that she rode

easily in the trough with her head a couple of points up to the wind and, after great difficulty from the seas that were coming over, we got the trisail up. When this job was completed Fox and I turned our attention to securing the jib, which could be completely lowered only after the outhaul on the boom had been released. As we were doing this, a staggering sea hit us and both started away from there. I got the lifeline and Fox went clean over it, but fortunately caught the main shrouds.

Not seeing that he had caught the rigging, I got a death grip on the seat of his oilskins and he came back with a jerk and the characteristic remark, "Safe again in the arms of a Bobbie." At the same time Jim, who was aft trimming the trisail, stopped a flying block with his forehead, and Charles jolted himself pretty badly in falling down the companionway.

Lying out on the bowsprit, I got the gaskets around the jib to save it as the bowsprit and, in fact, the entire bow was going under every time we dove into the steep ones. The forestay seemed to have loosened up and every moment I thought the mainmast was going, too, but we rigged up a back stay and nothing carried away. That experience on the bowsprit was the most convincing argument for a knockabout rig that I have ever encountered.

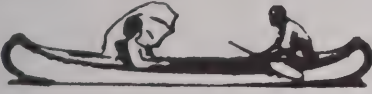
At 2:30, after sweating in the trisail, we went below and cooked up a makeshift meal in the mess that once had been a fairly presentable galley. The experience had been a trying one, but in spite of the buffeting they had received and the disappointment of being blown out again when almost within touch of the land, the crew took it all like Spartans. Although ready to hang over the side, they were not beyond appreciating the rather grim humor of the trick fate had played on us. I admired them. To carry on with a joke in your teeth, in spite of hell and sickness, is the real test of a sailorman.

(To Be Continued)

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Two 16' Trailer-Length Outboards

A lot of people have a garage that was designed to accommodate a mid-70s all-American celebration of long, wide, heavy, and powerful family transportation. Before the widespread acceptance of the current minivan concept, the typical family car could well be a full-size Big Three wagon. A fully optioned 1974 Chevy Caprice 9-seater (all forward-facing), for instance, would rest her 5400+ pounds of empty weight on 125" of wheelbase, to take up around 7' of beam and 228" of length (yes, 19') from one double 1/8" steel bumper to the other.

But no matter how many accidents could be won with these cars, most have disintegrated from disrespect and rust, and what's left are big garages, good for building and storing boats. While that minivan can safely stay out in the street, a boat would be better off inside for all sorts of good reasons.

There are a lot of outboard-powered planing craft which, with proper trailer selection, will fit well into these garages. But, on

that length, few of them will actually safely cater to human scale carrying crew with adequate hull depth and good running behavior through a variety of probable conditions, while offering some level of overnight protection for two on mattresses and in sleeping bags. Replacing the old road-going "family barge" with a real boat trailerable behind that minivan and capable to safely do some inshore exploration would be great fun.

But judging by the usual offerings, one might get the impression that you just can't have it all. Reasons are plentiful and mostly predictable: small production boats yield only small profit margins; won't attract the brains necessary to produce useful solutions, as small boats offer little glory while actually being less forgiving than larger ones; and often suffer from the impulse of designers to put large boat aesthetics and proportions into this small envelope, as if crews and waves would shrink to 5/8th scale as well.

Hence you see low freeboard with

sit-on-top-of-the-hull comforts, limited if any shelter from wet wave action and weather, and downright scary stability issues should two adults decide to finger the outboard try to fix its bad manners.

In this two-part discussion we'll look at two very different solutions to capable and yet garageable boats that actually offer serious value for the initial investment.

Shivaree is touted as the best 16-footer afloat, with a highly developed hull shape of superb agility and rough water ability, but needs the traditional canvas-'n-sticks soft top to have a dry night for at least two adults.

Bantam 16/20 would not necessarily survive a breaking bar, but is strong on protection of its crew, promises fast construction in that garage, and will run well with less power.

Both measure 16' on their trailer, will weigh between 1000 and 1300 pounds ready to run, and will still fit that garage, assuming you get a folding tongue trailer such as those offered by Eazyloader.

Length: 16'0"
Breadth: 7'0"
Hull draft: 10"
Displacement with normal load (designed w.l.): 1750 pounds
Power: 25-50hp
Trailer weight: about 1300 pounds

Design #518

Shivaree Outboard Utility

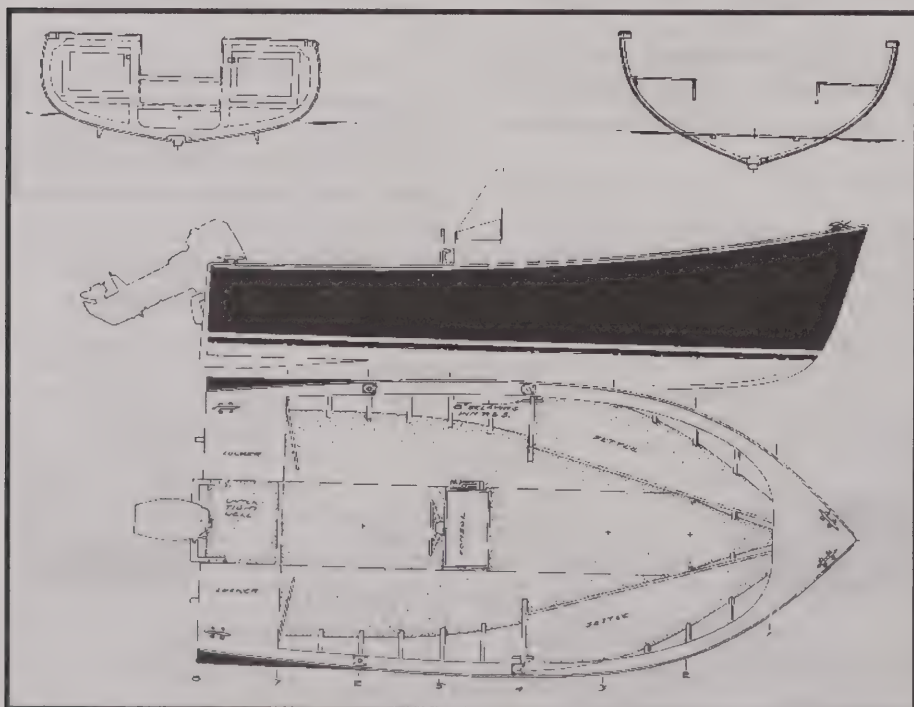
The prototype Shivaree has been our most used personal boat (of about a dozen that we keep around) for eight years now. She was originally built partly as an experiment in construction which wasn't a success, but which

didn't fail badly enough to make the boat unusable. She always had a very plain, low end workboat finish, with all-over exterior flat white latex house paint and no coddling. Susanne refinished her four or five years ago, but she's had not much touch-up or washing since. A lot of bare wood is showing again.

The proportions and shape are something else again. She's the latest in a string of beamy 16' utilities designed over 40-odd years, and she looks like being the last one because we got it right this time. Originally the control console was too far aft and was moved forward to about the position shown here. Her skegs were enlarged to a stout 2"x4" section to eliminate a mild nervousness at displacement speeds and to offer more hooking in, yet during full speed, steep banking turning maneuvers, she seems near idiot proof now. We have never seen a boat of this type that we like nearly as well.

During a late December outing, she once saved Susanne's life when Shivaree's bow safely busted holes through rolling breakers on Essex Bar with both to emerge in free flight, motor revving, and Susanne expecting to float amidst planking and frames. Nothing her size dared to go near it and come home dry. Yes, Susanne had a reason to be there. Ordinary rough water work is routine.

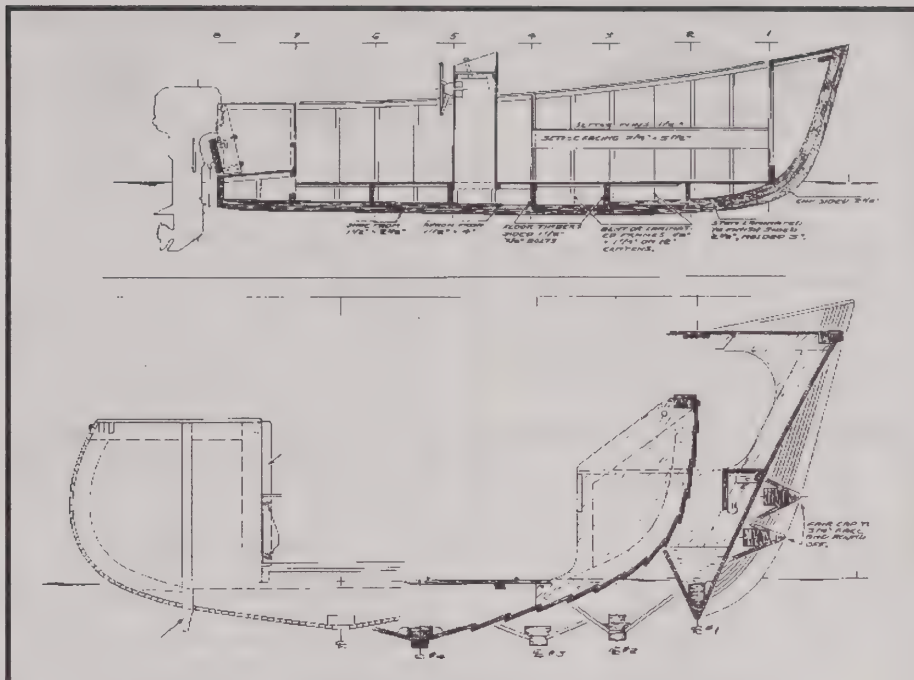
The trick that took so long to learn was to combine a very sharp entrance with reserve buoyancy that lifts her without slowing her down. Amidships and aft she has an easy round bilge fairing from a moderate deadrise bottom into a vertical side, with the turn of the bilge almost all above the waterline. The line of the turn of the bilge sweeps up forward almost to the stemhead, gradually rising and flattening out, giving an effect of buoyant cheeks in the



When she pitches her bow into a wave, the water follows this line and almost all of it goes under her. Air also follows this line and takes her bow spray under her as it flies aft. For her first several years of use, she did not even have a rub molding at the gunwale; now she has a small one and we sometimes notice that it has turned down some spray. She has never had any use for spray rails below the gunwale, and demonstrates that the need of a spray rail is evidence of an imperfect shape. Incidentally, this shape is easy and economical to frame and plank in any of the usual wood construction methods.

Boats in this series have been built cold-molded, strip-planked, and glued plywood lapstrake besides the bent-frame carvel of Shivaree herself. If we replaced her, we would have the glued clinker. The shape would be good for a fiberglass boat, except for the need of a split mold to release the plumb and tumbled-home sides from the mold.

A minor irritation is that she occasionally spits from the face of her stem. It was originally flat with a 1/2" face and no band. The flat was rounded off on a 1/4" radius, which reduced the spitting but didn't quite eliminate it. In another boat, the stem was faired to a knife edge, which stopped the spitting until the edge was dulled from hitting



small driftwood. We toyed with the idea of sheathing the stem with metal like a 1920s speedboat, but the occasional drop of spray has so far not irritated us enough to get it done.

She always banked perfectly, but enlarging the twin skegs when she was several years

old reduced the risk of skidding and eliminated propeller cavitation in sharp, high-speed 180° turns without reducing her maneuverability.

She originally had an old 25 hp 2-cycle with which she could make 15 knots with a light load and a clean bottom. Two seasons



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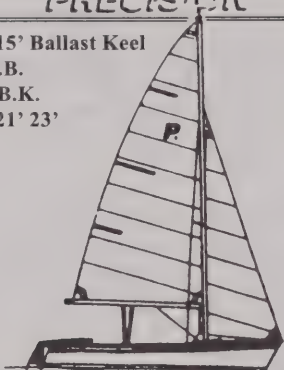
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back we replaced it with a Yamaha T50 high-thrust 4-stroke. With that she makes 24 knots with two people and is much less noisy, with no smoke or spilled oil, and about the same consumption figures. The only penalty, apart from the new Yamaha having cost us about sixteen times as much as the used Evinrude, is that the weight of the new motor makes her drag her stern somewhat more as she works up to a plane. With the light 25 hp she did not have a pronounced planing point, now she does. At idling speed or full speed there's no difference, and that big prop (14" diameter) responsiveness is reassuring in very close quarters.

We've planed her readily with five adults, 18 gallons of gas, battery, and the usual gear. We prefer folding plastic chairs for helm seating to allow maximum versatility and balancing with whatever load and sea conditions. For family day adventures, her high freeboard offers deeper shelter with elbow height at the bow and near hip height in the area between console and motor slop well. The latter is flat, long, and wide enough to stretch out two adults for a midday nap or for overnighting, with traditional soft-top solutions offering dry sleeping bags for weekending or roughing it on riverine and coastal treks.

We have used the Shivaree molds in stretched designs of 18' and 21', and an earlier but quite similar set for a 25-footer. Eventually we'll get around to a 25-footer on the perfected Shivaree shape, and may do some still longer boats. A 48-footer, still on these 7' breadth molds, would (should!) be a sweet-running craft indeed and could carry, though she would not need, much more power.

However, the 16-footer is the best sea boat of all because she can react faster in pitch; one of the longer boats would not have handled that breaking bar so well. The 16-footer also fits into tight places where longer boats could not turn. For our purposes, we don't want her any longer and we suspect that the very common suggestion that the 18-footer is a better boat is due to prejudices derived from narrower and less perfectly-shaped boats. Shivaree will fit inside most garages and demonstrates that this 16' boat is much larger and able than most hulls of her length. We, obviously, think that Shivaree is the best 16-footer afloat.

Plans for Design #518 Shivaree on three sheets of 17"x22" are \$100, to build one boat, and are available from us at Phil Bolger & Friends, 66 Atlantic Street, Gloucester MA 01930 (fax 978-282-1349).

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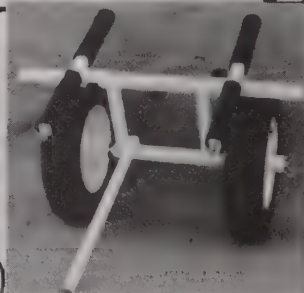
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Dreamboats

The Hoku'Lea

By Richard Carsen

Dr. Barry Fell (*America B.C.*, a Wallaby Book, Simon & Schuster, NY) had come to New England from either New Zealand or Australia; he was of Celtic stock and raised in the rhythms of the Celtic idiom. Although he had come for other reasons, this visit to New England would have a deciding impact on his life. He was an oceanographer, but, because of what he found, became one of the foremost epigraphers of his day.

Struck by the sound of the names of the local lakes and mountains, he inquired about the meaning of these names in "Indian" and found to his surprise that the meaning of these names was the same as it would be in the Celtic (Gaelic) language, for instance "the deep blue lake", or "the big white mountain", and so forth. Intrigued, he searched further, and the above book is the result of his research.

In short, since about 1,000 BC, Mediterranean fleets have been visiting these shores and settlements were established, rivers explored and sites dedicated to Celtic deities, sites recognizable today.

It transpired that under the leadership of Egyptians, large fleets of Egyptians, Libyans and Iberians roamed both the Atlantic and Pacific. The latter, the Iberians, were of Celtic stock.

Previously I have pointed out that the two identical ships interred at the Great Pyramid are really the kind of double canoe the Hawaiians and other Polynesians were still using in the days of Captain Cook. Drawings made of them at that time, show amazing similarities with the so-called pharaoh ship, and the as yet unopened burial would reveal in between these two identical Egyptian ships the connecting section or bridge, as shown in those drawings.

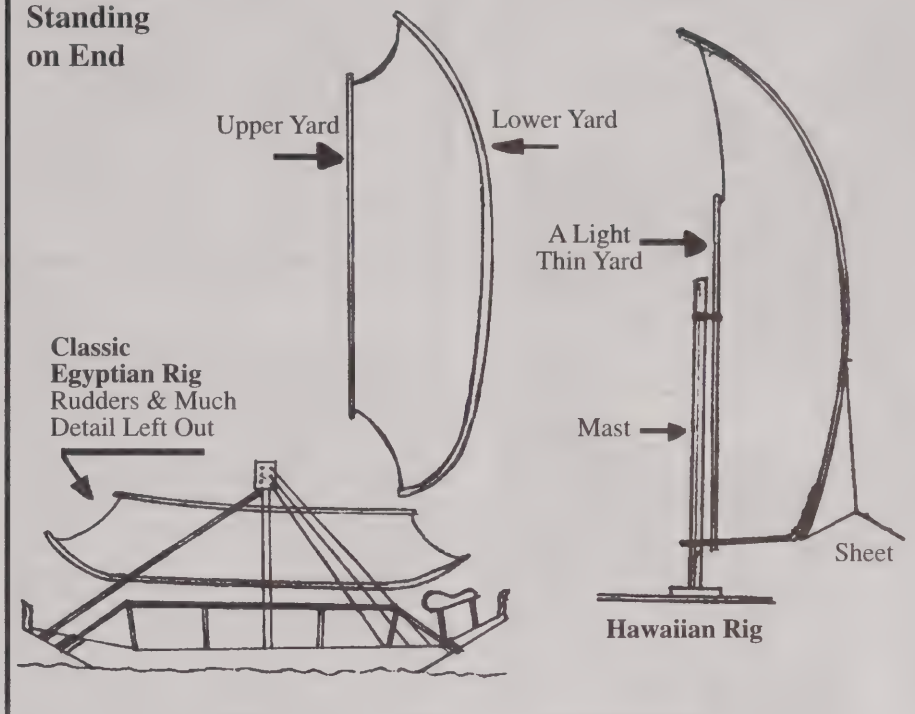
After the pharaoh ship was finally put together, everything was in place, except for some holes in the front that no-one could determine what they were used for. If you look at the drawings of the Polynesian double canoes, you will find what these holes were used for, the connecting bridge was locked into the boat at that point.

A friend of mine, who is Egyptian, and lived for years on the northwest coast of Kauai, often remarked how many spiritual concepts and even words were purely Egyptian, although part of the Polynesian language. Fell thought that the Polynesians were remnants of the great fleets aforementioned. Heyerdahl, of *Kon Tiki* fame, originally thought that they came from Peru; he made the *Kon Tiki* trip to show that this was possible with the large sea-going rafts the Peruvians still had in the time of the Spanish conquests.

Later, in *Early Man and the Ocean*, he changed his mind and opted for their arrival at their present location by following the major winds and currents (as was always done in olden days because of the available wind-propulsion), and as the Arabs say, "Only a Christian or a fool will sail against the wind and currents."

Starting then with the southeast monsoon, these fleets could have swept north, eventu-

Classic Egyptian Square Sail Standing on End



ally picking up the Kuroshio Current off Japan and ending on the northwest coast of North America, where the Haida and related peoples live. Heyerdahl points out similarities in building and weaponry (clubs). From here the same current would eventually sweep them to the Hawaiian Islands and beyond, the migration ending in the settlement of New Zealand. The beginning would be in Indonesia, which Fell shows was being traded with by the Egyptians; the remnant there would be the Asmat who gained notoriety by being suspected of killing Rockefeller's son. They live in West New Guinea (West Irian) and seem to be neither of Malayan stock, nor Papuan (see *Ring of Fire*, Blair, Bantam Books).

Apart from all this, there is however another clue which has long fascinated me and is more germane to the subject matter of this magazine; it is the Hawaiian rig.

The *Hoku'Lea* the Hawaiian double canoe, was built for the centennial, to make the trip Hawaii to Tahiti and back, guided solely by native Pacific navigational methods. This is a trip from roughly 20 degrees northern latitude to roughly 20 degrees southern latitude, about 2,400 nautical miles, or 2,762 land (statute) miles, without compass or chart. Quite a feat, even more so as the navigator wasn't a local, but came from the other side of the ocean (Gilberts, or Marshall Islands, not sure which), and went solely by orally transmitted lore. They made it there and back!

Now, on the way back, they keep to the east of the north-south line until they found Hawaii's zenith star overhead, then they turned west. This zenith star was called "Star of Gladness", and although there has been a slight shift in its location, it is supposed to be Arcturus. *Hoku'Lea*, I understand, means "Star of Gladness". They were happy to get home. Another star has also been named as this *Hoku'Lea*, but I opt for Arcturus for a very esoteric rea-

son. In that teaching, Arcturus is the Elohim (Creator God) of the Violet Flame, the flame of purification and renewal. I never saw so much violet as in Hawaii; even the sun seems to rise and set, not in its usual gold, pink and red, but in various shades of violet; to me quite remarkable.

After they built the double-boat, they gave it a modern sail. What else is new? And what would you know but that the craft proved utterly dangerous with that rig! So they reverted to the original Hawaiian rig. As I have mentioned before, this is the later Egyptian sail, set on end.

When I was in Hawaii I made it a point that I wanted to see the *Hoku'Lea*. She was then tied up below the lighthouse that guards the entrance to the harbor at Honolulu. What I had never realised before, is that the sail is not tacked to the mast, but to a vertical spar which is attached to the mast near its top in such a manner that it can swivel. From there on, the top of the sail is exactly like the side of the classic Egyptian sail. At the bottom, however, the bottom is curved to meet the mast, and the vertical spar meets it there. When the sail gets overwhelmed by a heavy gust, with the bottom held to the mast, the top will twist away from the wind, spilling it, and preventing the wind from overwhelming the craft. Quite ingenious. Of course, all old-time and native rigs had such fail-safe qualities; it was when these fail-safe qualities were abandoned that the deathknell was sounded for commercial sail, but for good.

This vertical spar seems to have been the yard of the original sail. In some of Cook's, and others', drawings you sometimes see it depicted and sometimes not. The artist was not always sure of what he was seeing or what was the purpose of that particular construction. For me, it is another link between Egypt and Polynesia.

Remembering

Joanne S. Scott



Illustration by
David Scott

Heron

Heron was a gaff-rigged schooner;
Forty-six feet of romance
Equipped with flaxen sails, deadeyes.
No winches, everything hand over hand.
Homeport: Pulpit Harbor, North Haven, ME.
The skipper, David, eighteen-year-old
From PA, sailed into my life while I
Summered with my family on Nantucket.
His father's vessel was for charter
Up and down the coast of New England
And into the Chesapeake.
Skinny and confident, David
Had trained on Frank Morgan's
Yacht under a Swedish captain,
Tales of Hepburn and Tracy
Laced his conversation.
Heron kept returning to Nantucket.
Moonlight sails round the island
Kept Mother pacing.
Our initial voyage together,
Mid-season, stretched from
Wood's Hole To Pulpit Harbor.
We left Woods Hole, threaded through
The Cape Cod Canal, crossed the Bay
To Cape Ann. I loved it all:
The broad reach, the following sea,
The sun beating down in the cockpit.
And, most of all, David.
At Port Clyde, I called home.
No answer. We sailed on up
Through Muscle Ridge
To the Penobscot and Pulpit,
To a phone message
From my Father
Demanding my return.
No stars for either of us.
So with tears and stony rage,
I dutifully returned,
Deaf ear to warnings,
For the anchor had been firmly set
And the long course plotted.

"The Old Ed Stories"

By Eric P. Russell



Living Aboard

Everyone who has had a boat has dreamed of just cutting loose from the land-bound life and living aboard. Some of us have done it, summer and winter. After all, if you can find a place where they'll let you live aboard, why would anyone want a house or apartment, except for establishing a legal address and having a place to store everything that won't fit on the boat?

A few years ago we had a community like that on the Kill. There were a few people who followed the sun, but most of the group were resident. In the New York area, it took some hanging in during the winters, but it was worth it. The core group was only about 15 people, but they were all the kind of people you would enjoy having around. The boats were as varied as the people and ranged from houseboats through a couple of real yachts, even though most of the boats were in the 40' range.

We never entirely understood why the marina didn't love us or encourage others to move in and join us. When the city proposed new regulations, almost all the live-aboards, both from our marina and others in the area, pitched in with the marina owners and commercial boat interests to stop them from creating impossible demands and rules which would have driven most marinas out of business, and made it impossible for a boat owner even to stay overnight on his own boat.

The boats were actively used, both at dockside and for other pleasures. The boats generally looked better than the average boat around them. Most of the residents were married couples who ranged from doctors and lawyers to a hotel manager, a frequently unemployed psychologist, and a guy who didn't get along with his wife. Interestingly, only two of the boats there were owned by marina employees. One was the marina manager, who lived on a big old Chris Craft. He also had a good-sized ketch he had built himself. The other was a 28' sloop on which one of the employees lived with his wife and two huge chocolate Labs in well-planned chaos.

On my boat, I had a deck leak right over my berth. I never was able to find the source, much less stop it. Even with wet bedding, the salt air must have been salutary. In the five years I lived aboard, I never even had a cold.

There were times it was inconvenient to live almost two miles from the main road, like when it snowed heavily and it was necessary to get to work. The supermarket was reasonably close by bicycle. There were two really positive features; first, even with all the people around, everyone, including children, seemed to have both a well-developed sense of pri-

vacy and a strong feeling of community. Second, it is not possible to conceive of a more beautiful place to live within a city.

On a really clear day, it was often possible to make out individual windows on the World Trade Center, 15 miles away. We were right under the Eastern Flyway. It is difficult not to be a bird watcher when beautiful, abundant variety is all around you.

Would I move back aboard? Like a shot! All I need is a large enough schooner as well as an apartment to store all my junk. All that beauty and privacy is good for the soul as well as the social life.

My boat had a leak. When I first got her, *Nettie K* was an old schooner with a busted engine and an almost dry bilge. In warm weather it was necessary to throw water into the bilges to keep her sweet. She had one major weakness. She was iron fastened and her frames were reaching the point where nail sickness was attacking the ribs in places where the boat would have to be torn apart to be rebuilt.

Everything was fine for the first few months I lived with her. Then a hurricane came through and punched the lazarette against a protruding dock beam. First, I left that marina. Then I began to rebuild the after part of the boat while she was afloat, eliminating short planks as I went. That part went fairly well except for the fact that the hit had also loosened a plank butt somewhere amidships.

At first the leak was not severe. The boat was so old that the plank stayed in place, even though the end was loose. This also made it harder to find when she was hauled, as the caulking stayed in place, too. Eventually, she was making about 100 gallons hourly and had to be hauled again. By then, the leak had taken all the caulking out of the plank butt where it had been. A series of storms had also cleaned out both sides of the horn timber seams. As they were above the waterline, they did not leak except in bad weather. As the Arkansas traveler heard from the old farmer, "You can't fix the roof while it's raining, and it don't leak when it ain't."

Just before I hauled her, another hurricane came our way. We took our cars to higher ground, just in case, and walked back to the marina. The plan was to stand by our boats and do our best to keep from sinking. Knowing my boat's problems, one of my fellow live-aboards asked me what I would do if the storm made things worse than I could handle. My response at the time was, "Step onto the dock. Even the most beloved boat is just an object." There is no sense in risking yourself beyond reason.



Boatshop News...

Apprentices Move Into New Shop

January 4, 1999 marked a significant milestone in the history of the Apprenticeships launched by Lance R. Lee twenty-five years ago. On this date the current group of 2-year apprentices completed their move into a new, permanent home at 643 Main St. on Rockland's historic waterfront. Although further renovations are still to be done, the building has been significantly renovated and was ready for boatbuilding projects to begin within its 12,000 square feet of space.

Under the supervision of Ken Rich, ACF Board member and former Rockland Harbormaster, many improvements have been made to the building to date. These include: The old red brick siding removed and replaced with new cedar shingles; new doors, and many additional windows, installation of a sprinkler system, and all new structural members, including beams and footings in the basement. Some floors were removed and others added. The building has been insulated and has new inner walls and stairwells. Tools and materials donated from the closed Rockport Artisans College have been organized and stored. Over 60 area volunteers have donated their time to aid in this huge effort as well.

New boats under construction at the new shop include: a Piccolo named *Solitaire*; a 12' sailing canoe *Chloe Marie*; a 21' Carroll Lowell designed open diesel launch commissioned by a Texan who sought a down-east type vessel; a 21' Zimmer electric powered gentleman's launch, commissioned by a local man, and a second in a series of Haven 12-1/2s (the first was commissioned last year by Bob Metcalfe) which will be available for purchase by late summer. A restoration project has also begun on a 1929 25' vessel, *Alert*, a Wianno Sr. knockabout one-design sailboat donated by Nat and Maynard Bray of Brooklin, ME.

Ivy Holzhauer, an 18 year old Rockland resident, proudly launched a wood and canvas canoe that she had painstakingly crafted during the past year. The canoe, from a B.N. Morris design, has a mahogany decks, oak stems and cedar planks. This particular canoe is unusual in that it has a small end-to-end keel that provides both stability for the canoe as well as protection for its canvas covering.

"I named her *Patience* as it certainly summarizes what I have learned the most of while building her," said Ivy. "I also learned how to follow-through on things, be determined, and I could fill pages and pages of the basic carpentry and finish skills I've acquired by working on this one boat." Ivy, as do all Apprenticeship students, learned independently by doing, i.e. building her boat, with the available assistance and coaching of Apprenticeship Instructors Kevin Carney and Bill Zuber. "Initially I worked under the guidance of apprentices Camille Sers of France and Juliet Brown from England. In this role I learned how to learn by assisting someone else. After that I began to build this canoe and learned how to do it all myself," Ivy said.

Ivy's time spent with the Apprenticeship occurred during a period of great transition and change, experiencing first the "culture" and environment of the old shop, then most recently the newly renovated shop. "I loved the homey and broken-in feel of the old shop, but this new one is pretty awesome. It's gorgeous with great light and it's a fresh and fun space to work in."

Ivy, who found herself frustrated and unproductive as a student in the traditional public school system, had turned to her father to provide home schooling. When she searched for a project that would teach her essential life skills as well as carpentry and technical skills within an alternative environment, she found what she sought at the Apprenticeship. Ivy's first step out of the traditional school system and into the real world has come to an end with us and now she's ready for her next step. She leaves for 4 months in the Caribbean on the sail training vessel *Spirit of Massachusetts*, an alternative classroom at sea.

Also working at the shop are Community Sailing Program volunteers repairing and maintaining the Optimist Pram fleet that will be used this summer for student instruction. Work has not ceased on finishing renovations to the building and completing the shop's resources for apprentices. Current needs include a large planer for the shop, and a chase boat with motor for the Community Sailing Program.

The Apprenticeship, Atlantic Challenge, Community Sailing, Community Builders and Folk Technology Library are all programs of the Atlantic Challenge Foundation. The not-for-profit foundation's mission is to de-

velop the individual and the community through the experience of apprenticeship and the practice of traditional skills. Visitors are welcome at our new maritime education center at 643 Main St. on the harbor in Rockland, Maine.

Atlantic Challenge Foundation, P.O. Box B, Rockland, ME 04841

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Aeolus Boats is No More

I have intended to write to tell you that you have lost a very loyal reader and friend, my husband William Grunwald, who has built boats since the '60's in Davenport, California as Aeolus Boats. Aeolus Boats died with him last summer, but his boats are still out there in the harbors on the west coast.

I understand he is now being considered for the John Gardner award, the first boatbuilder from the west coast to receive this honor. I wish he could know...

Ursula Grunwald, Santa Cruz, CA



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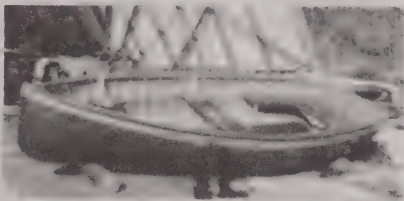
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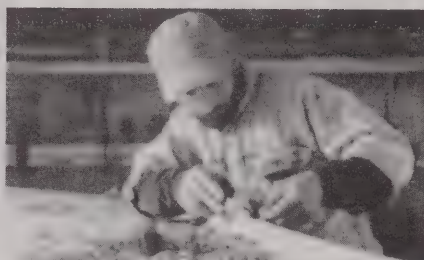
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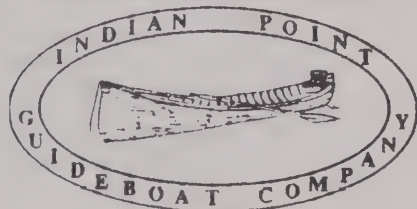
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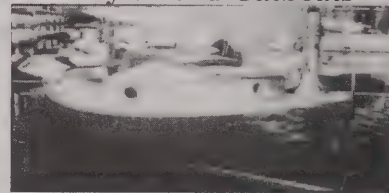
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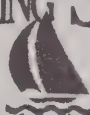
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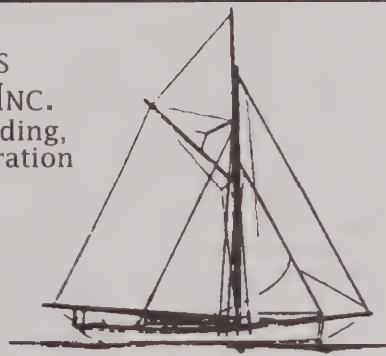
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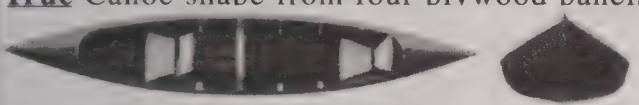
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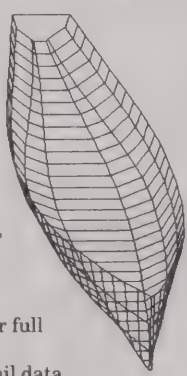
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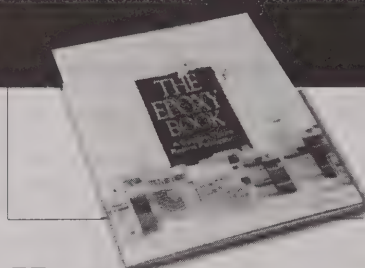
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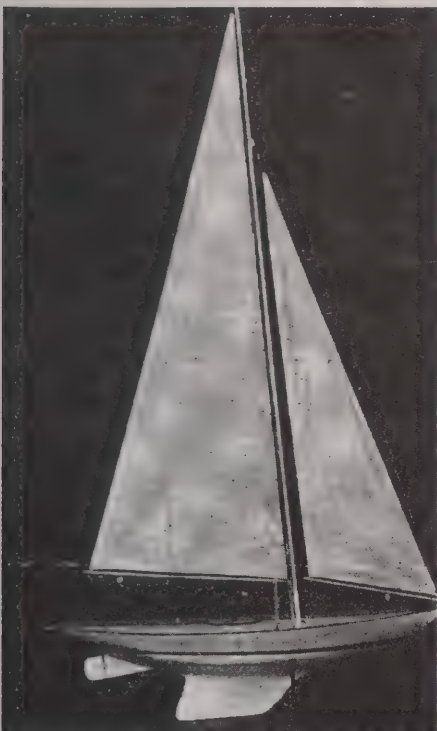


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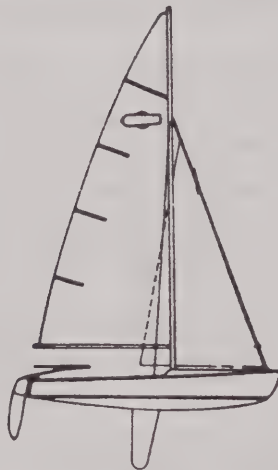
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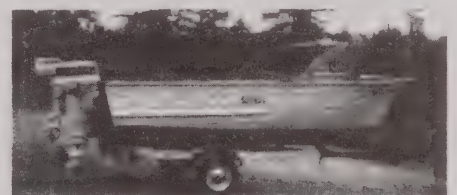
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20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start w/trans & magneto, custom trlr. \$1,500 firm. **15' Bolger/Payson Windsprint**, standing lugsail, kickup rudder, etc. All gd shape. \$500. JAY HOAGLAND, Rockport, ME, (207) 596-0786. (2)

11-1/2' Old Town Sailing Dinghy, wood/canvas, AA grade w/mahogany transom, seats, gunwales, & rudder. 24' mahogany deck w/mast hole, step pad for sail. No cracked ribs or planks. Orig canvas & varnish. A rare find. \$1,950. **14' Old Town Boat**, wood/canvas, 3' mahogany deck, AA grade. No cracked ribs or planks. Nds canvas. \$650. PAUL LITTLEFIELD, Rochester, NH, (603) 332-4876. (1)

16' MacGregor Double Paddle Canoe, Iain Oughtred design. Vy gd cond, include Shaw & Tenney paddle. Can be seen in St. Michaels, MD or S. Jersey locations. JERRY HAINES, Mickleton, NJ, (609) 423-2360. (1)

Little River Rowing Wherry, exquisite FG, sliding seat, teak trimmed. Never used. New \$4,200, sell for \$3,200 OBO. DON MAHARAM, Jupiter, FL, (561) 622-0639, after April 30, (516) 883-0913. (1)

21' 2-Man Racing Canoe, Cheetah, African mahogany ply by Kirk & Storgaard of Denmark. Patched but still beautiful. THOMAS GALE, Logan, UT, (435) 752-1642, <Gale@xmission.com> (1)

Nimble 20 Yawl, like new. Tlr, sail covers, bimini, 7.5hp Honda 4-stroke, 5 sails incl spinnaker, much more. Contact Nimble website for more info on boat at <<http://www.nimbleboat.com>>. \$8,750. CHARLES KIRK, Corpus Christi, TX, (361) 949-8465. (1)

Old Town Canoes, 12' & 14'. \$500 ea. ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (1) 36

Grumman Canoe, used 15', real nice. \$345. **Wil-derness Pungo Kayak**, w/dbl paddle & vest. \$409. Many others. FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (1)

'74 Old Town Guide Canoe, wood/canvas, recently restored, exc cond. \$2,000 OBO. CHARLIE COSTELLO, Rowley, MA, (978) 948-5569. (1)

Carpenter's Boat Shop Sale: 9-1/2' Monhegan Island Skiff, plywood, w/oars. Nice to row, tows exc. Asking \$900. **20' Highlander Class Sloop**, FG, full suit sails include 2 spinnakers, wooden mast & boom. Nds new ply deck. \$1,300 OBO. **10' Lap-strake Sailing Skiff**, plywood, dagger board, gaff rig. Nds a little work. W/sail & spars. \$300 OBO. **19'8" Joel White Catspaw Dinghy**, for sailing & rowing. \$4,550, \$5,050 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. (2)

12-1/2' Sailing Dinghy, '76 cat or sloop w/sails & pr of oars. The best, Dyer Dhow. \$1,950. 19-1/2' Bristol Vcorinthian, Carl Alberg design, '687 in grt shgape. \$4,500. (2) R.J. IZZO, N. Kingstown, RI, (401) 294-3567. (2)

'73 O'Day Mariner 19', grt CB FG sloop. Trailerable & wknd cruising capable. Main, jib, 4hp OB. Well equipped w/trlr. Must sell. \$2,795 OBO. RUSSELL SMITH, Ledyard, CT, (860) 536-1113, <fuzzy@hotmail.com> (2)

16' Crawford Dory, FG sailing, rowing, motoring model. Numerous extra features come with this completely equipped classic heirloom boat. Pristine cond & copious teak make it a head turner. Photos available. Skiing injury limits owner's mobility, forces sacrifice. RONALD SUCH, Kittery Point, ME, (207) 439-3045 (Kittery, ME), (603) 356-7179 (Conway, NH). Lv name & tel number on answering machine if no answer. (2)

'46 Old Town Yankee Canoe, w/sail rig, 2 paddles, paper history. All orig in gd cond. \$1,600. firm. **Dyer Sailing Dinghy**, 7' 11" Midget model, compl in vy gd cond. \$850. **Cape Dory 22D**, '82. Hood roller furling, Yanmar diesel, main, jib, genoa. Loaded in as new cond. Call for compl listing & details. Offered @ \$13,800. JOHN LODER, Wales, MA, (413) 245-4669. (2)

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. (2)



18' Herreshoff America Catboat, exc cond. Yanmar diesel, gaff rig, wheel steering, folding mast. Compl equipped, w/trlr. \$8,750. JIM CURRIE, Rochester, MI, (248) 651-3536. (2)

San Francisco Pelican, #2158 (pictured in 12/1/89 issue pg 13) by Smith Boat Shop '72. Vy nice boat, w/galv trlr. \$1,950. EARLE CADWELL, Rosewell, GA, (770) 640-6553. (2)

14' O'Day Javelin, hull nds reconditioning. Mast etc gd. No sails, no CB. Send SASE for descriptive sheet. BOB WHITTIER, Box T, Duxbury, MA 02331. (2)

12' Oldshoe Cat Yawl, Bolger design mini Micro w/added cabin. Chair high cockpit seats 4 comfortably. Full length keel w/200lbs lead & self-draining water ballast compartments. 15" draft, 5' beam. Epoxied inside & out. Cedar masts. Rig & launch in 10 minutes. Boat & fitted trlr garaged, in exc cond. \$500. MANNY RUBIN, Toms River, NJ, (732) 286-1624. (2)

'62 Old Town Square End Canoe, gd cond, nds FG removal & recanvassing. \$750. **15' Thompson Rowboat**, cedar strip over oak ribs, glassed, in gd cond. Nds refinishing & rails. \$250. DAN MILLER, Cross Plains, WI, (608) 798-1882, <5lakes@iit.is.com> (2)

25' Catalina FG Sloop, pop-top 6'6" hdrm, '82 in vy gd shape. Swing keel (2'8" up, 5' down, 1,500lbs ballast). Profurl roller reef, jib, genny, main, gin pole. Sps 5. Head, galley w/Origo alcohol stove, fresh water & holding tanks. Radio, depth sounder, Plastimo (extra large magnification) compass. 2 deep cycle batteries, Arco solar panel &/or alternator, custom electrical panel. Windex wind vane. Nicro solar ventilator. 9.9 Mariner OB nds reblding. Shoreland HD galv trlr. Mooring also available, Falmouth Foreside, ME. LEE HAMMOND, Enfield, NH, (603) 448-3867. (2)

14' Enterprise Sailboat, Jack Holt design, professionally bilt in UK '62. Varnished mahogany deck & interior, Sitka spars, buoyancy bags. Grt cond. \$1,600. RICK BROOKS, Montreal PQ Canada, (514) 695-8151, <dubrooks@stssystems.com> (2)

Project Boat, Crocker Sally Rover, come get her for \$250. TOM HIGHAM, Osterville, MA, (508) 428-8374, LIS CLARK, Osterville, MA, (508) 428-4792. (2)



13'8" Melonseed Skiff, FG bilt by Crawford '90. Teak flrds, rubrails, cockpit coamings, rudder, tiller, daggerboard. Fir spars. Dacron tanbark sail, dk green hull, buff deck. Cover, galv trlr, 2 sets oars. \$3,995. BILL MALONEY, Norwalk, CT, (203) 838-9514. (2)



18' Herreshoff Harbor Pilot, '74 Nowak & Williams, Volvo 140A 4-cyl, new cushions, mooring cover, \$8,500.
MICHAEL SMITH, Marblehead, MA, (781) 631-5392. (2)

16' O'Day Osprey Daysailer, vy nice sailing FG sloop w/small cuddy, lg cockpit, plenty of room for family. Alum mast/boom, main & jib, OB bracket. Also makes gd low speed power cruiser. Titled. \$450. **E-Z Loader Trlr**, almost new 600lbs capacity w/side launching guides. \$425. Both \$825. will deliver 100 miles.
DENNIS MURRAY, Wayland, MA, (508) 655-5547. (2)



Grampian 31 Classic, full keel FG, blt '67. 31' LOA, masthead sloop. Roller furling headstay, 100% & 130% jibs, new full batten main, tiller helm, Atomic Four auxiliary. Extensive restoration & refurbishment, a lovingly maintained beautiful classic sailboat. I've gotten a smaller boat. Inquire for compl list of equipment & restoration details.
JACK DICE, RRI Box 864, Stonington, ME 04681, (207) 367-0966, <jackstoneme@acadia.net> (2)

Ahlberg Typhoon, grt family boat or weekender for 2. Behaves well in light airs or stiff winds. Vy gd shape, ready to go. Asking \$4,000.
LIS CLARK, Osterville, MA, (508) 428-4792. (2)

BOATS WANTED

Tiki 21, 23, or similar catamaran, in nd of work or unfinished okay.
THOMAS GALE, Logan, UT, (435) 752-1624, <Gale@xmission.com> (1)

22' Catboat Hull, any cond. A Marshall 22 would be ideal. Price must be friendly.
BRUCE ALEXANDER, St. Augustine, FL, (904) 540-4000. (2)

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RUSSELL SMITH, (860) 536-1113, <fruzzy@hotmail.com> (2)

Sitka Spruce Spars, 2 masts 6"x 7" base, 35' & 53' long. 2 booms, 12' & 18'. All in gd cond. Include 7/8" track & all standing rigging you can carry. Does not incl any hrdwre I've been able to sell in meantime. \$300 takes all or make offers for individual pieces.
MICHAEL CURRAN, 278 Sligo Rd., Rollinsford, NH 03869, (603) 743-3765, <flybynyr@worldpath.net> (2)

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'90 Mercury OB, 25hp electr start-batt, remote controls, thru tube steer, 2 - 6 gal tanks. Exc cond, little use. \$1,500 OBO.
JEROME ENOT, Dover, NH, (603) 749-4100. (4)

6,000lb Capacity Trlr, w/ surge brakes. Blt by Essex Welding, MA, '77. \$850.
R.J. IZZO, N. Kingstown, RI, (401) 294-3567. (2)

Bronze Shaft Log, W/C #8654L ltwt, flexible, for 5/8" shaft, could be bored to 3/4". Bought new '70 for \$35, never used. Make offer.
BOB WHITTIER, Box T, Duxbury, MA 02331. (2)

Johnson 3.0 OB, exc cond. Model #J3BRESR. Spare prop etc. Little used. \$350 + shipping.
RAY SOBEL, Lebanon, NH, (603) 448-4246. (2)

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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)

Tiny Bruce Anchor, 4.4lbs.
ROBB WHITE, Thomasville, GA, (912) 226-2524. (2)

Small Boat Trailer, galv or alum suitable for 14' rowing boat. Should be in gd cond & not too far away.
STEVE KOOPMAN, 29 Briggs Rd., Saundertown, RI 02874-3815, (401) 294-6281 (2)

1 Ton Trlr, for a 20' boat, gd working order. The Carpenter's Boatshop, 440 Old County Rd., Pemaquid, ME 04558, (207) 677-3768. (2)

2 Cylinder Diesel, 18-22hp, Yanmar, Universal or Westerbeke. Shld be in gd cond.
DON HELFRICH, 459 S. Green St., Tuckerton, NJ 08087. (2)

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

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ERIC C. RISCH, HCR33 Box 117, S. Thomaston, ME 04858. (TFP)

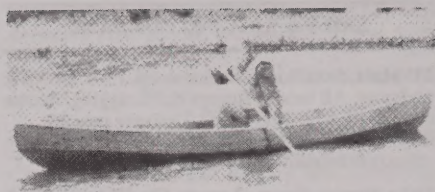
The Odd-A-Tea, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated.
TOM MC GRATH, 684 Chestnut St., Lynn, MA 01904. (TF)

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

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

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



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)

"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)

BOOKS & PLANS WANTED

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

Noon Position, by Arthur Piver, to buy or borrow.
BILL KOLESAR, 209 Bangsburg Rd. Port Charlotte, FL 33952, (941) 743-9311, <Trisailn@aol.com> (2)

Old Canoe Catalogs.

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

Paying \$100 & Up, for mint cond magazines, *American Yachtsman*, 1886-1895.
T.A. EASTLAND, P.O. Box 95, Old Lyme, CT 06371. (1)

Shantyboat, authored by Harlan Hubbard, published '77 by University Press of KY. Prefer to purchase, if not possible would like to borrow & photocopy.
LESTON RICE, 70 Ackerman Rd., Warwick, NY 10990. (1)

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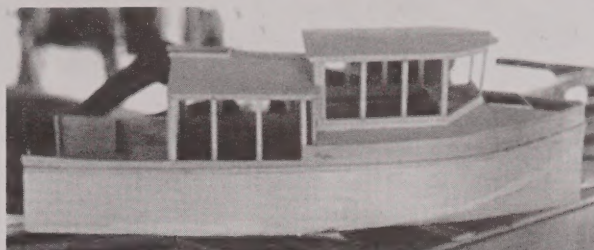


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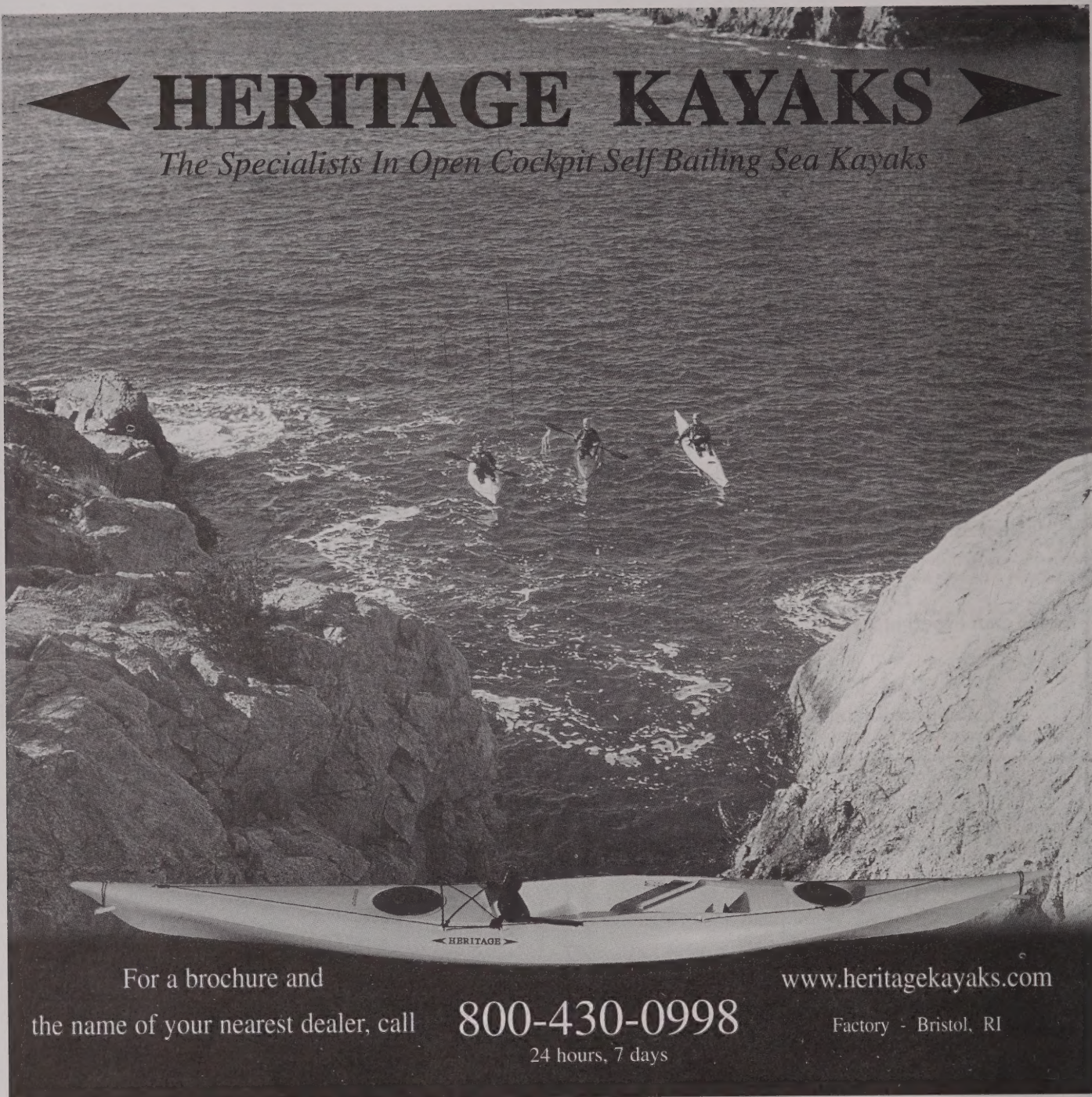
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