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messing about in BOATS

Volume 17 - Number 12

November 1, 1999



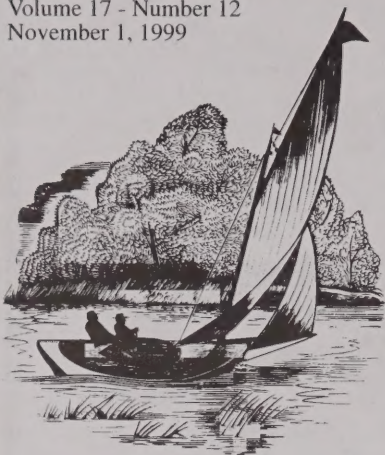
Special Features This Issue
"The Boats of Lake Victoria" - "Launching *Quiet Presence*"
- "Vintage Model Yachting"

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In Our Next Issue...

The Atlantic Challenge Foundation reports on "The Short Ships Race" at Rockport, Maine; I will bring you a summary of the leading edge thinking I encounter at the "AYRS Symposium" at Newport, Rhode Island; and we will have short looks at the Chesapeake Light Craft owners' gathering, "Okoume Stock", and the major new historic U.S. Naval exhibit "Defending the Seas", mounted at the Newport News, Virginia Mariners' Museum.

Robb White has some more of his "Reynolds" adventures for us in "The Reynolds Crew Discovers St. George and Saves the Day With a Brave Rescue"; and Steve Turi continues his "Adventures of a New Jersey Boat Nut - Part 5".

Project reports will include Jeff Magnuson's "Miss America VII"; Lee Cavin's "The Last Boat Trip"; and Mark Steele's model boat feature, "Royston Lake".

Designs noted will include Chesapeake Light Craft's "Sassafras 16 Canoe"; Seaworthy Small Ships' low budget model sailboats, "Pinewood Sailers"; Richard Carsen's "Dreamboats" chapter, "China Blue Vase"; and Phil Bolger & Friends' continuation of "Ocean Passagemakers - Part 3".

Guest Commentary...

Robb White, Contributor



Cooking Up Opinions

As a boatbuilder. I ought to go to boat shows more but I can't stand it. Boat shows are hotbeds for the sprouting of opinions. The older I get the more fond I become of my own and the less delighted I am with those of others. What happens is that when people start telling me their opinions, I find that I am backing up. I try to control it by consciously taking steps forward but the net result is that I just keep backing toward the clearing until I just ain't around anymore.

I have more opinions of my own too now that I am getting old (hold on just a minute while I turn Paul Harvey off). I thought it was the result of my solitary profession. Fiddling around in the seclusion of my shop, planing, scraping, sanding and painting are the sorts of things that free up the mind and foster the growth of opinions. I was so tickled with myself, that I decided to share my views. Back when I used to have employees and apprentices, I would explain while the work was actually going on. After they all left my employ in search of other ways to become upwardly mobile, I had to find another outlet for the distribution of my opinions.

I began by offering them up to prospective boat customers. At first, I confined my little speeches to boat design and construction (a rich field). Someone would come to the shop to have a look at the boat in the works. "I see you have just a bit of tumble home back by the stern," one man said.

"Yes, I like tumble home, it gives a good convexity to the topsides and curvature to the rails which strengthens the whole boat," I said. Then I began to explain the history of tumble home, how tumbling home the topsides made a clear run from the hounds to the chainplates for the shrouds of old ships and how tumble home saved the poorly supported bulwarks of ships by presenting the ends of the strong deck beams to the impact of the ship with the dock.

By the time I got to the part where, in small sailboats, tumble home keeps the rails from scooping up water into the boat when it heels, I noticed that I could no longer clearly see the pupils of that man's eyes. At first I thought there was something wrong with me but then I realized that there was something wrong with him. I knew I had to try to give my opinions a wider range. I decided to write them down and send them off. Coincidentally, the boat business began to fall off and that gave

me time to type.

After I had refined the crop on hand and sent them off for consideration for publication by all sorts of magazines and literary journals, I sat back down at the typewriter so as to be ready when the new opinion crop sprouted. I sat there for a long time before I realized that the ground was barren. I began to fear that I might not be able to become the Will Rogers of the new millenium. I was heartbroken. I couldn't understand it until I, fortunately, finally, received a commission for a new boat. As soon as I started, the font of opinion began to flow again. I was delighted Then I found my aluminum hard hat.

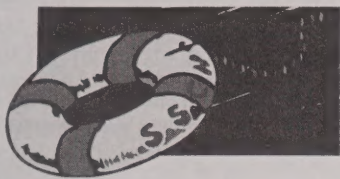
It is funny how you can lose a thing like that and have it turn up right there in plain sight. My grandson had fixed it up as a dog watering dish and I guess, I just got used to it sitting over in the corner by the drinking fountain. Wouldn't have noticed it at all except that while I was getting a drink, I elbowed my teeth off the edge of the cooler where I keep them handy in case a customer was to show up. They went "ploop" right in dog water in the hard hat.

I used that hard hat, not to protect my head from bumps but to shield it from the heat lamps that I use to facilitate the penetration of the epoxy. I sheath all the planks with fiberglass and epoxy in a secret way before they go on the boat so I have to spend a lot of time with my head under the heat lamps while I spread the epoxy onto the fiberglass with a little plastic squeegee. The aluminum hard hat kept the infra-red light from cooking my brains. After I lost the hat, I found that epoxy spreading was very stimulating to the opinion forming process.

When I found it and started using it again, the opinion mill slowed down. You guessed it. Vast experience and natural brilliance were not the cause of the phenomenon at all. It was the heat of the lamps soaking through my skull and boiling up these opinions out of the depths, sort of like how the oil comes out of an old piece of cheese when you leave it out in the hot sun. It probably wasn't good for me. It never is good to push a tool beyond its nominal capacity. Power tools will do a little more if you force them but, after a while, they'll get hot and start stinking. I believe I smell hair burning right now.

On the Cover...

Working wooden boats powered by outboard, steam or sail are alive and in business on Africa's Lake Victoria, Larry Reynolds tells us all about what he found happening there in this issue.



Small Boat SAFETY



Tom Shaw

VHF Radio? Or Cellular Phone?

In my salad days, a few decades ago, the very thought of a marine radio was an impossible luxury. It took every spare penny to maintain my ancient (she was built in 1906) cruising catboat. I was not alone. "Boats" did not have radios, "yachts" did. It's a totally different world today and a radio, while perhaps not a necessity, is far, far from a luxury and is truly affordable if you are willing to do a little serious shopping around. I carry two, a standard VHF and a hand-held, since my main radio is an older model and does not scan. There are times, on patrol, when I must be on one channel for communication with my controlling Coast Guard Station and want to know what is happening with a case being worked on another channel.

Why am I urging that every boat carry a VHF radio? The obvious first reason is safety. Somebody, quite near to you, might be in trouble. Without VHF you would never know! With your VHF always monitoring Channel 16 you would hear a "Mayday" or a "Pan Pan" and could provide swift assistance. The same logic applies if you are the vessel in trouble.

Here let me comment that a cellular phone is not, in my view, a substitute. Apart from the possibility that you might be beyond the cell phone's range, the advantage of privacy in your communications is a disadvantage when it comes to safety communication. Your cell phone call to the Coast Guard base nearest you (if within range) for help would result in a Search and Rescue operation that might take hours while another boat might be within a few minutes of coming to your assistance.

An increasing number of boaters do carry a cellular telephone rather than a marine radio. They tell me that, apart from having the ability to make personal and even business calls, they appreciate the tranquillity and the quiet. Monitoring Channel 16, they say, means listening to a lot of radio chatter that has nothing to do with them.

Yes, but...I carry my cell phone when I am on the boat, but my marine radio is always tuned to Channel 16. I want to be sure that I hear a "securite" message that might affect my safety. I want to hear a "pan pan" call or a "mayday". Somebody might need help and I just might be the vessel closest to them. I want to be sure that if I am in trouble boats close to me will know about it and can give me prompt assistance.

Cell phones are great inventions and

a great convenience. Their clarity and their range has improved dramatically in the past few years. If you are going to rely on a cellular telephone while on your boat I urge you to tape the number of your local Coast Guard station where you can see it from the helm. In an emergency, you can call the Station and they can put out the appropriate radio distress call on your behalf. It will not enable you to assist others, but it could be vital to your own safety.

Radio Tales

Your VHF radio can also warn you of potential danger. I well recall a "Securite" message last summer about a violent thunderstorm approaching. Though we did not see obvious signs in the sky, we believed and tied up to a nearby dock. We were glad we did.

One New Year's Eve I was on a night patrol moving up the Cape Fear River when I spotted the lights of a dredge ahead. By that time we had good night vision and saw what appeared to be dredge pipes (very badly illuminated) stretching completely across the river. Instant switch to Channel 13, bridge to bridge. "Dredge working the Cape Fear River near marker 56, this is Auxiliary Vessel 551 northbound. Request advice on passing."

Back came the reply, "Auxiliary Vessel, pass as close as possible to me, west bank. We will move back to give room." He did move, but not much. It was a close encounter of the night time kind, but without the radio we would have had a major problem. We had the same experience next day when southbound in daylight but it was a lot easier when we could see.

A call (on Channel 13) to a tug-barge ahead for advice on passing is well worth the effort. The ICW, where I do most of my boating, can be pretty narrow and a four-barge tow needs a lot of room to make a turn. When the tug skipper suggests I wait until after marker XXXC and pass port side I believe him.

Some years ago I was involved with a medical emergency with a boat waiting for a bridge to open. A call to the bridge tender (again Channel 13) kept the bridge down so the ambulance could get to the nearest dock and very literally a life was saved.

At least 95% of the hours underway on my boat are on Coast Guard orders and I am monitoring channel 23 and making hourly position reports. On one trip that was an exception, I had out of town friends aboard and we were taking a lunch cruise to a favorite dockside restaurant. Because of Auxiliary training, I turned my radio to channel 16 just in case. Normally, I find monitoring 16 something of a

nuisance. The fairly constant traffic interrupts on-board conversation but I listen as a matter of principle.

Within forty minutes there were not one but two "Pan Pan" calls from Coast Guard Group Ft. Macon. The first was a report of a man in the water off a fishing pier, the second reported two people in the water from a cap-sized sailboat. Neither of the two locations was close to me so I could not offer assistance. Neither of the two locations was near a Coast Guard station so any response was, of necessity, slow.

In the first situation, no civilian boat responded. The Coast Guard sent a patrol boat and a helicopter. Both needed over an hour to get on scene and, according to the next morning's paper, they were too late. In the second incident, the two in the water from the sailboat, there was a happy ending. A fisherman heard the "Pan Pan", responded, and rescued them (they were both wearing life jackets).

You will probably cruise for many, many hours and days and never hear a "Pan Pan" or a "Mayday". Two in forty minutes are rare indeed and in neither case could I provide assistance, but somebody was near enough to the two sailors in the water to get to them before they suffered from hypothermia. That chance of saving a life makes listening to a lot of irrelevant radio conversations well worth while.

I write this to remind all boaters who have a radio to tune it to Channel 16 whenever they are underway despite the nuisance of hearing unwanted and irrelevant messages. There just might be a situation, perhaps just around the bend of a channel, where help is desperately needed, and you just might be the person to give that help and possibly save a life.

How Far Can You Be Heard?

What's the range of a VHF handheld radio? Research shows a handheld at 6' above sea level sends a readable voice message 1-2 miles to another handheld, 3 miles to an 8' whip antenna, and up to 10 miles to a 90' fixed antenna typical of Coast Guard land stations. A handheld radio 12.5' up, like on a flying bridge, can be heard 14.5 miles away on a 90' antenna.

That's the good news. The bad news is that a handheld radio could be less than 6' above sea level, more like ear level of the seated operator of a small boat (kayak or PWC). This shortens the range to less than a mile to another handheld, 1 mile to an 8' whip, and 2-3 miles to a 90' antenna.

ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841. (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804. (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 684-9798.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404. (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840. (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759. (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604. (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145. (215) 755-2400. <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
Schooner Sultana Shipyard Shipbuilding School, Box 524, Chestertown, MD 21620. (410) 778-6461.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827. (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

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

Activities & Events Organizers '99...

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

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

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

ELECTRIC BOATING

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

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4. (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202. (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688. (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930. (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401. (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636. (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950. (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. Meervald), 2800 High St. (Bivalve), Port Norris, NJ 08349. (609) 785-2060. <AJMeervald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966. (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada. (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720. (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533. (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655. (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802. (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754. (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169. (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129. (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o Wills Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430.

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

Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.

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

PADDLING

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

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

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

Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.

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

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

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

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

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

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

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

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

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

ROWING

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

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

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

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

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

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

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.

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

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

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

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

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

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

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

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778. (727) 391-7927.

STEAMBOATING

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

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.

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

Merrimack River Maritime Association, Newburyport Maritime Museum, 25 Water St., Newburyport, MA 01950.

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

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

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 459-6746 eves.

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

Sacramento TSCA, c/o Richard Ratcliff, 819 Columbia Dr., Sacramento, CA 95864. (916) 481-7642.

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

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

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950, www: <http://www.tscanet.net/>.

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

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

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

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

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

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

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820. (781) 272-9658.

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

S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.

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

TUGBOATING

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

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

WATER TRAILS

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

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

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

WOODEN BOATS

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

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

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

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.

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

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

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

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

Important Notice to all Activity Organizers

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

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

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

You write to us about...

Adventures...

The Big Sail This Year

We're off doing the big sail this year, after two decades of being landlocked in Utah. We found an old Halberg Rassy ketch in Deep River, Connecticut, a very well built glass boat, in rather sad shape. The refit has taken all spring and most of the summer, though we did get out for a few weeks of sailing around Long Island Sound and Buzzards Bay.

Both are beautiful areas, but with too many beach front houses, and way too many boats! There are almost no anchorages left in New England, every protected bay is now full of moorings. The good news is that Deep River on the Connecticut River is beautiful, the area was saved from industrialization by a sand bar that made the river unnavigable to ships from about 1800 on.

So, we've been fixing things and test sailing all summer, getting ready for a mid-September departure south. Plans include a rendezvous with Jim Thayer at the St. Michaels show in early October if he makes it back from his Kokapeli romp in time. Then on south into the Caribbean, hopefully visiting Cuba, Yucatan, and Belize en route to Panama. We'll see how far we really get.

Steve Axon of *Shanty*, Salt Lake City, UT

"Lost" Family Found off Coast of Maryland

An Ohio family reported missing at sea two weeks prior was found near Ocean City, Maryland unaware that the Coast Guard was searching the Atlantic seaboard for their sailboat. Coast Guard officials said the family and their 65' boat were found in good condition 17 miles offshore.

The family discovered they were the subject of the search when they used a cell phone to call their daughter. The daughter told her family about the search and contacted the Coast Guard. A Coast Guard ship reached the boat and towed it to Ocean City because of minor damage.

The family of four had last been heard from nearly four weeks earlier. They were reported overdue by a family friend, prompting a search of more than 85,000 square miles.

Excerpted from the *News Journal*, Wilmington, DE

Needs...

Steel Boatbuilder Wanted

I am told that Bruce Roberts will put together a steel boat kit, it would come on pallets for you to build your own welded boat. I am inquiring of him at P.O. Box 1086, Severna Park, MD 21146.

Is there a boatbuilder reading this who would be willing to build me the hull on page 256 of Sucher's *Flat Bottom Boatbuilding*?

George Shepard, 591 Cedar St., Manchester, NH 03103.

Opinions...

Likes Geoff's Caledonia Yawl

I was delighted to see the extensive story in the September 1 issue on the 1999 Wooden Boat Show in St Michaels, Maryland.

Like yourself, I was greatly taken by Geoff Kerr's Caledonia Yawl, an Iain Oughtred design which combines traditional good looks with modern materials and building techniques. I was so impressed that I have contracted with Geoff to build one. He has promised to have it in the water by next May.

I plan to do most of my sailing in the Chesapeake where the yawl's shallow draft and ability to move well in light airs should be ideal. I also hope to trailer it to Cape Cod in the summer. I'd welcome hearing from other owners about their experiences with this boat.

Jon Gibney, Arlington, VA

Look to Tom Jones for Guidance

Phil Bolger and others expand our horizons, paddle, row, sail, power, from highly aesthetic to plain and functional. Unlike other designers, Bolger discusses his occasional mistakes or design shortcomings, and we learn from them.

If your pond is small, to float is enough, because speed would use up space too fast. But if your use is more demanding, and the next boat you build is to not be a dog, or (heaven forbid!) your coffin, or fated to raise petunias in the front yard, please refine your dream design by reading two books by Tom Jones: *Multihull Voyaging*, and *Boats To Go*.

Important questions...hull shape? materials? construction difficulty? how much sail? boat size? safety? are answered more clearly than Chapelle, L. Francis, etc., because they had other objectives. Tom explains where he and others "are coming from" so you can interpolate to find the right balance for your own requirements. His designs are excellent, one took him through a hurricane undamaged. Tom doesn't just lecture, he explains why he thinks that way and why others are "on base" or "off base".

Chapelle says, "consider similar designs". L. Francis offers fascinating history and insights. Marchaj is excellent on seaworthiness and sail aerodynamics, Dave Gerr is good on propellers. But Tom Jones is specific and complete, from kayaks and prams on up to the limit that one can build in a reasonable length of time.

If more powering information or more optimization is desired, *How To Design a Boat* by John Teale is more compact and easier to use than Skene.

Jim Wonnell, NA, Merritt Island, FL

Musings About Inboards & Building Materials

Some thoughts on reverse in small boat engines. I find the gearbox about as weighty and costly as the engine itself. My idea of an ideal engine is similar to the old 2-stroke make and break types, ie. a single cylinder with main

bearings at each end, possibly with individual grease cups.

Noted first on Volvo-Penta single cylinder diesels was a Bosch Dynastarter, I assume, in effect, identical to later model motorcycle starter/generators. My thought was to be able to approach some landing with the engine off, like older Atlas and Union diesels, direct-reversible engines capable of running in either rotation. The permanent magnet motor could be reversed by reversing the battery leads. Now if the dynastarter leads can be reversed similarly, then a simple switch for clockwise or counter-clockwise could be used.

I read about old style, idling to stopping, then quickly reversing the distributor, with occasional disastrous failings in operation. Also read of an Estonian ferryboat with the helmsman standing over the engine, which was equipped with footholds for depressing as needed! Not bad, but I'd rather depend on mechanics. Appreciate any ideas.

Next, I continue on building supply materials. I see fine buys in 4" square rain downspouts. Bunched 2, 4, 6 into floats for multi-hulls, or many athwartship for a Brazilian-type "Balsa". I guess ultimate sea kindness would result with such a hull somewhat awash.

I like the idea of sitting on a bench, and for sure a sprit type sail could be easily erected or knocked down and stored. Also, with extended oarlocks easily rowed with very long board. Shouldn't be much occasion for the "Balsa" to overturn.

Easy to laminate up some bow pieces along with stern wood plugs highly sealed with perhaps plain corks for draining any water out. This'd be a natural for the Los Osos/Baywood Navy confines of thin-water and very deep mud.

Norm Benedict, 801 Greenacre Dr., Santa Maria, CA 93455

Projects...

Building Traditional Boats With New Techniques

I enjoyed your recent commentary on building traditional boats with new techniques (September 1st issue). I have nearly finished a 21' daysailer of a 1930's design that is built strictly according to the original instructions except that it will be covered with fiberglass. In due time I will provide a manuscript that you can use as you see fit. I got the cedar siding planks from John England.

A. Bennett Wilson, Topping, VA

Hand Tool Boatbuilding

As soon as I have completed a current move I will be repairing a Mirror dinghy that I built around 1980 which is showing its age, and collecting up the bits of the Harry Bryan-designed canoe which I am working on. An apartment doesn't have much room for a boat-building activity (if I want to keep my wife happy) so there is a boatshed in my indefinite future.

I have a summer cottage on an island in Georgian Bay with about a mile of shoreline, so the boatshed location isn't a problem. There is no electricity on my part of the island (and we prefer to keep it that way) so boatbuilding there will be a hand-tool process.

MAIB provides me with with an incentive to experiment, encouragement to keep working on my boats and a link to others with similar modest means but significant imagination. Keep up the good work.

George Hume, Toronto, ON

The Adjustment

After several days of labor, we lifted the new-born boat from its cradle, where we had molded it upside down, and turned it right side up. We studied her silently for a few minutes.

Shyly, as a new father might offer a first criticism, he spoke, "Sure has a blunt nose, doesn't it?"

We were silent a few minutes, then he spoke. "I'm sure I measured the angles right."

We walked to the littered workbench, where we smoothed the plans and studied them. "Yes, you can see in the picture on the plans that the angle of the bow is really that sharp."

I picked up a plane and turned back to the dinghy. "It won't be so noticeable when the edge is beveled down."

He picked up a plane, then hesitated. I consoled him with, "That blunt nose will take the waves better."

Still, we stood studying the little boat. Trying to make the best of the shockingly unattractive boat we had created, I spoke encouragingly, "That blunt pram bow gives a lot of extra room in the boat." I imagined the dinghy riding well in the waves, carrying crab pots and clam rakes, muddy with oyster shells. It would make a good little working dinghy, I told myself.

Moving at last toward the dinghy, he began to work again. "It will ride nicely on the waves."

We bent together to finish the work of sanding, planing. We worked with new respect, but with less enthusiasm, for the little dinghy had shown her own nature rather than meet our expectations. The end of the rainbow held a pot of silver.

Kathy Miles, Wilmington, NC

My Nesting Dink

This photo is of my nesting dink, a 10' Mertens-Gossens V-10 design off the Internet, modified with double bulkheads and cut in half. The two halves fasten together with two bolts. The sail is an old windsurfer, boom is one of the oars, tiller is an old XC ski. She sails, rows and motors, and stores on the bow.

Steve Axon, Salt lake City, UT



Useful Information...

2000 Edition Of Award-Winning Calendar Of Wooden Boats

The 2000 *Calendar Of Wooden Boats*, which we have produced annually since 1983, is available for distribution and sale.

Highlights from the 12 new images include the 1909 British-built gaff ketch *Owl*, shot in the waters of Antigua; a Bahamian dinghy under construction, captured at Joe Albury's Boat Shop in Man-o-War; and a traditional Basque fishing boat, sails coming down under stormy skies, off the rugged coast of Brittany.

Back in the U.S., the Philip Rhodes ketch *Alert* is photographed sailing rail down past Point Loma, California; images from the Maine coast include this year's cover boat, the 112' cruise schooner *Roseway*; the N.G. Herreshoff yawl *Aida*; *Starlight*, a Concordia yawl; and *Wild Horses* and *White Wings*, the 76'8" Joel White-designed W-Class sloops, newly launched and seen racing at sunset in Penobscot Bay.

Functional as it is elegant, the 12" x 24" wall calendar includes all major holidays, moon phases, and has ample space for notes and appointments. Each month's framable image is a master study in light, contrast, mood, and attention to detail. Insightful and informative captions are provided by noted marine historian Maynard Bray.

The Calendar Of Wooden Boats is available at bookstores, chandleries or directly from Noah Publications at \$14.95 + \$3.00 S+H. For further information call (800) 848-9663; e-mail to <noah@noahpublications.com>; access our website at <www.noahpublications.com>; or write to Noah Publications, P.O. Box 14, Brooklin, ME 04616

The Maine Island Trail Association in 1998 Trail and Staff:

* 48 public islands, managed by the Bureau of Parks and Lands and the U.S. Fish and Wildlife Service

* 35 private islands in Maine and 12 in New Brunswick, generously shared with us by their owners

* A staff of 3 full-time employees and 3 part-time employees

Volunteers:

345 members provided essential island stewardship and financial support. Of these:

- * 85 served as island Adopters
- * 15 were Monitor Skippers :
- * 50 helped with island cleanups
- * 29 performed outreach services
- * 91 filed Coastal Island Use Logs
- * 40 assisted at the annual conference, stewardship party, and in the offices
- * 7 served on our Board of Trustees

Donors:

- * 927 donations from individual members
- * 155 donations and in-kind gifts from businesses, foundations, and other organizations
- * 21 memorial gifts

Mini Book Review

I recently read a remarkable book, *Before the Wind: The Memoir of an American Sea Captain, 1808-1833*. It is about ships, not boats, but I think many readers might enjoy it.

This autobiographical memoir of Charles Tyng is the story of a Boston boy who went to sea in 1815 at the age of 14. Before he was 30 he was a shipowner and worth a million dollars as the results of his own efforts. This was a story of the era before the westward expansion had taken hold and the United States looked to the seas of the world for opportunity while successfully challenging Great Britain's maritime dominance.

The story is most unassuming in its telling, and compels your attention as one adventure follows another in matter-of-fact recounting. Any one of these adventures befalling a modern yachtsman would generate a whole book telling the tale.

A most interesting incident occurred when Tyng was sailing a brig he owned to the U.S. from England. In the middle of the night the air became quite cold. He put his thermometer overboard and found low water temperature. He immediately reversed course to the east. At dawn he turned west again and before long came upon a great ice island. If the captain of *Titanic* had been as observant, she might not have gone down.

Tyng smuggles opium in China, deals with one shipboard disaster after another without excitement, meets royalty (including Queen Victoria while still a princess) and notables around the world, arranges his commercial ventures, and singlehandedly deals with mutinous crews. This is all recounted without melodrama, as if it were the norm for an American sea captain. It may well have been for many successful seafarers of that day.

Tyng survived cholera in his early 30s and lived to age 78. Obviously, most of his ventures were successful, though there is a fair amount of description of one of the less successful, the purchase and sale of a mermaid.

This is the story of the business of seafaring trade and transport told in living detail by a man who made his living at it. Anyone interested in boats and ships will find it a most entertaining and engrossing read.

Dave Carnell, Wilmington, NC

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Mailed First Class



P.O. Box 1176, Richmond, WA 99352

I bought *Sun Bum* in the autumn, after my usual summer of sailing Hobie Cats at the Jersey Shore. It was a bit of a leap, going from beach catamarans to a monohull that sleeps six, but I felt the lure of a different type of sailing. I wanted the kind of boat that could take me far from the world of the mundane and then allow me to stay there, at least overnight. My defection from the wet world of cat sailing was prompted by what appeared to me to be the perfect beginner's yacht, a 26' centerboard sloop with kick-up everything, full accommodations, and only a 9" draft. As far as yachts go she was strictly entry level, but thankfully so was the price.

My newfound enthusiasm for the type of sailing called "cruising" was something that kind of crept up on me. The thrill of sailing nowhere fast was somehow replaced by a lust for sailing somewhere relatively slowly (preferably somewhere new and on the exotic side). From this point of view, my new pocket cruiser was a water vagabond's dream come true.

Her 32' mast height would just fit under the fixed bridges along the ICW, while her relatively hard chines and water ballast made her stable enough to do most of her cruising out front in coastal waters. Her almost non-existent draft and forgiving undercarriage made her gunkhole friendly in a way which easily persuaded me to overlook her lack of blue water credentials. Sleek and graceful she was not, but she was a boat you could travel on and enjoy getting, there, the Volkswagen van of coastal cruising.

Come the middle of summer, I felt I was ready for my first cruise to "foreign" waters. My travels up to that point had been weekend trips to places like Cape May and Atlantic City, but this was just a case of mucking about within my familiar sailing turf centered around Great Egg Harbor. The longer trip to come would be my very first over-the-horizon sail to a strange port, Barnegat Bay, the Chesapeake of New Jersey. Now the act of acquiring *Sun Bum* definitely had the effect of galvanizing my change of sailing focus.

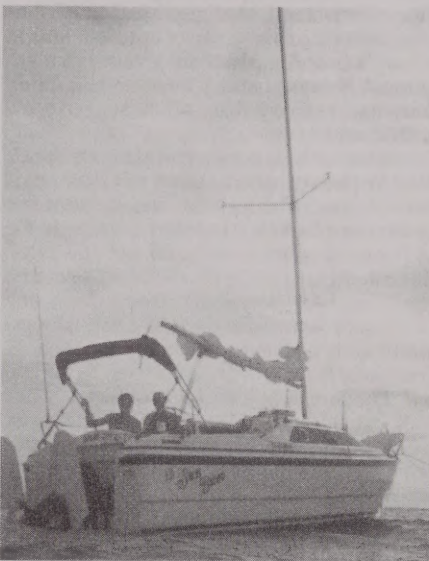
Cruising was all I seemed able to think about. As an unfortunate side effect, I exhibited a tendency to neglect certain land-bound activities; like lawn care, for example. This shift in priorities was much to the chagrin of my wife, Kathy. I soon arrived at the understanding that if I expected to sail happily ever after, it might be best to allow the love of my life a chance to gain her sea legs at her own pace. I decided to take advantage of her being out of town. This cruise was to be a guy trip.

Guy #1 was long-time beach buddy and Hobie Cat sailor Billy Forrester, a man who had once taken a dive off his boat only to have it sail away without him, forcing a two-mile swim to shore. Guy #2 was Lucky John Faith, another Hobie sailor whose fearlessness complemented his tendency toward recklessness like a good suit of clothes complements a handsome man. Guy #3 was me, the cautious adventurer who takes pride in being prepared. I'm no armchair sailor, but I sure hate learning things the hard way.

Planning our mini-cruise was a pleasure that gave me an opportunity to display the leadership and decision-making qualities so necessary of a fledgling skipper. I figured a first day's sail of 10 to 12 hours, assuming the usual prevailing southerly breeze. Naturally, I forsook any use of the inside IntraCoastal Waterway, except as an emergency haven.

Cruise to Barnegat Bay A Story of Three Sailors and One Hull

By J.B. Wilson



This was to be a trip "out front," beyond the protective line of barrier islands typical of the Jersey coast. Lucky John expressed enthusiasm for a night time passage, "just to do it." I, as captain, wanted to be able to see whatever trouble I was getting into. Tides, provisions, charts, anchorages, all fell into place.

I slept blissfully but only briefly aboard *Sun Bum* the night before our departure. 0700 found my mates and I slowly motoring out of our berth at Blue Water Marina and under the fixed bridge at ICW marker 284. I mentally sampled the possibilities of the long weekend ahead of us as we made our way along the back bay of Ocean City.

Two bridge openings later we found ourselves at the mouth of Great Egg Inlet, our gate to the North Atlantic. The wind was light and from the south, both expected at that early hour. Seas were 2-3', 30% chance of a thunderstorm., 13 hours of daylight left. Our first day's destination lay 50 miles to the northeast. Hoping for a rhumb line cruise along the coast, we hoisted my new asymmetrical spinnaker, but disappointing headway persuaded us to forego the scenery close to shore and instead opt for a tacking trip.

By 0930 the breeze had increased to 15 knots and our working jib was pulling fine. A dead-reckoned 8 miles out on a beam reach and then 8 miles in on a broad reach gave us a first landfall, which I calculated just north of Brigantine Inlet. The lack of easily identifiable landmarks in this area, part of the Forsythe Wildlife Management refuge, had me regretting my decision not to purchase a GPS. We spotted a couple of local fishermen in a skiff. These guys should know where they are, I figured. Seeing no radio antenna, I crept to within hailing distance. "Ahoy in the skiff, where are we?" I yelled, trying not to sound too silly. I didn't have to worry, "Just south of Atlantic City," came the reply. I waved in polite gratitude as we sheeted in and headed off.

"Those guys are going to have trouble finding their way home," remarked Billy with his best sailor smirk. A few references to chart geography confirmed my DR calculations, we were off the wilds of Forsythe, substantially north of Atlantic City. Two more in-and-outs should have Barnegat off our bow with plenty of sunlight left to navigate the New Jersey coast's most notorious channel of water. Barnegat Inlet has more boating horror stories tagged to it than the Bermuda Triangle, and once we got past Beach Haven Inlet there would be no alternative port within reach before nightfall.

Outward bound we went at a compass heading of 130 degrees. The breeze was steady but the atmosphere slowly gained that mercurial quality of a summer afternoon flirting with the storm gods. The horizon disappeared as sea and sky blended into a dense, low-hanging grayness. The good sailing continued, however, and good companionship made the time pass until about 1300, at which time I went below to do the necessary check of the chart, etc. Coming back on deck, I was immediately struck by the feel of the approaching squall line. I suppose it was the sensation of air pressure dropping like a rock with maybe a faint smell of wind-driven rain thrown in. Reefing didn't even enter my head as I went to work dropping the main while my shipmates looked on.

"What's up, skipper," queried Lucky John. "Storm's coming," I replied without elaborating. Storm was the unspoken comment as my mates looked about. All that was visible was a slight darkening of the grayness toward the west. After making fast the mainsail, I left the jib pulling and returned to the cockpit, looking for that first shift of wind that would justify my actions. We didn't wait long. The storm hit with an immediate business-like quality as a wall of wind and rain overtook us. "Get that jib down!" I ordered with a captain-like authority, which was unnecessary since Billy wouldn't have considered doing anything else at that moment.

After managing to avoid being trampled by my suddenly busy crew, I jumped to the helm and hit the ignition. The motor turned over but failed to start. I tried again with no result, by which time the gates of hell had truly opened wide. The pure viciousness of the storm that had struck us was astounding to me. I grabbed at my glasses to keep them from being blown from my face. In spite of this small success, I was soon effectively blinded by the driving rain. I abandoned my attempts to start our outboard and concentrated on steering downwind under our sail-less rig.

Sailing a boat purely from the force of the wind on its superstructure was a storm tactic I had only read about, but which worked surprisingly well. Apparently, however, I was too busy congratulating myself on my effortless seamanship because I allowed *Sun Bum* to slip abeam of the wind and stall. We immediately began taking a pounding from both wind and wave. Billy passed out the life-jackets. Although the steepening swells were not yet breaking, lying ahull in a water-ballasted boat was not a thought I found entertaining. I glanced over at Lucky John, who threw the devil's grin back at me. He was enjoying this! "If we don't secure that jib better it might broach us," he shouted over the howling din. I nodded and watched him disappear below and reappear at the foredeck hatch.

While John was tying-off our thrashing foresail, I considered our options.

The rain and spray stung my face as bolts of lightning struck so close by I could smell the ozone. "Let's throw out the anchor, it'll bring the bow around," I shouted through cupped hands. John nodded and released our 20-pound Danforth. Simultaneous with the splash of the anchor came the realization of my error. With 100' of water under us, it would take four times the rode we had for the anchor to have any effect.

Our attitude to the elements remained unchanged. With each wave impact our leeward rail was forcefully submerged. I could hear the crash of gear and dishes tumbling out of lockers and bins below. It occurred to me that if one of us were to be knocked overboard, the others would be hard pressed to offer much help. Our mast swung wild arcs across the sky. I decided to try the motor again.

With a noise that sounded distinctly like a laugh, our 50 horses tittered to life. I swung the bow into the waves and almost cracked a smile until I saw our anchor line drifting past at starboard. "Cut away that anchor," I yelled, not looking forward to fouling our prop under those particular circumstances. This time I watched as John Faith, true to his name, clambered over the cabin of our still wildly pitching vessel and instead hauled in and secured our hook on the foredeck.

"No sense wasting a good anchor," he said after lurching back to the safety of the cockpit. We then held on and tried to enjoy the ride. Climbing the face of each swell, *Sun Bum* would launch over the crest to pound nose down into the following trough. Realizing we weren't in any particular hurry, I eased the throttle down to just enough to maintain steerage. At each apex our roller coaster ride gave us a brief view of a wild panorama I would have felt much more comfortable appreciating from shore.

But at least things were under control again. We failed to understand our good fortune at the time, but we were getting a crash course in seamanship, tuition-free and apparently with at least a passing grade. We had barely begun to enjoy our success when we found ourselves motoring into noticeably decreasing seas. Within a short time we were playing a surface of lake-like calmness through still air. Class was dismissed.

As we motor sailed shoreward, I felt a rising satisfaction from having swallowed a rather large mouthful of Mother Nature, or maybe it was just residual adrenaline high. In any case, with no one hurt, nothing broken, and a subdued sea, I was able to appreciate our serendipitous good fortune. It also occurred to me that if my wife had been with us she would never agree to set foot on a boat again. Not knowing how far we had been blown, or in what direction, we headed for shore. Storm survivor euphoria slowly gave way to a feeling of impending disappointment as my worst case mental calculations left us hopelessly short of the Barnegat before dark.

Once making landfall, however, a little water tower navigating reassured us we were still firmly within striking distance. Proceeding just outside the surf line, we soon spotted Barnegat lighthouse, and by 2100 we were parting the calm waters of the infamous waterway I had heard so much about. Feeling my way through a strange inlet in growing darkness at the low end of a tide, however, is

not my favorite way to end a long day. Our rudders kicked up as we briefly said howdy to one of the local uncharted shoals. The MacGregor shook off this encounter as only a flat-bottomed boat could, and we proceeded to make our way toward our waiting berth at the High Bar Harbor Marina. Thirteen hours had passed since casting off that morning.

I slept on deck that night and awoke to a gorgeous summer dawn over the town of Barnegat Light. After breakfast, while checking the rigging for signs of storm damage, we discovered that the retaining ring was missing from the forestay clevis pin that held our mast. Friction had apparently been our only friend for some time. Speaking to the dock master before getting underway, we were told that the marina anemometer had registered winds in excess of 70 knots the day before. Force twelve. He described the boats at dockside as heeling 30 degrees from the wind on their spars alone. The Coast Guard had reported 16 knockdowns and capsizes, including a 40' Catalina. The sky suddenly seemed bluer than we could ever remember seeing it.

At 0900 we shoved off to explore New Jersey's largest back bay and were immediately blessed with a stiff west wind. Making our way through Oyster Creek Channel, we cruised northward. We felt ourselves briefly enticed by the prospect of gunkholing up Forked River, but by mid-afternoon we had reached ICW Marker 23 and headed across the bay to Island Beach. For those whose image of New Jersey is of all over-populated, excessively paved land of space deprived people, Island Beach would come as a surprise. With the lower nine miles of this barrier island being state-owned and retained in pristine natural condition as part of the state park system, Island Beach is a jewel which would fit well into anyone's cruising fantasy.

As we approached our intended anchorage at Tice's Shoal, however, a glut of day-tripping boaters presented a bit of a shoe horn challenge for we late arrivals. Thanks to *Sun Bum's* thin-water suitability, we managed to squeeze in close enough to shore to allow us to wade in without resorting to our inflatable dinghy. Since we were still experiencing a bit of a blow, John suggested double ground tackle. With both Danforths firmly set in a grassy bottom, I felt secure in the expectation that our pocket cruiser would still be there when we returned.

We spent a relaxed few hours exploring our island paradise and, after a swim in the surf on the ocean side, returned to our anchorage. The sun was low and Tice's Shoal was rid of its congestion. *Sun Bum's* now scattered company consisted of only three other boats, one sail and two power, all obviously spending the night. Thanks to the Barnegat's modest tidal fluctuation, wading back aboard was no chore. I was excited at the prospect of what was to be my first night aboard a boat at anchor. We ate our dinner while gazing at a glorious sunset and toasted the growing darkness with a rum concoction Billy had become acquainted with "in the islands" (which I suspected meant his cousin's place on Long Island). We spent a truly wonderful evening listening to the still insistent wind. Searchlights panned the sky in the direction of Tom's River, heralding some unknown grand event. A fourth sojourner arrived quietly in the dark.

I sacked out in the cockpit and was treated to a celestial show of revolving starscape as

our boat sailed back and forth, tugging at one anchor and then the other. At some point the assaulting wind chill overcame the resistance of my summer bedroll and I retreated below. I was awakened again by the sounds of our boat trying very hard not to be anchored any more. I went on deck and was rudely greeted by another passing storm front. Though decidedly less severe than our thrashing the day before, I found it impossible to sleep and felt the need to check our lines at short intervals.

Morning found us swung around 180 degrees and *Sun Bum's* nose was now pointing at our apparently deserted island. I saw that our fourth companion was a Catalina 27 anchored in deeper water due to its greater draft. Looking eastward I could hear the roar of the surf on the windward side of the island and I felt that, with minor changes in vegetation, we could be anywhere. But I turned around and we were still in New Jersey. After breakfast we weighed anchor, hoisted sail, and headed back to Oyster Creek Channel.

The inlet was its usual self with an easterly breeze and outgoing tide. It wasn't hard to imagine that a hint of off-color weather would see the Barnegat beast raising its head. We got out front without mishap, heading south on a broad reach. Using our cruising spinnaker like a genoa we made slow but steady progress in an 8 knot breeze which didn't freshen until the middle of our trip back.

We were glad to be getting the scenic tour that we missed on our eventful trip north. As the shoreline rolled by at starboard, I felt lulled by the mildness of our transit, and by my lack of sleep the night before. The sun felt good. I was rudely yanked from my cozy reverie, however, by the sight of breakers ahead, stretching well to port. Our chart indicated that we were approaching the shoals of Beach Haven Inlet. I respectfully adjusted our course.

Except for being nearly run down by a fishing trawler which failed to realize we had the right-of-way, things went smoothly from then on. Just as we passed the tip of Long Beach Island, John came up from below with a platter of filet mignon and a bottle of 12-year-old scotch. I have honestly never had food or drink that tasted as good. As we sat immersed in the best of life that I have experienced, I looked up at my mates and said, "You can't do this on a Hobie Cat, guys." They nodded a silent agreement.

We reentered our home port of Great Egg at twilight. With our navigation lights on, we slowly motored back to Blue Water, grateful for our long weekend, wiser for our efforts, and hungry for more of the cruising life.



The Draggers

Several docks catered to boats that fished for their living. Carlson's Fisheries, next door to UJ's, was one. Another on Channel Drive was called the co-op or Fisherman's Cooperative. It was near the inlet, along with a few others. West of Carlson's was a dock informally called the Swede's place. I think it was a cooperative arrangement, too. These were not just places to tie up and unload a trip's catch. They also provided drive-in size refrigerator/freezers and loading docks for trucks that brought the fish to market. They dispensed diesel fuel and fresh water and provided storage space for nets and gear. Some also had showers and sleeping quarters for crews.

Other businesses that supported the fishing industry were the Point Pleasant Fisherman's Supply Company, across Channel Drive from the docks. They sold nets and floats and rope and such. Inlet Diesel Service and General Motors Diesel on Broadway kept engines reliably humming. Laurelton Iron Works made the docks flicker with the light of cutting torches and welding arcs. The crews bought food provisions at the local supermarkets. The marinas on the north (Manasquan/Brielle) side of the river were devoted almost entirely to sport fishing and pleasure boats.

The pound boats were only a small part of the commercial fleet. Lobstermen used a variety of boats, all about 25' long. In the late '50s they were carrying the traditional lobster traps; wood slats with rounded tops. Here, too, pine tar was the fragrance du jour. Their buoys were bamboo poles with a brick or two tied at the bottom, chunks of cork floats at mid-length and topped off with variously colored flags.

Sixty to eighty feet long, the draggers were the "Big Boys." They were built of wood, had nearly plumb stems and gracefully rounded sterns. On the high foredeck was a companionway that sheltered the ladder down to the crews' quarters in the forecabin. In design they were very much like the *RoAnn*, which is now permanently moored at Mystic Seaport Museum. They'd go out for weeks at a time to pull their nets along the bottom of the waters off Nantucket. Two that stand out in my memory are the *Sonya*, owned by my friend Don MacLelland's father, Mack, and the *Jenny*, captained by Tunis Anderson.

Legend has it that the *Jenny*, far from the sight of land, was towing her trawl at her usual 3 or so knots when Captain Anderson suddenly found himself, his crew, and the entire boat traveling not 3 knots forward but close to 30 knots, backward. Disaster was averted when the brand new steel cable parted from the net. It was later reported from Groton, Connecticut, that the remains of a net were found wrapped around the conning tower of the nuclear powered submarine *Nautilus*.

The usual catch of the draggers was cod, whiting and ling, or fluke and flounder, depending on the season. They would occasionally return with a hold full of scallops. They apparently shucked the scallops at sea, because what they unloaded were bucket-sized brown canvas bags bulging with scallop meat.

More than once I saw an ambulance at the dock, waiting for one of these boats to return with an injured crewman. One such accident was a crewman whose hand was caught and drawn into the cable winch. The winch was powered by a chain drive from the main engine.



Adventures of a New Jersey Boat Nut

Part 4

Boating from Behind the Statue of Liberty

By Steve Turi © 1998

I must down to the seas again, for
the call of the running tide
Is a wild call and a clear call that may
Not be denied.
John Masfield

Swiss Family Sailboat and Ed Hock

Kids seem to have a built-in radar for finding other kids. When I was 8 or so, a blip on my screen indicated another kid nearby. It turned out he was staying down the street with his family, who all lived on their sailboat. Its dark blue hull was 35 or 40' long. It was home to my friend (I've forgotten his name), his parents, and his sister. Their plan was to sail themselves and this boat around the world. His father was a TV repairman, and UJ said that he'd have plenty of work wherever they went. My pal and I spent that summer playing around the docks. To me, the idea of sailing and seeing the world wasn't particularly intriguing. Living on a boat seemed pretty cool, but if I really envied anything it was that he didn't have to go to school but could study "at home." I never saw or heard from him after they left Point Pleasant. I wonder how far and where they went?

While visiting my floating friend, I met Ed Hock (Hoch?). He owned the dock where they stayed. He had a house in town but he was retired from Esso, and spent most of his days out in his boat fishing with his buddies or puttering in the garage/workshop, the only building on his waterfront lot.

Mr. Hock had a series of three boats. The first was a 20' Bertram, a nice boat. Most of his fishing, though, was drifting for fluke off the beach and he wasn't a "damned speed merchant" (his term). I think he felt that, with its deep-vee hull, the Bertram just rocked and rolled too much while drifting. He replaced it with an early model MFG outboard runabout that had a nearly flat bottom. His last boat was a new 27' wooden lobster boat, which he ordered and had built in Maine. The hull was medium blue and the decks and cabin were gray. Its high bow and broad shoulders curved gracefully back to its narrow tumblehome stem. Powered by a flat-head six, it was plain and simple but sturdy and sea-kindly. Yep, you guessed it, there wasn't a single square inch of chrome polished brass or varnished brightwork.

I imagine his buddies got tired of fishing, got sick, or just couldn't come out to play. He'd say to me, "Sonny, if you want to go fishin', be here around 10:00 tomorrow morning." I got to go fishin' a lot. What I also got was a graduate course after Rowboat College. "Always carry a lot of fresh water Sonny. If y'get stuck out here y'can live for a month without food but only a few days without water." I was delighted to be invited to steer, but following a compass course was a new trick. I heard, "just meet 'er, sonny. Just enough to meet 'er," many times before my wide swings of the helm narrowed down to a fairly straight course.

Basic dead reckoning was one of the next lectures given, along with how to run a rough inlet on the back of a wave. After we'd finished tying up at the dock, we'd engage the clutch to the extra pump and wash her down with salt water. "Y'don't want any fresh water layin' in the boat, sonny. It'll rot her right away!"

We replaced the engine's head gasket, which included a seminar in Bolt Torquing Sequences 101. Thanks, Ed, wherever you are.

The Smuggler

The *Smuggler* spent a summer or two at one of Ed Hock's slips. It was one of the prettiest sport fishermen I've ever seen. It was about 45' long and its black topsides were low and sleek. The long sword-fishing pulpit stretched its apparent length, and the white flying bridge was flanked by raked back outriggers. The transom was an arc of varnished mahogany. A white and chrome fighting chair was the center of the aft deck. She was lightly built and carried two Oldsmobile Rocket V-8s. Dick Smith, her owner, loved to indulge the V-8s' thirst for high octane, but her nearly flat bottom would pound so hard that she'd return to the dock leaking badly enough to require hauling and caulking.

UJ and I were invited aboard for an "easy" fishing trip. We went about 10 miles off and trolled for bonito. It was on this trip that I learned the little game of determining who was the most intense fisherman on board. The game was to stealthily slip the handle of a bucket over their line. The bucket would slide down the line to the hook and stop. The "fisherman's" reel would scream and the victim thought he'd connected to Moby Dick himself. I never did get to try this; but it's fun to talk about when the fish aren't biting.

(To Be Continued)



Patchwork sail rigs on boats sailing on Lake Victoria.

Working Sail, Working Steam, Working Wood Still Thriving on Lake Victoria

By Lawrence Reynolds

Working sail, working steam, and working wood may be things of the past in some parts of the world, but not in East Africa. Sail, wood, and steam still thrive on Lake Victoria, a 23,000 square mile freshwater lake touching Kenya, Uganda, and Tanzania.

My family and myself have been living and teaching in Kericho in western Kenya. We've spent time lately around Kisumu on the lake's eastern shore, messing around in boats.

One guidebook describes Kisumu as having "an easy-going, almost decaying atmosphere," and I think that's an accurate assessment. Joseph Conrad would have been at home here, and European Victorian literature would have been the richer for his stay. The climate is hot and humid, and only an occasional thunderstorm relieves the languid, sunny days. Askaris, hired store guards, loiter in front of closed and grated shops.

There are pleasant small hotels on the back streets. These hostels are quiet until 9:00 at night, when people gather to enjoy the relatively cool evenings. We've stayed at one called the Lake View, from which the lake is, in fact, visible if you know where to look. The Lake View is near a well-kept mosque, so if you want to get up early you don't need an alarm. The faithful are summoned to prayer long before dawn.

A couple of miles outside of town, at a place called Hippo Point, is one of our favorite restaurants, Dungas Refreshments (Dinner at the Dung, Dear?). In the late afternoon one can sit on the shady waterside veranda and enjoy the wind blowing off the lake and drink a cold Tusker beer, or a pineapple or black currant Fanta. Dinner is mutton or chicken, curried or otherwise, or my favorite, baked fish marsala.

The latter is a whole fresh Nile perch poached in a spicy sauce, and served with rice, ugali, chapatis, or chips (read french fries). I always get it with rice and leave nothing but bones on the plate. It is tempting to linger over dinner, enjoying every morsel, but when the sun sets and the wind drops, people rapidly become morsels for a myriad of malarious

mosquitoes, and the veranda becomes uninhabitable.

The view from the Dungas, to quote *Anne of Green Gables*, provides ample scope for the imagination. One hundred miles of turbid lake water, broken by mountainous islands, stretches off to Uganda. The biggest islands are Rusinga and Mfangano. Rusinga is the resting place of Tom Mboya, a Luo political leader killed in ethnic clashes in 1969. Wooden fishing boats sail or row along the shore near the Dungas. Men and children fish from the reed-covered shoreline. Green leafy patches of water hyacinth, an annoyance threatening to become a major nuisance, float in and lodge themselves on the beach.

Waves raised by the afternoon breeze break noisily on boulders. Most of the boulders never move, but occasionally one does. I was scanning the shoreline with binoculars one evening and noticed one of the rocks in the distance slowly receding under the surface, only to reappear 20' away. Hippo Point is aptly named. In addition to hippos, I've seen a wide variety of bird life from the Dungas, egrets, hadadas, the sacred ibis, and a swimming and diving bird which looked like a close copy of a loon. One quiet morning an otter played and fished in the shallows, untroubled by my binoculars. I watched it for 10 minutes before it passed out of sight along the shore.

On the other side of town from Hippo Point, down below the Lake View Hotel, the Kenya Railway's Kisumu yard stretches along the shore for a quarter mile or so. I had come to Kisumu looking for wooden boats and their builders. I envisioned a few remaining craftsmen repairing the remnants of a fleet largely supplanted by plastic. Boat builders would probably be near the water, and the railroad terminal occupies a large part of Kisumu's waterfront. I figured I'd go there, look around, and ask.

The railway yard and its approaches are, if anything, more torporous than the rest of Kisumu. The bustling traffic of colonial times is still moving (and in fact has increased) in independent Kenya, but it moves largely by truck rather than by rail and water. The pave-

ment ended before we got to the yard, and one truck idled by as we approached. The truck and a switching engine were the only traffic moving, wheeled or otherwise. The yard and its appointments seemed remarkably unchanged from earlier times. A heavy steel pike fence surrounded the yard.

Outside the fence a few benches were arranged under a huge shade tree, and a scrawled sign advertised ugali for five shillings, or seven if you wanted it ngoro (hot). A couple of pied crows were the only signs of life at this makeshift restaurant. The shade tree had grown around the fence, and some of the pikes had almost disappeared into the wood. Outside the yard gate two overland trucks, the high-clearance, low-gear ships of African commerce, were parked. Each pulled a trailer and carried spares, food, fuel, and water for several weeks of slow journeying over bad roads.

The trucks and trailers were overloaded with a cargo of red drums of gasoline. Underneath the high chassis of the lead truck, drivers, mechanics, and helpers camped, their sleeping bags spread out on the ground. A transistor radio sang the monotonous but pleasant chord progressions of East African music, and a Primus stove heated tea water nearby. They told us they had brought the load from Mombassa and could not unload until the next day.

At the yard gate, we paid a few shillings to a pleasant guard and entered the port facility itself. Once inside, we walked between stuccoed buildings falling into picturesque decay, slowly being overtaken by vines and undergrowth, but still occupied by workers and their families. A cast iron sign, built for the ages, offered us a choice of "wagon ferry," "steamship berth," "port officer's office," and "canteen." We chose the steamship berth and were soon rewarded with several genuine steamships. Biggest among these were the *Nyanza*, built in 1907, and the *Usoga*, launched in 1913. Both were built by Bow Mchlachlan, Ltd. in Glasgow, Scotland.

Each of the 220' ships was brought to Mombassa, cut into convenient pieces,



Boat being caulked.



An old boat filled with water hyacinth.

A businesslike barge at Kisumu.



shipped by rail to Kisumu, reassembled, and launched. Other smaller steam vessels line the docks. Like the *Nyanza* and the *Usoga*, they are weather-beaten and aged, but for me this only adds to their interest.

The "wagon ferry" is, in fact, one of several diesel railroad ferries built in the '60s, now providing service to Uganda and northern Tanzania. People fish from it and its berth, occasionally tangling their lines in floating patches of water hyacinth. In another part of the yard, a dozen stevedores, their backs glistening with sweat in the equatorial sun, unload a boxcar of cotton bales. The "canteen" is another open air restaurant, much more substantially built but as vacant as the shade tree ugali shop outside the yard. In between the tracks, yard workers have planted little gardens of corn, bananas, and pineapples, taking advantage of high ground. Oil from trucks and trains is on the ground and in the ditches everywhere, and spreads its sheen out among the boats without benefit of containment booms, television crews, or hovering Coast Guard helicopters.

Absorbed in all this, I've almost forgotten about wooden boats. Then I spot two, surrounded by water hyacinths, floating high in the water near the "wagon ferry." They are long, narrow, high-sided, and empty, floating high in the water. They have hard chines and steep dead rise. The longest is about 35', open except for a small decked portion in the bow, and powered by two new looking Japanese outboards. It is a uniform faded blue in color. The second craft floats nearby, smaller, green, and about 25' long. It is completely open but, as in canoes and the larger boat, thwarts join the two sides.

The craft is obviously built to be powered by outboards, although none are presently mounted. Both boats are built of edge joined planks, 12 to 14' long and an inch or so thick. Two by two frames strengthen the attachment of one plank to the next, but the frames are not joined at the chines. Neither boat has fishing gear stowed aboard, nor have they the universal fragrance of fishing boats in the hot sun. Nor does either have a name or marking of any sort. I wonder what their business is. They look like they could carry a substantial cargo load.

When I question a bystander about the boats and their use, he is vague about their purpose, but says they belong to a woman in the lakeside village of Usenge, 50 miles up the coast towards Uganda. He tells me there are lots of wooden boats to be found in the Usenge area. I'd heard the same from a Kenyan-American teacher whose family comes from Usenge, so we decide that the next day we will go northwest along the Lake Victoria shore to investigate.

Usenge is located at the end of Kenya Route C-27, a road that could stand a few "tipper lorry" loads of cold patch, especially for the stretch beyond Bondo. The local matatu (small passenger carrying bus or van) drivers know each chuck hole, I'm sure, but many catch us and our aging VW bus by surprise. The only other users of the road seem to be Kenyan government vehicles, an occasional truck and, of course, bicycles, pedestrians, goats, cows, sheep, chickens, children, and donkey carts.

The village shares the lake, climate, and sun, but not the lethargic mood, with Kisumu. The town square has busy little shops, a mod-

ern gas station, small restaurants, and two hotels. One of these, an intriguing place with a shaded bar looking out on the town square, is called the Deep Pot Hotel. I wonder if it got its name from the road into town. The Deep Pot has a refrigerator and serves cold soda and beer. The fridge must run on propane, kerosene, or a generator because Usenge is at least 20 miles off the power grid.

Behind the town is the lake shore. Children splash and swim naked from white sand beaches while their mothers and older sisters wash clothes nearby. The afternoon wind blows off the lake and older boys clean large Nile perch on boards on the sand. Old folk sit in the doors of round huts and watch the children, the birds and the lake. Usenge is caught in perpetual summertime.

Everywhere there are boats, sailing, rowing, and motoring on the lake, pulled up in rows along the beach, and in various stages of construction, decay, or reconstruction. The boats are brightly colored and, almost without exception, wood. In the whole town I count exactly three plastic boats. One is a very tired-looking Boston Whaler owned by an Indian trader, another is a dory used by the Kenyan government tsetse fly eradication people, and the third a holed and abandoned finned runabout of uncertain age. Everything else, large and small, is made of organic renewable material.

At the gas station I ask directions to the house of my friend. Getting a good set of directions is as difficult here as it is in any other place, and street signs are usually non-existent. A passer by finally offers to accompany us and point out the way. Our guide, by a stroke of good fortune, is one Naum Otieno Okila, the oldest of three brothers. Naum is 26 years old, as yet unmarried, and up until three years ago worked as a painter. Now he, his brothers, and an uncle build and repair wooden boats for a living. Naum agrees to show us around the next day, and we make plans to meet in the morning.

The Deep Pot has just a few rooms, and they are all full. I check out the other hotel in town, which looks a bit on the rough side for family accommodation, even by rural Africa standards. It is late and dusk is advancing, but there's nothing to do but head back up the potholed road to Bondo. I don't like driving in Kenya after dark. Kenyans are not particular about dimming headlights, replacing burnt-out tail lights, or equipping farm tractors with either. Nor do the many pedestrians, most of whom are not drivers, realize how invisible they are on the road.

Fortunately, we get to our destination without incident and pull off the road into the aptly named Bondo Hotel. Although lacking running water and electricity, it's a clean, quiet, and friendly refuge. Bright stars contrast with the soft lights of kerosene lanterns in the quiet courtyard as we enjoy the African night.

The next morning we're back in Usenge. Naum, my daughter Amanda, and I sit in the Filon-roofed courtyard of the Deep Pot Hotel, drinking sodas at a painted wooden table. The greenish plastic roofing filters the bright welding light of the morning sun. The hotel is a popular evening social spot in the town, but before noon there is little business.

Naum tells me that his 22-year-old brother, Mohammed, was working as a fisherman based in Uganda in 1994 when he met



Boat mast and paddle details, moored alongshore.



Beginning building a new wooden boat, two halves of a hull.

Typical small boats on Lake Victoria.



a businessman, boat builder, and timber dealer of the same name. Mohammed learned boat building from Mohammed and returned to Kenya. He then taught his two older brothers, Naum and Tom, what he had learned. None of the three brothers has completed a lot of formal education. Naum dropped out of the 11th grade, Tom (24, who had been working as a mason) completed 8 years, while Mohammed only got as far as standard 3, or the third grade.

However, the practical curriculum and diligence demanded by Kenyan schools produce more education in less time. Naum is literate and fluent in three languages, has at least two trades, and is a curious and erudite young adult. He tells me that Mohammed has adopted Islam, but Tom and himself remain Christian. Another family member, their Uncle Gilbert Pala, occasionally helps the three brothers with repair work.

Usenge area boats are used for passenger transport, fishing, and freight. The passenger boats are water buses, going where and when custom is available. They are generally in the 20' range, powered by outboards of around 10 hp, although bigger boats and motors may be used. They are not expensive. The fare to Magheta Island, five or six miles offshore in Kenyan waters, is 30 shillings (60¢). For proportionately more, one can go to the Ugandan islands of Lolui, Sagitu, or Dagusi, and 200 shillings (less than \$4) will get you to Entebbe, 90 miles away across open water. Like the matatus on land, waterborne public transport is largely unregulated. Fire extinguishers, radios, lights, navigation equipment, and life jackets are absent. Occasionally there are oars in case of mechanical trouble, but not always.

The water is warm, wooden boats float when swamped, and most people in this part of Kenya can swim. Occasionally, though, people drown in boat accidents. Recently the *Kenya Daily Nation* newspaper told the story of a 30' boat swamped near Madundu Island. The boat had as many as 40 people aboard, and an undetermined number of 120-pound sacks of corn. The corn is denser than water

and was packed in the bottom of the craft. The boat swamped in high winds and sank several miles from shore. Four passengers survived by clinging to floating banana bunches and a plastic jerry can, but the rest drowned while awaiting rescue.

Fishing is also an important use of wooden boats here. Mbuta (Nile perch), tilapia, and omena are caught, generally from boats in the 15 to 30' range. Fishing craft may be outboard powered or sail driven. In the latter case, the masts, rigging and sails are made up of whatever comes to hand. Feed sack and polyethylene sails, hung on tree trunk masts, are de rigueur. Fishermen use long lines or gill nets for Nile perch, going a few miles offshore with outboards. Closer in shore, smaller sail or rowboats use purse seines and gill nets for tilapia. People also use sharpened sticks to jig for tilapia from docks and stream banks.

Omena are minnows dried for human food or sold for processing into chicken feed. They are caught inshore from small boats at night. At dusk fishermen anchor a float carrying a Coleman-type gasoline lamp, which attracts schools of omena. The lamp will run for about three hours on a tank of fuel. When that time has almost passed, two boats surround the lamp and fish with a purse seine, and gather in the haul.

The mbuta and tilapia are bought on the beach by truck owner/fish dealers who bring them to market in the cities. The trucks pay about 50¢ a pound on the beach and carry ice to keep the fish fresh. Truck owners may also loan money to outboard boats for fuel purchase. The omena are transported without benefit of refrigeration, and a full open truckload parked in the noon sun is something for the nose to behold.

Larger boats (35' and greater) may be used for passengers, but their principle use is freight. Borders put artificial values on goods, and Lake Victoria touches on three countries, Kenya, Uganda, and Tanzania. I asked Naum about the wooden boats I had seen in Kisumu. He said he knew the boats and owners, in fact he had built the larger of the boats a year previously. I had correctly guessed its purpose, which was transport, but hadn't connected the boats to the nearby truckloads of gasoline drums waiting to be unloaded. Gasoline seems expensive in Kenya, at nearly \$3 a gallon, but on the other side of the lake in Uganda, taxes bring the price closer to \$5. The price differential provides incentive for trade and, in this case, trade without the blessing of Ugandan customs.

Wooden boats carry on an active three-way trade on Lake Victoria. In this part of the world the difference between legal goods forwarding and smuggling is often ill-defined. Some transactions, such as the importation of charcoal from Uganda to Kenya, are fully legal and untaxed, while others, such as landing drums of gasoline on remote beaches in northwest Tanzania, are definitely illegal. Most goods movements are somewhere in between, depending on the commodities and officials involved.

A useful rule of thumb is that daylight transport is legal, and nighttime movement is smuggling. A transaction may also be legal at one end of the trip and illegal at the other; long-standing animosity among the three countries prevents cooperation of customs officials. Kenyan authorities turn a blind eye to gasoline exported from Kisumu, and those

in Uganda care little that auto parts from Dubai are loaded at Kampala. The confusion creates fertile ground for free enterprise.

The Lake Victoria trade got a big boost in the time of Idi Amin, when Ugandan coffee crossed to Kenya to be resold as Kenyan product. Despite recent easing of trade restrictions and duties within the East African community, smuggling continues. Kenyan beaches ship gasoline and other petroleum products, soda, and cigarettes (I'd puzzled over pick-up loads of cigarettes seen in Usenge village, considering very few Luos smoke.) Sugar, cooking fat, scrap iron, cement, and beer (commercial and home-brewed pombe) are also popular exports. These goods go to Musoma, Mwanza, and Bukoba in Tanzania, and Jinga, Entebbe, and Kampala in Uganda.

Uganda has extensive trade with Dubai, and thus contributes cast-off consumer goods from wealthy Arab nations to the lake trade. Clothes, electronic goods, and auto and bicycle parts imported duty free into Uganda find their way across the lake to Kenya. Before easing of Kenyan import restrictions, it was not uncommon for a used Japanese car to be purchased in an Arab country and shipped to the Kenyan port of Mombasa. There it would be loaded on a rail car and transported under customs bond to Uganda.

Once in Uganda, the vehicle would be disassembled and returned to Kenya across Lake Victoria, to be reassembled and sold. Ugandan corn, bananas, cassava, millet, and bricks are exported. Uganda also has a reputation for easy, quick, and cheap passport availability. Tanzanians and Kenyans wishing to go abroad have been known to take advantage of this.

One of the exports of Uganda is wood planks used for boat building in Kenya. Planks of up to 20' long and 20" wide are slab sawn in Uganda by hand, in a saw pit, or by chain saw. Several different species are used. Mvuli is a dense red wood used for boat bottoms, while Mchyu, lighter in weight and color, is used for the sides. Some boats designed for night transport are made entirely of thin planks of lightweight Mchyu, because the boats can carry more and go faster. Camphor wood, heavy and rot resistant, is used for keels. Depending on species, size, and quality, a plank may sell for the equivalent of \$15-\$30 on the beach at Usenge. The export of wood from Uganda is quasi-legal, and if in a particular situation, the Ugandans deem it taxable or illegal, they have speedboats to intercept shipments. Once in Kenya, the wood is an open market commodity.

A majority of the passenger, freight, and fishing traffic on Lake Victoria moves within sight of shore, but larger boats going for longer distances move offshore. Modern radio aids to navigation such as Loran and GPS are unknown. Even simple and cheap magnetic compasses are not trusted or used. Instead, mariners guide their craft by the sun or stars. If the weather hides astronomical clues, long experience with the shapes of clouds and the look of the lake surface will bring them in sight of shore. Instead of a chart and dividers, the sailor carries a catalog of hill shapes and shore light patterns in his memory.

Seafaring mariners have their share of maritime superstitions and rituals. Whistling on board might whistle up a storm wind. Leaving a bucket upside down might encourage the boat to do likewise, and talking about pigs

A look inside of a Lake Victoria boat.



on board a down east trawler is just plain bad luck. Luos (the tribe inhabiting the Usenge/Kisumu area) have their customs also. The laying of the keel requires the sacrifice of a chicken. Construction of the boat cannot begin while the owner's wife is away from home, placing a keel then would be considered infidelity. When the boat is launched, a goat is slaughtered. Owners, builders, friends, church members, and neighbors prepare a feast and traditional songs are sung. At launching, the boat is given its name, and often the rest of the day is devoted to sailing competition with other boats.

Choosing the correct name is critical. Boats are often named after ancestors, and many contain the Luo words "rapar," meaning "in remembrance of," and "jadwong," a title applied to a respected elder. The ancestor speaks to the owner in a dream. If the owner does not listen to the ancestor, and misnames the boat, the spirit may take revenge. Equally culpable is failing to name the boat at all. In either case, the consequences can be serious.

At the minimum, the errant owner can expect nightmares or illness in family and farm animals. The boat may warn fish away from nets or refuse to return to port. One boat launched without the proper goat sacrifice is known to slap people from behind, occasionally knocking them overboard. Sometimes boats that misbehave may be cured by the mganga, or herb doctor, but in other cases the boat must be abandoned entirely.

One thing that definitely will bring bad luck to the boat is to use wood from a tree that has grown on a grave. The spirit of the dead person will inhabit the wood and haunt the new boat. Woodcutters must not cut on the site of an old village or farm where long ago someone may have been buried.

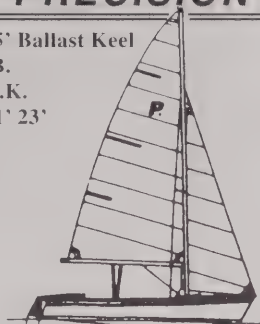
The keel of the boat is its soul and the spirit of the ancestor resides there. Keels are made of particularly durable camphor wood and may be recycled through four or five boats of the same name. When the wood finally deteriorates to uselessness, a piece is attached to the keel of a new boat, maintaining the spirit life of the ancestor. Kisumu area keels are unusual in that they extend as much as 3' forward of the stem, forming a long projection ahead of the boat. This extension may be carved decoratively, as is the top of the stem. A small decorated gourd may hang from the stem, a St. Christopher medal of sorts to ward off evil and bring good luck fishing.

Boat spirits may be helpful as well as malevolent. If a boat is being stolen, it may cry out to its owners as they sleep. Other boats are known to use dreams to inform their crews when it is safe to transport contraband, or when an approaching storm makes it wiser to remain in port.

I didn't have a lot of time to spend in Usenge, but if I did (and if I didn't have a family to worry about), I'd take up on an offer I received. A trader invited me to come along on a night trip to Uganda to deliver some gasoline. The stars and waves would guide as we moved lightless across the warm open lake. At last hills and village lights would appear on the horizon, guiding us to a secluded beach. We would quickly and silently unload and make our escape after resting breathlessly in the dark to avoid detection by a passing Ugandan patrol. What scope for the imagination! (Naum can be reached at: Naum Otieno Okila, P.O. Box 54, Usenge, Kenya.)

PRECISION

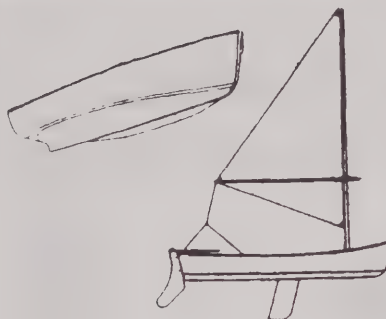
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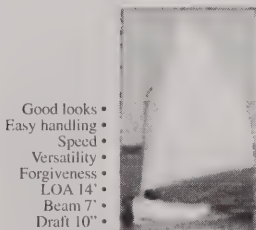


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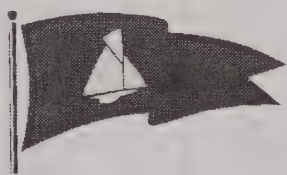
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Idyllic turn-of-century scene with skiff-sailed models. A classic pastoral view of a relaxed version of skiff-racing models on a pond in Lynn, MA. This activity evolved into more heated racing competitions with the formation of Lynn MYC. Sport of model skiff-racing survived in America until the 1950s.

American Model Yachting U.S. Vintage Model Yacht Group



Sail a Course with a Vintage Model Yacht

The sport of model yachting dates from the 1800s and reached its initial peak of activity in the U.S. during the 1920s-1930s. During this era, as now, activities could range from the enjoyment of sailing a model in a pastoral

pond setting to competitive racing on model yacht basins developed for this purpose. One early group to promote U.S. model yachting interests, the Model Yacht Racing Union of North America founded in 1898, supported the

1930s open-water skiff race at Little Harbor, Marblehead, MA. In brisk breezes, it became difficult for skippers to stay with larger models, such as the "Marblehead 50-800s" shown. Interest in skiff sailing was then waning due to popularity of pond racing and emergence of man-made (new) and improved natural ponds.

skiff-sailed racing of New York City model yacht clubs.

The first national organization, the Model Yacht Racing Association of America (MYRM), was formed in 1921 in response to a British challenge for an international race to determine the world's best model yacht builder and skipper. Under MYRM the sport flourished into the late 1930s with pond and skiff sailing methods and five classes (sizes) of model yachts. World War II precipitated a major decline in activities with the enlistment of model yachtsmen and the impact of automobile fuel rationing on the sport. Postwar continued to find the sport surviving through free-sailing. Not until the advent of radio control for models in the late 1960s, did U.S. model yachting again attain and then exceed prewar interest levels.

The American Model Yachting Association (AMYA) was established in 1971 to promote R/C model yacht racing and has grown to 120 clubs and 20 model yacht classes. The U.S. Vintage Model Yacht Group (VMYG) caters to those interested in older sailing designs and their history as an AMYA special interest group. The VMYG has its own national officers and regional contacts plus coordinators for its vintage racing class and traditional sailing craft/scale model subgroups. Vintage activities include racing, exhibits and demonstrations, research on the sport, and involvement with maritime museums and full-size yachting venues.

The VMYG publishes a newsletter, *The Model Yacht*, three times a year. It focuses on vintage model news and traditional sailing designs and their construction, with features on the historical and practical aspects of the sport. The VMYG is a source for design plans and technical material on building and restoring vintage models. For additional information, visit the VMYG Web Page on the Internet at: <http://www.swcp.com/usvmyg> or contact one of the VMYG officers below:

John Snow, President, 78 E. Orchard St., Marblehead, MA., 01945, (781) 631-4203

Earl Boebert, Newsletter Editor, 9219 Flushing Meadows NE, Albuquerque, NM, 87111, (505) 823-1046, <boebert@swcp.com>



The American Model Yachting Association (AMYA) 1970:

- *Oversees R/C model yacht racing with USSA (executive staff, regional directors, class secretaries).

- *Growth to over 120 MYCs & 20 R/C model classes (one-design & developmental class model mix).

- *National/Regional Class Championship Regattas (R/C pond racing under formal ISAF Rules).

- *Quarterly magazine *Model Yachting*.

- *Web site: www.intellisys.net/AMYA

U.S. VMYG Overview

AMYA Special Interest Group 1994:

- *Growing membership 300+ (model enthusiasts, builders, restorers, collectors).

- *National/regional officers, historians & archivist.

- *Foundation model groups (traditional sailing craft/scale schooners, skipjacks, vintage racing classes, M, 50-800, International A).

- * Newsletter, *The Model Yacht*

- * Web Site www.swcp.com/usvmyg



Vintage Models

What We Are

Traditional Model Designs

Pre-1970 Built to Sail:

- * Racing class & non-class sailing models.

- * Scale replicas & commercial toys of past.

- * New models re-creating traditional styles.

- * Built-to-order, scratch-built & kit designs.

- * Free-Sail (F/S) & Radio-Control (R/C) versions.



US VMYG Charter

Why We Are

Promote Sport of American

Model Yachting By:

- *Preserving, building, exhibiting & racing older sailing model designs.

- *Conducting research & documenting history of the sport.

- *Collecting original documents, records, film & photographs.

- *Source for technical advice & material.

- *Expand participation in vintage activities to help increase awareness of & preserve our rich model yachting heritage.



Summary:

Model yachting mirrors regular yachting in its racing, rules & organization since inception of AMYA & adoption of R/C for models in 1970s.

US VMYG by organizing/expanding interests in older sailing model designs brings focus to unique aspect of american yachting history.



Early 1890s gaff-rigged model yacht. Overall model design similar to large yachts of that era, including the fin and bulb keel concept pioneered by Nat Herreshoff for racing yachts. Boat was pond-raced by boy with Marblehead Midget Yacht Club at Redd's Pond. Younger club members often used their model experience to graduate to regular sailboat racing in Marblehead Harbor.



L.F. Herreshoff "Open Design" model racing class. Late 1920s "450 Sail Area" Class yacht with Marblehead MYC skipper Dexter Goodwin. Herreshoff based his model concept on a then large yacht class having just a limitation to sail area. Pole next to model used for pond racing to fend off and tack boat from shore. Yacht: 40", 9 pounds, sail area 450 square inches, Marblehead steering.

Largest American model yacht class - "B" boat. 1920s "B" Class yacht with Boston MYC skipper and mate dressed in period yachting attire. Required both men to carry, launch and sail for pond racing. Raced by skipper alone on large bodies of water with rowing skiff. Yacht: Over 90" and 75 pounds, sail area 3200 square inches.



1955 U.S. challenger for World's "Yachting Monthly Cup." "A" Class yacht *Magic* designed/raced by Frank Stout of Berkeley MYC. U.S. challenger at 1955 International "A" Races, Fleetwood, England. Winner crowned world's model yachting champion. Yacht: 84", 55 pounds, sail area 1650 square inches, vane steering.





1930s free-sail pond race at Boston's Storrow Lagoon. Large "A" Class yachts at race start under MYRAA pond rules at Storrow Lagoon model yacht basin. Lagoon was one of premier, man-made ponds for model yachting in U.S.; 1100 x 200 feet with walkway. One skipper has spinnaker sail/pole in pocket ready to rig for return downwind leg. MYRAA "Board-Style" race was like match racing except two boards (legs) to a race; skipper could win three points on upwind leg, two points on downwind leg.

American Model Yachting

Early Groups:

*Model yacht club(MYC) organizations in 1870s.

*Model Yacht Racing Union of North America 1898 (NYC Clubs with officer slates & race officials, formula-based designs & time handicap scoring, scratch-built models/naval architect design plans.

*Model Yacht Racing Association of America 1921 (national/regional officers & class championships, 60 MYCs & 5 F/S racing classes in late 1930s, models design rating & pond/skiff sailing rules; school manual arts programs for model yachts).

Links Between Full-Size & Model Yachting

*Naval architects/yacht designers influence on models (N. Herreshoff vane design as model steering method; noted models in Skene's *Elements of Yacht Design*; L. F. Herreshoff "'450 Sail Area" class concept 1926; C. Alberg World Champion "Ranger" model 1949).

*Sharing in yacht design/technology evolution (nurture innovation with developmental classes; full waterlines/high-aspect rigs/composites).

*Common structure for racing courses/rules (use of ISAF & USSA Guidelines)

Watertown (MA) High School MYC Members. Members are students in WHS manual arts program on wooden model building. "Marblehead 50-800" models are ready-to-sail and under "bread and butter" construction. Their shop teacher (middle back row) is also the famous model yachtsman John Black.



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A few days after it happened, the owner of the boat that was the subject of "Upside Down Tow" by Tom Shaw in the September 15th issue appeared on my doorstep to talk about Simmons Sea-Skiffs. I had met him at our Simmons Day last October and he had bought a set of plans for the Sea-Skiff 20. He was hot to build that boat.

He and a friend were using a large cast net to get bait near Carolina Inlet. The net went back under the boat and fouled on the motor's prop before the owner could back down. They were pooped by a couple of waves astern that swamped the boat and then capsized her. A couple of tow service vulture boats circled and offered to tow him for \$1,000, a generous offer that was declined. The friend dove into the boat to extract a couple of lifejackets (the Coast Guard no longer uses the PFD euphemism).

The flooding tide carried them into the inlet and an acquaintance came along and towed them to the marina right by the inlet. There the boat was lifted out and the motor dunked in fresh water and later put back in running condition. The marina charged him about \$500 for getting his boat out and resurrecting the motor.

In our discussion of the Simmons Sea-Skiff I told him that this capsizing almost invariably happens when one of these production fiberglass boats is swamped. All of these boats pass the Coast Guard level flotation test, but the test is meaningless as far as predicting survival under real conditions.

The Coast Guard bought one of the Sea-Skiff 18s built by my late friend, Nelson Silva. Nelson had gone from all wood construction to a foam-filled fiberglass bottom topped with conventional wood construction from the top of the first side plank on up. He did this to eliminate the labor involved in building the all-wood bottom structure. Having done it he could say the boat was self-bailing.

His boat passed the CG test, but all that the test proved was that if the boat was swamped in calm water and the crew sat still in water up to their necks the boat would float level.

A sea or violent motion by the crew would easily unbalance the boat and it would flip and put the foam bottom on top. This would be a very stable flotation position if you like upside down boats. The production fiberglass boats all have the bulk of their flotation in the bottom of the boat. This passes the CG level flotation test, but is the location most likely to capsize the boat in realistic conditions. Boat manufacturers like the bottom location because it gives them a lot of hull stiffness at low cost and makes their boats "self-bailing" from minor floodings/rainfall and splashes over the sides.

The CG Safety Standards for Backyard Boat Builders and the American Boat and Yacht Council Recommended Practices and Standards Covering Buoyancy in the Event of Swamping do not specify where flotation should be located and have some better suggestions than putting it in the bottom of the boat, the worst possible location.

In the Simmons Sea-Skiff building directions I recommend putting flotation each side of the motor well to float the motor and more flotation high up forward in the boat. None of this flotation comes into play until there is a good deal of water in the boat. When the boat is being supported by flotation this way it is

Upsidedown Tow in Retrospect...

Musings on flotation location, drowned outboards, and Mason Inlet migration

By Dave Carnell

floating stably, has good resistance to capsizing, and has the top of the motor well above the water surface so that the boat can be bailed and there is a good chance the outboard will not have been "drowned".

"Drowned" outboards are routinely recovered. I misjudged Hurricane Dennis and left my Sea-Skiff 20 alongside the pier float instead of out on the mooring. Monday morning the Simmons and the two skiffs at the pier were all swamped.

I met Scott Rader while I was out clamming in Pages Creek the first day I moved here 19 years ago. Scott and Patty make their living clamming, crabbing, and fishing in the surrounding waters. I called Scott Monday morning after Dennis for advice. He told me he had dropped three while they were still running ("not for long, as you can't compress water") and had recovered all of them. I followed his directions and have the motor back running fine.

His advice was to flush fresh water through the motor carburetors, crankcase, and cylinders in copious quantities and to follow that with Marvel Mystery Oil or similar. This morning I did that, using the gallon of WD-40 I have. When I hooked up a new battery the motor cranked and the tilt went up and down. I put new plugs in and squirted ether starting fluid into the three carburetor throats. The motor fired, but wouldn't keep running.

I remembered that Scott had said to drain the carbs. Pulled the plugs and fresh water poured out of all three. Tried again and the motor ran for 3-4 minutes; then it died and wouldn't pop. I got the salt water out of the fuel tanks and flushed the fuel line through the carburetors.

I tried again and the motor ran. I ran it for about 45 minutes. It is still touchy on idle. It needs to be taken out and run under load; it was running not the least bit warm.

So "drowned" 2-cycle outboards can routinely be resuscitated. Move as quickly as you can. Mine was under water over 12 hours.

I have a new friend, a destroyerman 54 years younger than I; is that three generations? He stopped by on Sunday of Labor Day weekend bringing a couple of Pete's Wicked Ale

for us to drink while we talked. I was telling him about my visit from the guy whose boat was upside down. He told me he fishes out in the ocean a lot with a friend who keeps his boat at the Carolina Inlet Marina and he had heard the story of the boat as the owner told it to me.

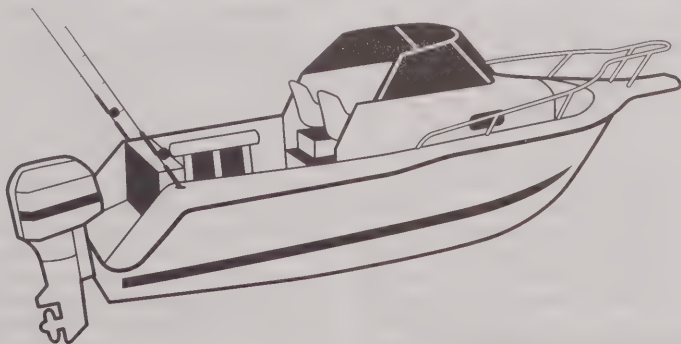
I then brought out the August 15th issue of *MAIB* with Tom Shaw's "False Alarm" safety story. Mason Inlet (not "Mason's Inlet") is my closest access to the ocean and has been much in the news the last couple of years because in the years I have been here it has migrated SW about a mile. This resulted in it being about to undermine a big condominium, Shell Island Resort. About two years ago the condominium got a temporary permit for a big sand bag-steel piling barricade to stop the inlet migration while they figured out a more permanent solution. Their request to build a stone jetty was denied, as North Carolina wisely does not allow hardened beach control structures.

The migration of Mason Inlet was greatly accelerated 4-5 years when Figure Eight Island got a permit to dredge the channel from the AICW and down behind the island to get sand for replenishing their beaches. The channel Tom described as "5 miles and tortuous" is about 3 miles and wide and straight except for one short area where the sand has filled it back in some, but it is easy to navigate.

At the time of Tom's story on Labor Day, 1998, the tide was about halftide and ebbing. Mason Inlet is not closed to navigation; it is widely used by all the locals to go to and from the ocean. When I was sailing in and out of it it was a bit shallow and shifting all the time. You had to watch for the spot where there were no breakers to know where the channel was, but it wasn't hard.

Nowadays the inlet channel is quite deep where the barrier protecting the condominium turns the water flow sharply. You go straight in and out to the ocean. Some people claim it is 20' deep. I just know it is straight and deep. Mason Creek that led to the old inlet location is closed to navigation because it has filled so with sand that only rowing or paddled boats can navigate it.

It looks as if New Hanover County will front for the property owners on Figure Eight Island and Shell Island to dredge Mason Creek and relocate Mason Inlet to approximately its 1980 position. The sand removed will replenish beaches on Figure Eight and restore Shell Island, closing the existing Mason Inlet. The property owners who benefit will pay the full cost of the project. We boat owners are looking forward to having much more navigable water. It will be worth the trouble of having figure out where Mason Inlet is every time we use it.



For decades I've been enchanted with the idea of a shantyboat, but firmly disenchanted with realities of tons of aged wood constantly absorbing untold additional pounds of water. The resultant is a most sluggish, constantly deteriorating, unpleasant smelling boat.

Conversely, I wonder if a Eureka shantyboat approach might result in a comparatively lightweight boat, quickly and economically built, with minimum maintenance required as not a single planking seam exists to change dimensionally daily and leak constantly.

I found an answer in our neighborhood building supply store, stacks of galvanized corrugated steel siding in 16' lengths retailing for \$11.94; appreciably less with my contractor buddy's discount. Pound for pound, corrugated metal rates about the strongest there is.

Our Eureka shantyboat would require a rectangular frame of wood or angle iron. True, to be decided is how best and easiest to drill numerous holes on our newfound siding cum planking. Backed up by framing, center punching may suffice, or if worst comes to worst, rental of a pneumatic punch for probably a maximum of three days to plank any Eureka shantyboat. While galvanizing exists, I'd opt for some surface cleansing and sprayed primer. This comes in a light gray which could be suitable for a final coat. A leading boatbuilder swears by latex house paint, so you can start scrounging around immediately.

As corrugated metal is rigid longitudinally, the Eureka will have uncompromised straight sheer with scow bottom rise fore and aft. By carrying the scow bottom to the gunwales, joinery for the stem and transom are avoided. I can settle for a line break at the bow-stern bottom juncture as longest length planking can be used. Conversely, if some curvature is desired, the planking can be used laterally as some bending is possibly in this orientation. As to the aforementioned lack of seams, all joints are overlapped, sealed with builders' supply roof mastics.

At this point, some material end cuts might be tailored for possible patching in the future. I've not considered deck planking at sheer level, but all loads carried at the sole atop the athwartship frames.

When in my small marine salvage business, I found it essential to have a tiny \$10 Rule 12v bilge pump. Noiseless, they can be run dry without internal damage. I can't tell you how many times what was reported as leaking sea water was really accumulated rain water to be quickly pumped out after the bank boating "expert" departed self-satisfied he'd unloaded a real turkey on me on a hand-shake cash deal. After a couple of hours, the knee-deep water was pumped out of a boat that was dry as a bone afterwards.

While at the builders' supply store, I suggest looking at the lengths of fiberglass sheeting well-proven over the years in patio and car covers. It is equally economical to buy, and strong in application. Boatbuilders with temporary plastic covered shelters have acquainted us with the solar energy even on the snowiest days. I think such lengthy transparent sheets will introduce us to a new era in warm and dry shantyboats. For a human-powered variant I have in mind, the fiberglass sheets will be affixed to a common dimensioned bent aluminum tube structure quite like a covered wagon. While this eliminates roof-storage, a solution will be covered

The Eureka Shantyboat

By Norm Benedict

in a discussion of various types of shantyboats to follow.

While I believe construction of the Eureka shantyboat is well within the capabilities of any homebuilder, I'd also hope small boatbuilders and shops might take an interest. Wood or steel angle framed, the equipment required is familiar and minimal as cutoff saws and the "Crackerbox" welders. I do not follow constant improvement in metal joining, but imagine it possible to weld/solder all the metal sheets together into a single covering.

I can't imagine the metal siding "oilcanning" between any reasonable frame spacings, as the U-shaped hollows between corrugations and straight frame members can be easily filled with stringers of shaped wood, proper diameters of electrical conduit or PVC tubing. Resistance to impact should be remarkable for a comparatively light structure. Bottom frames can be notched also.

As to shantyboat variants, *MAIB*, March 1, 1999, p. 24-25, "Shantyboat Speak" by Kieffas/Foden acquaints us with several craft but they're all houseboats. For starters, lets consider an all-purpose hull to accommodate and carry, of all things, the family travel trailer. Population explosions result in jammed roads and parks with a marked tendency to not utilize the camp trailer. El Nino/Nina haven't helped either. The providing of some kind of barge with a house trailer on it is nothing new, but it leaves us with a hull available for other usages. The trailer-hauler has to have a beam of 10' in order to provide foot passage to the trailer. One version had a structure providing a flat patio-like cover over the trailer for storage but mostly sun bathing. This structure provides a cost tradeoff in permitting a shorter hull.

A marina acquaintance off-loaded two rusty-bucket engines from his old cruiser to make a powerless hull. An observant truck driver of fuel rigs with varied and staggered hours bought the boat to live in at a fraction of the cost of an apartment. This opens up unprecendated opportunities for freeing householders from all types of itinerant (and unwanted) bedded persons. It also provides the shantyboat owner with prospects of income when the craft isn't being personally used. For sure, renters per se are historically noted for wrecking home furnishings. One idea is to not give them anything to wreck.

A liveaboard-workboat variant would comprise a minimal cabin for the owner-operator to live in and/or escape the elements. The major bit of equipment is an A-frame to raise all manner and means of things sunken. Underwater exploration seems endless, and marketing of the service is aided and abetted by local scuba divers needing an operational base. Dock pilings, marine railways, and boat salvaging constitute the market. However, familiarization of ownership of sunken items is recommended to avoid disappointments or worse. One neophyte trying to raise an expensive cruiser did so in a manner that broke the hull in two. Then he had responsibilities of removing not one, but two men-

aces to navigation and doubling his losses.

While in the Bahamas, I was intrigued by a "wet well" in their sloops. This amounted to a space amidships with watertight bulkheads fore and aft. However, the side planking was liberally holed to allow a constant sloshing of fresh water back and forth. Obviously, catches of crustaceans and fish were consigned to this well to be kept fresh minus any refrigeration.

Shantyboat operation favors quiet residence in familiar areas and hopefully endowed with fish activity. A shantyboat would have considerable advantages including devices for chumming and use of incandescent lights to attract fish for catching and sale. Bait fish incomes are particularly attractive.

Shantyboats, with or without propulsion power, are particularly useful in developing areas for freight, passenger, and plain sight-seer usage. This is particularly evident where some shoreside fishing camp is being built. Unless waterway approaches are available, the beam would have to favor trailering in as far as possible.

A human-powered shantyboat I have in mind would have less beam than usual and be powered with oars fore and aft, or oars forward with a Chinese yuloh aft. This last device has been used in Asia for ages in powering craft from sampans to major lighters, and I hope my writings might stimulate more experimentation among *MAIB* readership. In fact, I'd like to throw in an observation that lack of development and usage of yulohs here has had a negative effect on shantyboat growth. This human-powered craft would have a long, fiberglass enclosure (like the covered wagons) and be as light and simple as possible. Rather a maritime purist development.

Propulsion for shantyboats also warrants further discussion. The most usual approach is a powered skiff. I'm finding outboard motors more scarce with increasing prices. Naturally, an inboard installation is possible with engine bearers, shafts logs, struts and the entire nine yards. However, this would substantially change the pleasant nature and operation of the shantyboat.

Seemingly we should again give some thoughts to an Asian development consisting of a long beam with the engine inboard driving a long shaft considerably aft. One thinks of air-cooled industrial engines of lower power (and weight and cost) perhaps in the 5hp-20hp range. The shantyboat resists fast operation and this Asian approach is particularly helpful in being able to operate the shantyboat boat in appropriate fashion. Familiar names like Briggs and Stratton, Wisconsin, Kohler, etc., abound with used engines everywhere. Conversely, the believed low cost of the Eureka shantyboat favors more money for an outboard motor particularly of the 4-cycle reduced gearing type if such is wanted.

Some hard observations of failure modes of various construction are in order. Probably the major threat to metal planking is electrolysis which is rife in marina water with multitudes of yacht equipment being run and charged around the clock. The available solution here is the time tested sacrificial zinc preferably attached to the hull, but also workable if slung overside on a line. Shantyboat people might enlist local junk dealers in searching for other sources of zinc than retail boat stores.

Also get familiar with the subject to avoid making of local time bomb installations. The impact resistance of corrugated metal is not

known, however if this is of great concern, the planking can be doubled and longitudinal wood skids affixed to counterparts fastened to bilge stringers inset in the notched bottom frames. Fiberglass is rated fair in impact but poor in abrasion, such as rubbing against rocks. Ferro-cement is rated poor overall despite considerable thickness. Wood is poor in abrasion, but good in other modes were it not for knocking out the caulking in the seams, which would be numerous in cross-planking. Hull flare is helpful in localizing impact damage to the gunwales and not side planking. Plywood is good in impact providing it is not of water-logged condition. The Eureka construction looks good overall.

I believe about 70% of shantyboat mentalities think of cross-planked barges made of old wood. There exists, however, a kind of rack for 55 gallon drums, but I'd doubt how maneuverable it would be. The only reference I've ever seen to corrugated metals was siding a cabin. I expect considerable doubt about the thin metal and would agree if it weren't for a guesstimated 60% of all canoes and fishing skiffs being made of very thin, even stretched metal. I hope any dynamics of holing will result in helpful stretching of corrugations before holing. Mainly I hope my machinations might stimulate someone truly into metals into better solutions.

I hope a new look at materials made by efficient and advanced manufacturers might result in making shantyboats available and more enjoyable than ever.



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What is a Yuloh ?

Patently, a yuloh improves oar sculling 1000%. Sculling is a neat capability consigned mostly to dinghy size craft. Conversely, the yuloh is a much longer oar device that has its topside cambered so that any sideways oscillation naturally makes a sculling action with no wrist exertion whatsoever. Its fulcrum is located on the boat's transom and frequently consists of a trailer ball allowing the yuloh to wobble and dig in to provide thrust. A last feature is a lanyard at the grip end fastened to the boat that keeps the yuloh located, and can be twanged to hasten the yuloh blade setting. Note all the pictures of Hong Kong sampans being driven thusly, and frequently by people of very small sizes.

Belatedly, I wonder if the yuloh hasn't been overlooked entirely by larger power and sail boats with freeboards too high for rowing. It has to be curved to dip in the water, and this can be compatible with the gunwale's shape to lie unobtrusively on deck. It can be activated instantly in those instances of engine and wind failure a short distance from the safety of a buoy or dock. And, as it doesn't have the span of two oars,

it is great for maneuvering through narrow places with complete silence of operation.

There have been sporadic ventures to refine and formalize yuloh dimensions, but I'm unaware of any serious recommendations. As it has to be curved, some pond-soaked scrap lumber might be considered with the actual bending affected by stakes driven in the ground for a couple of days exposure to the elements. I supposed the cambered blade might be weighted with a slug of lead if needed. In any event, individual experimentation should be both cheap and rewarding. As a last note, the no-engine purist might enjoy better times with a properly developed Yuloh.

Norm Benedict, Santa Maria, CA

(Editor Comments: This topic has been lurking around here amongst correspondence and during phone conversations, so we're going ahead in upcoming issues with a comprehensive discussion on sculling, including details about the yuloh.)

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Build A Three-Dollar Scow

By Craig O'Donnell

I prowled old magazines looking for information on outriggers and proas which might have appeared in the late 1800s. From time to time the illustrated papers have something which seems too cool to languish in obscurity, and the best of 'em wind up on the list of items to go onto my Cheap Pages on the Web.

"How To Build Cheap Boats" ran as a series in the *Scientific American* in 1876. It's the earliest illustrated "how-to" Instant Boat piece I've discovered. Can any MAIB reader can spot something dating earlier?

Written by "Paddlefast", this first installment appeared in the *Scientific American Supplement*, June 17, 1876. Just in time for the boating season! I don't know that you could still build this for three bucks, but with some polyurethane glue (PL brand is cheap and can be had in squeeze bottles or caulking gun tubes) and scrap wood, you might come close to \$23 today; nothing wrong with plywood for the bottom. Boards make a nicer set of end decks, but the whole idea here is cheap and fast, and modern life seems to generate a lot of two-by and stuff like cedar from porches and house decks.

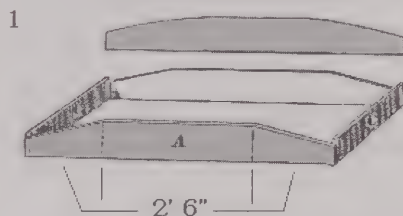
Foam under the end decks, or empty re-capped seltzer water bottles boxed in there, are a good idea, but an all-wood boat won't sink.

In a piece to follow I'll show Mr. P's second Cheap Boat, a flattie skiff. There are others in the series but the methods quickly get complicated so we'll stop there. The complete series includes a sailing rig for the skiff, a sailing canoe, and a daysailing catboat.

"In the following series of papers, it is designed to give plain practical directions and illustrations, of such a nature that any person, possessing only a modicum of skill, may provide himself at the smallest cost, with a serviceable craft, according to the patterns selected. Perhaps the cheapest and most easily made boat is the Scow shown above, the construction of which we will proceed to set forth.

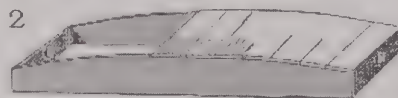
Procure eight or nine boards of 3/4" pine 8" or 10" wide; one pine board 1" thick and medium width; a pound of five penny nails,

and half a pound of same sized wrought nails. Plane the boards on both sides and both edges. Select two of the clearest and best boards, 10" wide. Saw them 10' long making square ends of course. (You could easily go with 11', 12', up to 16' or whatever length you have. The scow hull form is very forgiving, and a 3' beam, 16' long scow would actually be quite an easily driven boat, something like a beamy windsurfer; COD).



Then taper the ends down to 4" wide, making the shape shown in Figure 1. Round off the edges at the beginning of the tapering section, giving the form of diagram in Figure 1. The curves should be gradual, and exactly the same on both boards. Saw out two other pieces, each 4-1/2" wide, 1" thick, and 2' 10-1/2" long. These are the end pieces.

Place the boards AA in Figure 1 parallel on their straight edges, and between their ends place the end pieces CC. The ends of the side boards are to lap over the ends of the end pieces, and the upper edges of the end pieces should project a little above the level of the side boards, as Figure 1 shows. Nail the side boards securely to the end pieces, making square corners. All the nails used throughout must be countersunk.

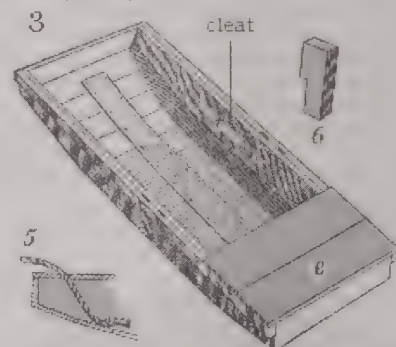


Nail bottom boards, 3' long, crosswise upon the edges of AA, as in Figure 2. The edges of the bottom boards should fit together closely; about six nails may be used in every board. After planing the edges of the end pieces

CC in Figure 2, sufficient to make a good joint, lap the bottom boards over them.

After covering the whole bottom in this manner cut two strips each 10' long, 1-1/2" wide, and 1" thick. At 4' 5" from one end of each strip cut a notch on the side, 0.5" deep and 1.5" long; and 3" from this notch, or 4' 8" measuring from the same end, cut another same size. Turn the boat over and nail these strips on the upper edges of the side boards (Figure 3) on the outside of the same, with the notches inside. Use clinched wrought nails a foot apart. The mortises so formed are the rowlocks; hence those on one side must be opposite those on the other. Near the rowlocks the strips must be more securely fastened than elsewhere. The end of the scow nearer the rowlocks will hereafter be called the stern.

Place a 3/4" board in the middle of the bottom inside (Figure 3); bend it down against the bottom, and nail through the bottom boards into it, where the dots in the diagram indicate, two wrought nails in each bottom board, clinched inside. This board will hereafter be known as the long bottom board. (He means keelson; COD).



Place two boards crosswise, 3' 2" long, at e (Figure 3) and nail them to the edges of the side boards. The opposite end of the boat is covered in the same manner. Nail a cleat about a foot long on each side of the boat inside, at f (Figure 3) with its aft end 5' 4" from the stern, and its upper edge 6-1/2" below the edge of the side board. These cleats should be fastened with clinched wrought nails; they are to support the seat board, which is 2' 10-1/2" long.

Pine or cedar will do for the oars, which should be 5' long, 1.25" in diameter at handle, 2" diameter immediately below; blade, 18" long, 5" wide and 1/4" thick. Every part of the oar outside the rowlock when rowing should be as light as due regard for strength will permit. (Make yourself a punting-pole as well; these boats are easy to pole; COD).

Bore a 3/4" hole in the bow seat, through it run the end of a small rope, and knot it inside (Figure 5). This rope is called the "painter". It should be about 10' long.

Make four oak tholepins 1/2" thick, 4" long, 1-1/2" wide, with a shoulder projecting over about an inch (Figure 6). Fit them into the mortises to complete the rowlocks.

Wedge cotton evenly into all the seams and cracks on the outside of the boat, except the end seats, leaving space above the cotton at least 1/8" deep. Then fill the seams, and cover all the nail heads with putty. If the builder is a good carpenter, he can fit the joints so closely that no caulking will be necessary; thick paint, daubed into the cracks as the pieces are nailed together, being sufficient. A better method than caulking for this kind of boat,

even if the joints are not neat, is to lay a strip of thick flannel, 3/4 inch wide, saturated with paint, between the pieces as they are put together. This strip must be placed in every seam that can be seen on the outside of the boat.

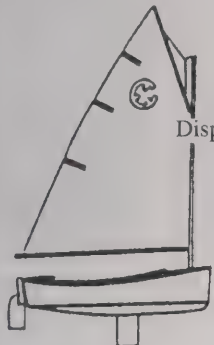
Two coats of paint will suffice. A neat and convenient color is a mixture of white lead and lampblack, forming a lead color. Use a lighter shade for the inside than for the outside. Let the paint harden for several days; then launch the boat with appropriate ceremonies. The seams usually leak at first, but a week's soaking closes them.

The cost of all material for this scow ought not to exceed three dollars. I'd recommend a simple triangular skeg if you have problems steering the scow straight. Another idea might be two skegs on the stern, L-shaped so they project up the stern board, with handholds cut into them. That way someone can grab the painter and someone else can grab the two handles, and the boat can be carried as necessary. The worst thing I've found about small boats in general is how hard they can be to carry.

I've also seen a double-skeg arrangement, deep enough to provide clearance for two wheels on an axle. The axle slides through two holes bored in the skegs and the wheels are pinned on with cotter pins or what have you. Put a couple handholds on the bow board and you can wheelbarrow your scow about and then remove the wheels for nautical activities."

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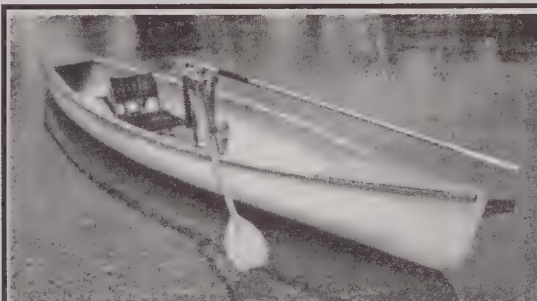
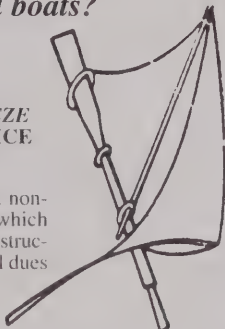
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Installing Secure Fastening on a Strip Built Kayak Deck

By Lenny Lipton

When building a strip built boat I did not want to be restricted to placing deck hardware while in the building process. I frequently want to add something later, but had not seen a good way to go about it. My design does not have a sheer clamp, so essentially the whole boat is 1/4" thick wood with epoxy fiberglass skins. Some parts of the boat interior cannot be reached after the deck is attached to the hull, so backing washers could not be added later. My method assumes that the stainless steel nut, mentioned below, is less thick than the wood. If you have planed your wood very thin you might not be able to use this method as there will not be enough material above the nut to hold it well.

My method is simple and anyone who can build the boat can do it.

My idea was to embed a stainless steel nut in an epoxy plug in the deck. The epoxy plug will be extremely strong and hold the nut securely to the wood. I used 10-24 hardware-hex nuts and #10 x 1/2" or 5/8" oval head machine screws along with #10 finishing washers for a neat appearance and better hold on webbing. (see photos)

First, drill a hole significantly larger than the nut you will place in the deck. Be very careful NOT to drill through the inner fiberglass skin. Drill in small depth increments if unsure! Use a drill stop collar to prevent the drill from running away on you. I used a 5/8" diameter drill, a brad point type works very well.

Once down to the inner skin or near to it, you should undercut a bit to increase strength.

You can do this either by using a dovetail type bit that will bevel and angle, or a keyhole type bit that will cut laterally into the wood. I used the keyhole bit in a trim router. If you do not own a router a Dremel type tool could also do the job for you with any type of attachment that would cut into wood. Be careful with the router here, it can easily cut more than you want (see the second hole for an area where this happened to me, a small amount isn't significant)!

Next step is to coat the machine screw with wax. Nothing fancy is required here, I used common Butcher's wax used for floors. It is available in paste form. I simply coated the screw with my fingers and wiped the excess off so none clogged the threads. Thread the screw into the nut now, with the end of the



Holes drilled in deck structure. Nut in second hole from left shows depth of hole relative to thickness of nut. Note the bottom layer of fiberglass is visible in parts of 2nd, 3rd, and 4th holes.



In this photo, machine screw and nut ready to insert, only screw has been waxed. Drill bit with stop collar to prevent drilling too deep. Wax for screws.

Router and keyhole bit used to undercut surface for better strength. Note lip visible on far side of holes 2-4.



Panel showing (left to right) hole for screw/nut assembly, hole coated with liquid epoxy showing final position of nut, hole with screw, and nut embedded in epoxy with epoxy bedded around screw but not smoothed yet, epoxy smoothed almost level with deck, screw and nut inserted in epoxy but not yet bedded around screw.

screw flush with the bottom of the nut. Do not wax the nut.

Then, mix your epoxy. First coat the wood inside the hole you have made. This enables you to soak some epoxy into the wood and increase the strength. Next, mix some filler into the epoxy, a high strength filler is best for optimal strength, but probably even sawdust would do. I used a high density filler from WEST Systems Epoxy. It must have enough body so that the screw and nut can be placed into it and it will support them until the epoxy hardens.

Place a small amount of the thickened epoxy into the hole and place the nut/screw combination into it. Carefully shape the epoxy to cover the nut completely, which should be buried in the mixture. The epoxy mixture will surround part of the screw thread, too. Smooth off the epoxy plug and give it ample time to set.

Once set, the screw can be easily backed out, as the wax will prevent the epoxy from adhering to it. The nut will be buried in the epoxy and the epoxy hole will be threaded nicely from having formed to the screw.

When placing a webbing loop or other object on deck and screwing it in place make sure that your screw reaches the nut, where the real strength is, and doesn't just go into the threaded epoxy. Equally important is that the screw does not go past the nut and exert pressure on the inner skin. This WILL cause a delamination now and trouble later! In other words, go easy with the screwdriver. It is helpful to have a couple of different lengths of screws handy for areas where the wood is a bit thinner due to planing or you are using double webbing loops to do two different things. That way your screw can snug down on the finishing washer and webbing but not press on the inner skin.

This makes an extremely strong anchoring point. You should be able to lift up your whole kayak with most of the weight on one point (mine has been).

Lenny Lipton, 114 Milwaukee Ave., Bethel, CT 06801, (203) 778-3745, xenetia@concentric.net

Materials List

Stainless Steel Hardware

Machine screw, oval head, either slotted or Phillips head, 10-24 size, whatever length you need to trap your layers of webbing and go into the tapped hole and nut. I used 1/2" and 5/8" lengths. Buy boxes of 100, they're cheap and I used 44 in my boat. Priced at \$2.95 and \$3.24/box.

Nuts, 10-24, hex nuts, box of 100, \$1.49.

Finish washers, #10, box of 100 \$1.15. UPS shipping is very reasonable.

I order from Jamestown Distributors, 1-800-423-0030 (they also carry epoxy supplies, some tools, some boat hardware and supplies)

Epoxy Products

Resin and Hardener (available from many sources)

WEST System epoxy, System Three, Raka Epoxy, MAS Epoxy are all good products that are readily available. Minimal

amounts are needed for this phase of boatbuilding or modifying.

Recommended filler, WEST System 404 High Density or equivalent very high strength material.

Miscellaneous

Acid Brushes, small disposable brushes for applying epoxy

Rubber gloves to keep the goop off your hands

Earplugs, respirator mask, standard wood/epoxy working equipment

Small tongue blade or artist's spatula for smoothing epoxy mixture.

Wax

Drill bit, Brad point is good

Trim Router and small keyhole bit or dovetail pattern bit. (Grizzly Industrial is a source for router bits, 1-800-523-4777, or your local hardware store)

Alternative to router is Dremel type motor tool

Finished job showing numerous secure points on the deck of the Outer Island kayak.





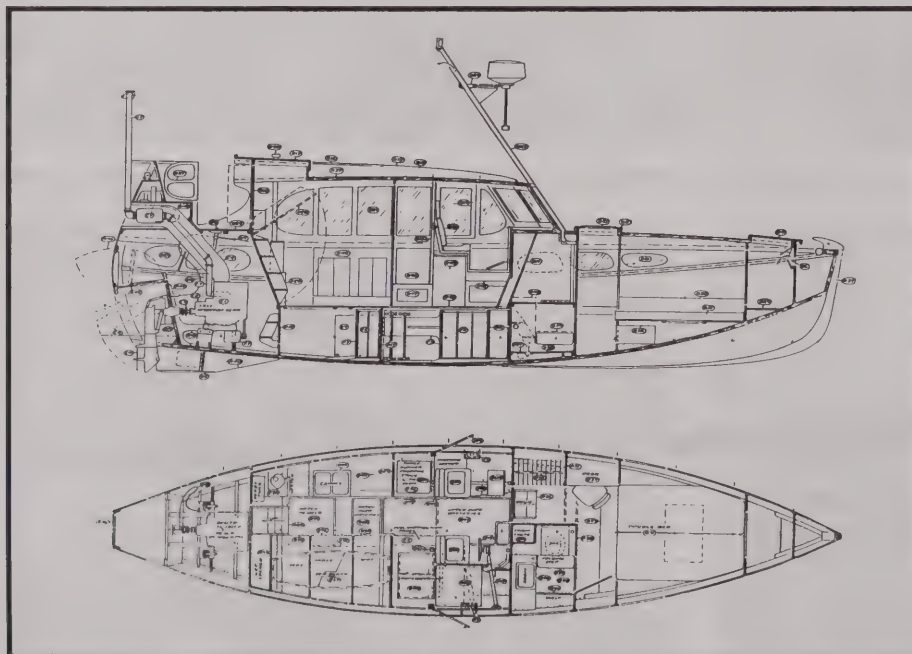
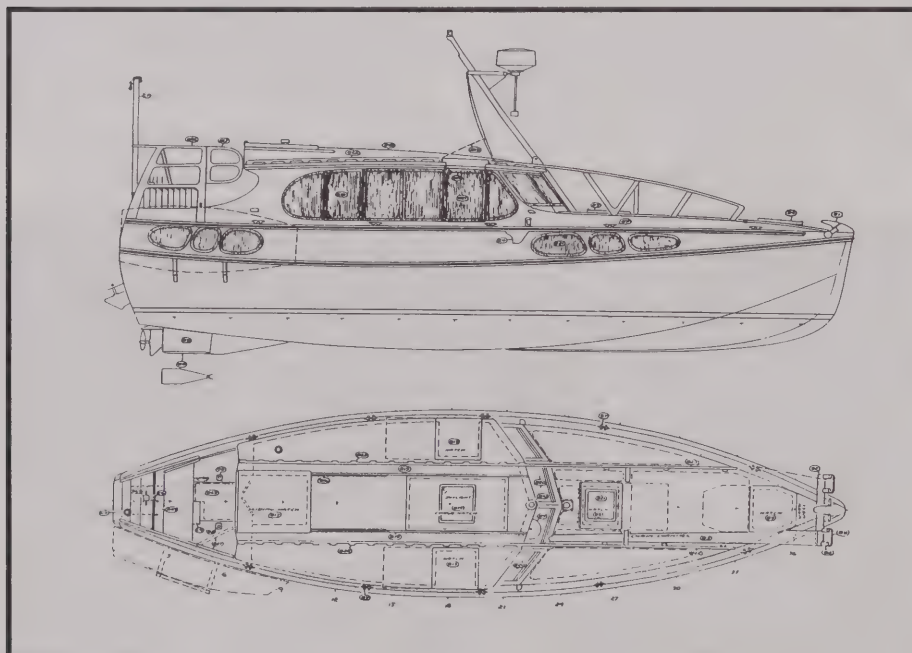
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Bolger on Design

Two Ocean Passagemakers — Part II

Bell's Puffer, in the last issue, is in concept still a moderately conventional passagemaker. This next design is stretching the envelope a bit further by violating a number of respective dogmas that pervade most such designs. The conservative's litany of "what is wrong" with her is quite predictable, as would be the

unquestioned acceptance of conventional passagemakers' serious problems, "that's the way they have to be..." At any rate, discussing her at appropriate length will take up some space so that the last skeptic can't claim ignorance in defense.



Tahiti Design #653 for W.R. O'Banion

We approached this project under the premises of ergonomics, safety, simplification, and economics. Instead of trying to cater to the many prejudices of what presumably makes a passagemaker, we used Mr. O'Banion's comprehensive wish list for a safe, home-buildable, long-range power cruiser for up to two, and a clean slate, to develop a disciplined focus on the essentials of running long distances under low power.

Solo/Two-some Long-Range Liveboard Powerboat

Length Overall = 38'6"
 Length WL = 36'4"
 Beam Overall = 9'6"
 Beam DWL = 8'4"
 Hull-Draft at DWL = 1'7"
 Draft over twin-skegs = 1'10"

Displacement at 1'7" hull draft 16,500 pounds
 Pounds per inch immersion 1100 around D.L.W.L.
 Fuel Weight (max.) = 5460 lbs.
 Fuel full-to-empty approx. 2-1/2" deep and light of D.L.W.L., i.e., 5" total

Detuz F3L1011F air-oil-cooled diesel, 42 hp at 3000 rpm
 Transmission 1.5:1 reduction gear
 Sonic Cat-Drive with 31.5"/800 mm shaft drop, 14" diameter, 10" pitch 3-blade propeller

Fuel tankage = 780 gallons of diesel

Estimated cruise speed = 6.9 knots at 1800/1200 rpm (prop)
 Estimated fuel consumption = 1.0 gals./hour / 6.9 mpg
 Estimated nominal range = 5382 nautical miles in 35 days

Estimated top speed at 3000 rpm = 8.0 knots
 Estimated nominal range at top speed = 2800 nm

Water tankage = 146 gallons
 Holding tank = 112 gallons

Battery capacity of 3914AH at 12V

Rather than trying to draw a "cute little ship," we concentrated:

- a) on the most efficient hull-shape,
- b) solid strength, buildable rapidly with minimal resources,
- c) integrating load carrying capacity to suit the task of long distance, non-stop voyaging with healthy long term on-board conditions for port and sea,
- d) and simplifying its systems down to the necessary minimum, reducing maintenance costs and enhancing her overall utility and relative independence from shore support.

Tahiti can carry:

- a full load of cruising supplies,
- fuel for at least a one-way transatlantic crossing under adverse conditions, or for a round-trip in smoother weather conditions,
- sensible crew-quarters for two.

She offers:

- a well-developed ergonomically sound workspace at the helm,
- one/two readily useable dinghies/ life-boats,
- a well-accessible standing engine room,
- with a high probability of being mechanically maintainable/repairable at sea.

She is:

- structurally sound enough to survive collision with most flotsam,
- thermally better than many boats out there, allowing at least mid-Atlantic states wintering,
- and she is still home-buildable within a reasonable amount of time and budget, and will run with minimal disturbance of the water, easy and far.

Let's examine her in depth:

Her Hull Shape and Comfort at Sea

Long-range power cruising around the globe requires a hull that can be driven with low power to get the range necessary for adequate independence from shore supplies. For her displacement and necessary volume for her crew, Tahiti thus needs to be a slender and shallow boat; i.e., has a narrow beam and minimal draft while maintaining superior reserve stability. Her hull's gentle curves minimize drag, make for a graceful appearance, and are still very fast to construct very stoutly by the home builder. With her easy Sharpie hull further improved by the addition of the sharp bow-cutwater, her forward motion should require the least power input per given speed through a broad variety of wave conditions.

This in turn translates into making the least amount of fuss at the bow, disqualifying Tahiti right off the bat from "cover boat status," which favors impressive frothy bow waves with lots of spray to presumably reflect "go anywhere power." In a seaway through warmer waters, this means the least level of salt coating from bow spray. And in the coldest regions of her nearly unlimited itinerary, her bow-action offers lowest risk of ice build-up.

In essence, her hull and small propulsion gear underwater represent about as low a level of wetted surface as is practical from an ergonomic and economic point of view. Tahiti's hull geometry is a development based on over 80 completed designs of related shapes for row, power, and sail, from 14' to beyond 90',

where limited wetted surface, home-buildability, stout structural strength, the vital desirability of shallow draft, and finally economics do impose disciplined structure on the reality of designing.

Within the body of 650+ designs drawn to date, her ancestry is rich in efficient designs and lacks any reference to deep bellied, blunt, and convoluted shapes which may make sense in very specific working craft environments, but has nothing to do with the realities of an affordable passagemaking powerboat with over 5000 nm of range, running on Social Security income and diesel.

Tahiti's handy one 8' plysheet-wide flat bottom draws only 19" amidships with just 22" aft to the lower tips of her twin skeg and rudder assembly. For reliable directional stability on such shallow draft she has twin skegs and rudders to still arrive at adequate blade areas, further enhanced by bottom-sweeping action and endplates, with a single rudder of equal size and nearly as good efficiency she'd have to draw 3'4", not to mention all the drag suddenly generated by such a deep keel to protect it and the prop!

Rather her single outdrive swings just a 14" diameter propeller at higher rpm, still protected by her shallow skegs and rudders and also able to swing up out of the way upon impact. Tahiti thus follows a different path of power boat design for long range purposes:

When viewed out of context, a larger propeller than Tahiti's is typically deemed necessary as a matter of limiting propeller blade slip and thus enhancing efficiency and range.

When viewed within the context of overall wetted surface, from the larger prop area itself to extensive underwater structures necessary to be dragged along, however faired, for no other purpose than to protect large prop and single deep rudder, such theoretical concerns may begin to get over-shadowed somewhat already.

When then viewed in greater context/realistic context yet of:

Rapid and thus affordable assembly of a thermally sound structure of superior strength by home builders/small commercial shops using limited technical means,

Using small scale drive train hardware for less bulk, weight, readier repairability, lower first and spare parts cost inviting carrying a SECOND complete engine and outdrive as spares,

Leaving the prime location in the boat for serious fuel capacity and to satisfy prime ergonomic concerns for the liveaboard crew of one or two,

Greater seaworthiness and overall safety from shallow draft offshore or over breaking shoal inlets, then concerns of efficiency focusing just on the prop diameter for instance seem out of proportion to the task at hand.

We base this hull on a straight-forward 5 ply-sheet hull-length (5 x 8' nominal) resulting in a structure around 39' in length. Underwater her 8' wide bottom is flat right across for maximum load carrying capability and stability per given beam, while above water her full-length raised deck, plus the physical volume of her house, result in maximum reserve stability and interior habitable volume. Her sides flare to an even 9' wide hull, plus rub rails, with a waterline beam of around 8'4", on a hull-draft of around 18" and 22" over the twin skegs and rudders.

With a DWL of about 36', we see her

cruising at 6.9 knots at 1800 engine rpm drawing 6.9 mpg. Thus at peak efficiency running 160 miles/24 hours will yield a nominal range of about 5400 nm per 780 gallons of tankage. Top speed is around 8 knots at 3000 rpm on the engine for only about 3.5 mpg in case of which her range drops to around 2800 nm while doing around 190 miles every 24 hours - still enough for a 14-day crossing of that distance, assuming you want to push the drivetrain that hard for about 350 continuous hours.

On the other hand, Deutz claims a heavy duty use life expectancy of over 10,000 hours before the first full overhaul is due. Cruising her at most efficient setting, this would mean that she'll likely run at least that long, covering up to 70,000 cruising nautical miles, or twice around the globe with all sorts of twists and turns taken, burning 10,000 gallons or 13 complete fill-ups, and just 10 oil changes, in 10,000 hours or 416 days at sea. So, about 210 days at sea would produce an extended circumnavigation in Tahiti with room to spare to avoid bad weather systems or nasty regimes ashore... At any rate, these are all rather tentative numbers to be confirmed or laughed at after actual passages made.

While she is comparatively slender and shallow, this hull shape is not an inherently heavy rolling type due to its flat midsection over much of her length. On the other hand, any powerboat, running across the typically uneven surface of large bodies of water, will roll enough to wear out her crew in time, unless stabilized with paravanes. But these devices could well have too much drag for this low-powered hull to reduce her range noticeably, and their mechanicals would add to the boat's complexity, cost, weight, windage, and hazard to crew from deploying/adjusting the gear at sea, as the forces to be controlled and corresponding injury potential can be serious.

Instead, for level navigating and sleeping at sea, we propose to have the crew spend most sea time in the gimbaled helm seat and sea berth and let the vessel roll around them. Using automotive seats of your choice, shape, style, and finish, mounted on pivoting frame weldments, both helm and companion-seat feature hydraulic dampers adaptable for various rates of movement, allowing some fine-tuning between crew weight and boat motion.

Depending on car seat choice, both seats are adjustable for varying degrees of comfort, and thus would allow for the solo navigator healthy catnaps at the helm during unavoidable seemingly endless demanding conditions, assuming common sense, anti-collision detectors, etc., using seatbelts in roughest seas is readily doable. The helm has a chart table next to it for instant reference, and head-up instrument displays including the GPS are located just overhead under the ceiling with a select few indicators slung on the same axis as the seat.

Cruising two-some, extended offshore passages would see a continuously warm helm seat and sea berth cycle for maximum comfort and health. With both seats and the single sea berth near the hull's probable axis of pitch, a complex fully cardanic suspension would seem unnecessary.

Thus you can still use the boat's motion to keep fit physically, workout from bracing body against the motion when not at the helm or in the sea berth, but it would not wear you

out with constant bracing, all with a minimum of drag, windage, stress on the boat, and without the dangers of handling paravanes at sea.

Tahiti's directional stability stems from a combination of long, gently-curved hard chines and the twin skegged rudders left and right ahead of the propeller. Their combined geometric area would constitute a decent conventional rudder action already drawing around 34" of water. But with both units tightly sweeping the hull bottom and enhancing their bite further with endplates at their lower edge, Tahiti's directional stability should not suffer from her shallow 22" of draft. Steering on a passage would be by autopilot acting on the twin rudders and the outdrive simultaneously, in the case of the latter for even driveshaft joint wear.

In tight inshore maneuvering, the combined action of twin rudders and outdrive propeller thrust should move her with authority, with the solid skegs actually stalling under the pressure. The option of two fully balanced rudders was eventually dismissed in order to achieve maximum protection for the rudders and their shafting both during offshore encounters with large and unyielding flotsam and during shallow water exploration and routine grounding out over a tide where no big boats

dare to go. The assumption here is that her directional control should be so strong as to do without a bow thruster with its unacceptable drag, corrosion, vulnerability, and cost. The trade-off here is that the balanced rudders would have literally spun her within her own length.

Apart from comfort and safety at sea, the most important issue on any long-range power boat is the placement of the inherently significant but varying weight of fuel within the context of overall ergonomics, strength, and other permanent and consumable weights. To make any sense and get any decent range, Tahiti has to carry 2-3/4 tons of fuel on an overall DWL displacement of approximately 8 tons!

Thus the fuel, and other consumable load, is placed where it has minimum effect on her trim. Her draft varies nearly 5" between full and empty diesel tanks, but she will remain in level trim as she burns fuel, just floating lighter overall. It would be possible to have collapsible water bags in the tanks which could be flooded down as the fuel is used, but we think that this messy, costly, and tankage-decreasing option is unnecessary.

In terms of permanent weight down low, apart from her heavy 2" thick bottom, she car-

ries well over 3500 pounds of good-sized battery banks for serious electrical endurance between charging from the engine when at well-deserved extended rest. She has a lifeboat type range of stability, accomplished, as in lifeboats, by reliable buoyancy high above the center of gravity. Though many of her weights are not carried extremely low, such as her comparatively light engine of just 600 pounds, including gear in this 16,500-lb. craft, all the major items are well below the center of buoyancy at any angle up to bottom-up!

And she is not as liable to rollovers or pitch poling as most cruisers, because she is so light and shallow relative to her buoyancy even when fully loaded. Being slender and shallow, she has a chance to move sideways under the impact of a breaking sea, able in effect to move with the punches. But if she is rolled down, or over, she will recover instantly, assuming intact structure throughout. Overall scantlings, ventilation, and engine air intakes and exhausts are designed with this scenario in mind, and would thus admit just a minimum of water. No large permanent openings far off-center on her!

Next issue we'll discuss her home-built unsinkable structure, her load-carrying capacity, and her systems.

Dreamboats

A Small Dutch Type Yacht

By Richard Carsen

Here is a small yacht with all the accoutrements that are typical of Dutch native craft.

The mainsail with vertical cloths shaped to make the sail hollow.

The curved gaff to help keep that shape.

The forward bent mast head with typical "Wimpel" on a moveable bar.

The mast mounted in a tabernacle, the forestay on "goat's feet", a device that assists in lowering the mast with tackle to a small iron "beak" to bring the forestay further forward.

The boom sprit and loose footed main.

The typical upslant of cabin roof.

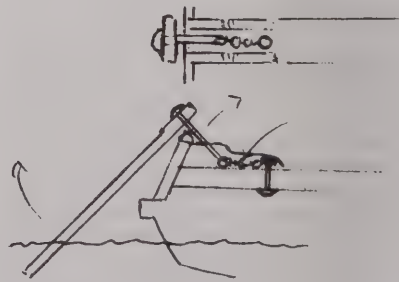
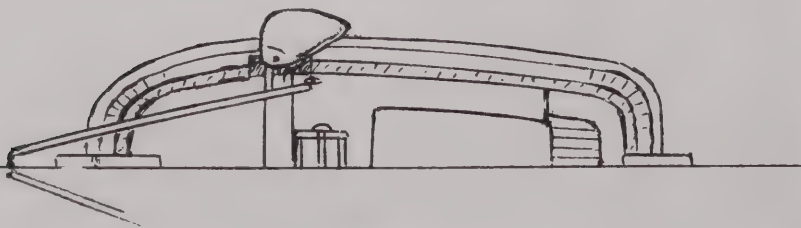
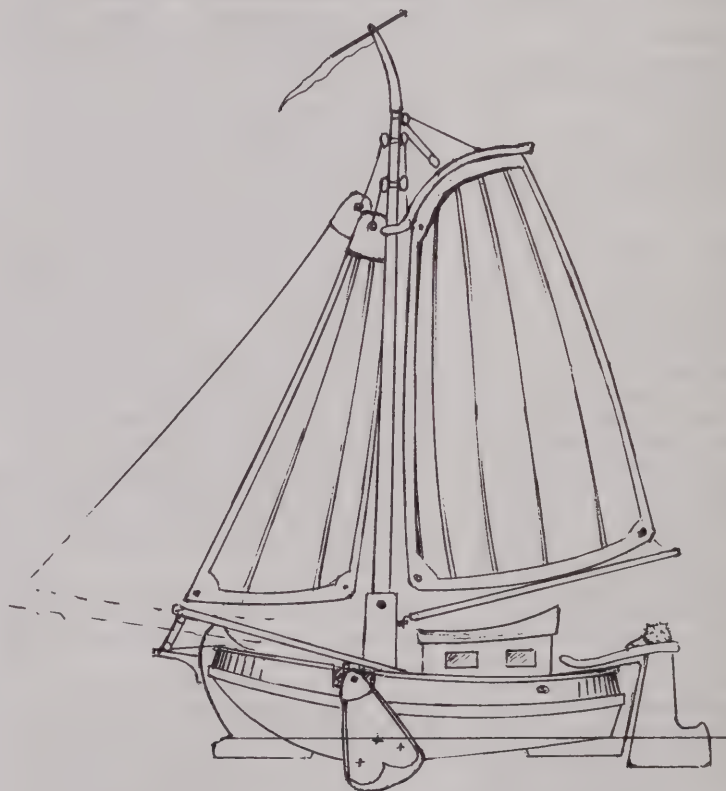
The rudderhead shaped and painted to show a lion.

The typical leeboard hung to Dutch way.

The vlet type lower part of the hull.

The very heavy rubbing strake.

The false stem with fore gripe.





Solid Comfort Boats

By Hugh Horton

Meade Gougeon christened his new Solid Comfort sailing canoe *Serendipity* at the 2nd Annual Great Lakes Small Craft Symposium on August 28 in Saginaw, Michigan. Breeze was W 5-8 at the 10:00 AM launching, 10-15 plus later, just enough to try the reef.

Of course, I am greatly honored that Meade should want a sister ship to *Puffin*, and I certainly appreciate his understanding of and enthusiasm for sailing canoes. Like *Puffin*, *Serendipity* uses a Bell Starfire hull of carbon fiber and kevlar. And S-glass, kevlar, and carbon are in the deck and spars. Woods are Spanish and western red cedar, sugar pine, and ash. All epoxy products are, as you may have guessed, Gougeon's West System.

Dave Yost drew these hulls for freestyle tandem (double) competition. This makes the

shape excellent, too, for a 50/50, sail/paddle combination boat. It's the flare and rocker, and just plain slippery shape. The flare gives sailing power and stability, the rocker gives the displacement and sailing and paddling agility. The length, beam, and capacity are right in our range.

Improvements, we hope, which I've built into *Serendipity* are a revised sheer, a slightly higher, fuller deck shape, new cockpit coaming and rim design, and 10% larger sail area using 3" longer spars. Stu Hopkins (Dabbler) made her exquisite sail.

I want to thank all those people who had a hand in bringing this project to the point it would interest Meade. Some of these, besides cohort and colleague Ron Sell, are Jim LoPrette, Bob Vaurina, John Dowd, the late



Reefed.

Ned Sharples, Pete Chase, Russell and Jim Brown, Howard Rice, Tom MacKenzie, Dave Baker, Ted Bell, Charley Wilson, Dave Yost, John Winters, Robin Lincoln, Stu Hopkins, Bob Hicks, and my wife, Kayann. Included, of course, are the canoeists of the 19th century, upon whose shoulders we stand.

K's mom passed away July 17 and lived with us during the assembly of this boat. She saw it from the car as she rode in and out of the driveway. She talked of the progress she saw. She, too, in spite of her illness, was caught up in the project, and the desire to build a good boat. Seeing *Serendipity* sailing would have made her smile.

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Meade christens *Serendipity*.



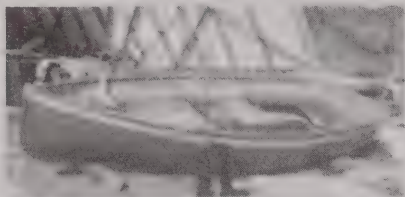
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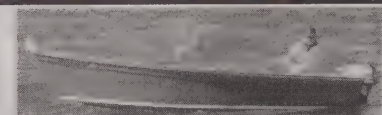
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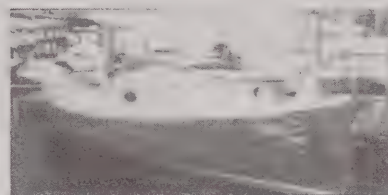
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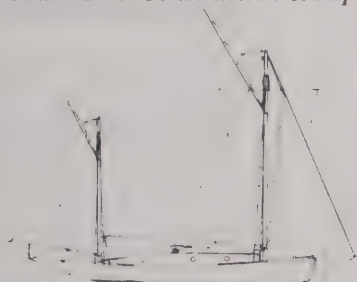
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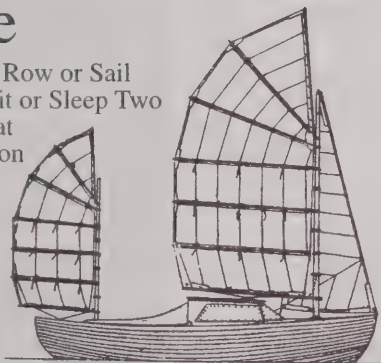
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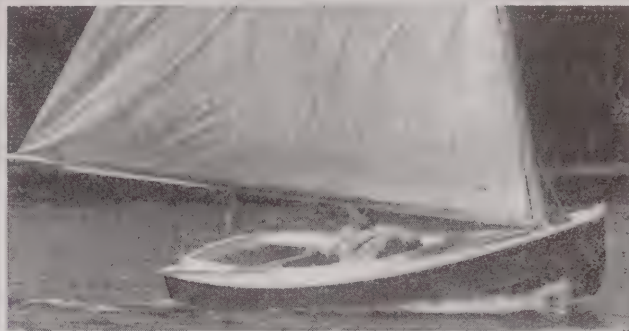
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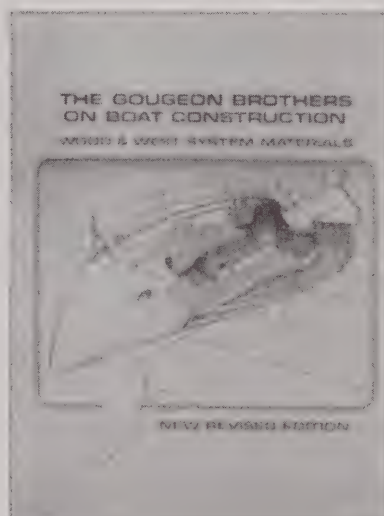
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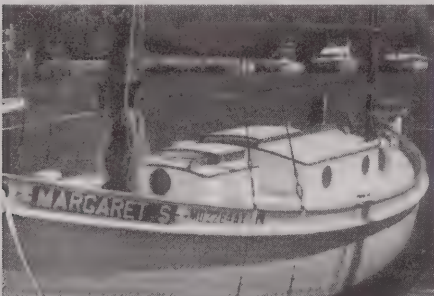
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BOATS FOR SALE



20' Hull, believed to be blt by Graves Boatyard in Marblehead, MA. Formerly a sailing vessel, our use was to run around the Merrimac River. Asking \$1,495 for the boat (electric start long shaft 9hp Evinrude available), free trlr & alum, mast, no rigging or sails. **Sunfish**, in grt cond w/flip-up rudder & Cox trlr for the small price of \$495. (12)
DON LANGLEY, Amesbury, MA, (978) 388-3200.



'36 Gaff Yawl, See *WoodenBoat*, vols. 28 & 41. A classic designed by Fenwick Williams, John Alden's chief designer. 1 of only 2 blt. Cypress on oak, 6 sails. '92 Yanmar 18 FWC cooled diesel w/less than 75 hrs. In water, still sailing. \$9,500.
HENRY SCHORRECK, 282 Iris Dr., Pasadena, MD 21122. (12)

10' Herreshoff Pram, cedar on oak, mahogany transom & thwarts, copper & bronze fastened. Tows & rows well. 9'3" Lawley Tender, cedar on oak, mahogany transom, thwarts & sheerstrake, copper & bronze fastened. Tows & rows well. \$1,200 OBO.
GEORGE OVERBAUGH, 69 S. Stony Brook Dr., Marlborough, CT 06447, (860) 295-0693. (12)

'86 Mud Hen 17, FG sharpie catboat, beautiful dark green hull w/gold stripe, tanbark gaff rig sail, canvas dodger w/enclosure, cockpit awning, cockpit cushions, teak flrbs, 2hp Honda OB. All in exc shape. \$4,800.
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West Wight Potter 15, w/trlr, orig main, jib, genny, jiffy reefing, boom vang, oarlocks, oars, anchor, 2.5hp Nissan OB (new, 1hr). Ready for fall sailing. \$2,200.
SANDY HATTON, Cincinnati, OH, (513) 561-8825. (12)

12' San Francisco Bay Pelican, exc sails, new paint, trlr. \$650. **15' Sawyer Summer Song Solo Canoe**, FG, white, fast. Like new. \$550.
AL FITTIPALDI, Newtown, PA, (215) 579-9103. (12)

12' Feathercraft Deluxe Runabout, alum, ca. '52. Nds restoration, incl misc parts, ref photos, trlr. \$600.
PHILIP KENDRICK, 22 Pine St., Berwick, ME 03908, (207) 384-2603. (12P)

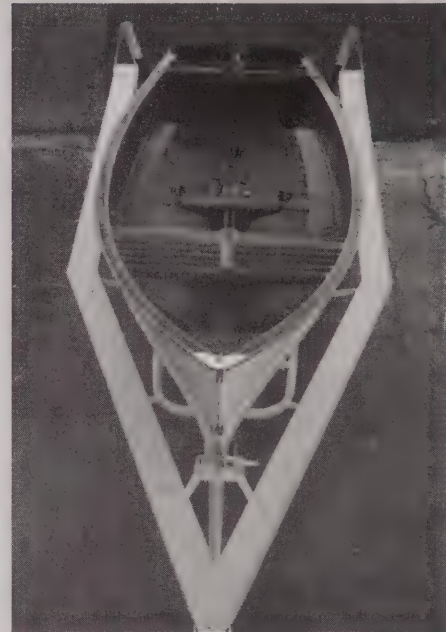
15' Boston Whitehall, Monfort Geodesic boat, new cond. \$1,000. **Bolger Gloucester Light Dory**, also nearly new. \$1,000. **9' Classic Bahama Rowing Dinghy**, polyethylene hull w/water ballast. \$300.
JIM MEEKS, Spring Lake, MI, (616) 846-7785. (12)

Swampscott Dory, '98 by Roger Crawford. Custom cover, trlr, teak trim, 2 rowing stations, Shaw & Tenney oars, spars & sail. Exc for rowing, sailing, motoring. Bad back forbids my use, forces sale. \$8,500 invested, asking \$6,000 OBO.
PAUL ROSEN, Mobjack, VA, (804) 725-3906, <prosen@ecsInc.com> (12)

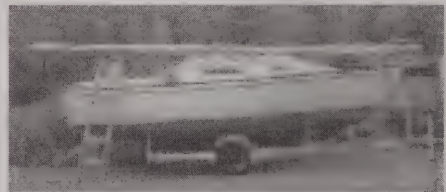
20' Strawberry Banke Skiff, blt '81 in museum boat shop. Spruce on oak. Exc lobster or work boat. \$1,200 OBO.
JOE MACOZEK, York, ME, (207) 698-3715. (12)

O'Day Daysailer II, 20yr old, in gd shape, sailed often this summer, moving to a smaller boat. No trlr means bargain price of \$500.
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JOE MCWILLIAMS, Texas, (409) 569-7405, <http://euler.sfasu.edu/ThistleRestore> (12)



22' Hunter '82, swing keel w/'90 9.9 Evinrude w/alter. Galv trlr, compass, depth, VHF, Loran, autopilot depth, kitchen, anchors & all gear, ready to sail. Loved for 14 yrs but bad knees require sale. Asking \$6,500.
CHARLES LIVINGSTONE, 93 River Rd., Calais, ME 04619, (207) 454-2604, <Chasbl@nemaine.com> (12)



18' Herreshoff Harbor Pilot, '74 Nowak & Williams, Volvo 140A 4-cyl, new cushions, mooring cover. \$8,500.
MICHAEL SMITH, Marblehead, MA, (781) 631-5392. (12)

13' Beach Pea, Landing School blt '97, marine ply & epoxy, exc cond. Incl sail rig, oars, & trlr. \$3,500. PETE SMITH, Attleboro, MA, (508) 226-9579. (13)

FG Sailing Canoe, Old Town Katahdin, 12', 42" beam. Has Balogh sailing rig, lg float bags, fabric decks, rigged for oars and oarlocks. Intended as camp cruiser for 1 or 2, but was never used. All is new and best quality. \$830. **Very Old Sunfish**, scratched & a little beat-up, but sails as well as ever. \$400.

J.H. DAVIDSON, Melrose, MA, (781) 665-6973. (13)

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Used Canoes, in nd of some repair. \$150 or less. FERNALD'S KAYAK CENTER, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (13)

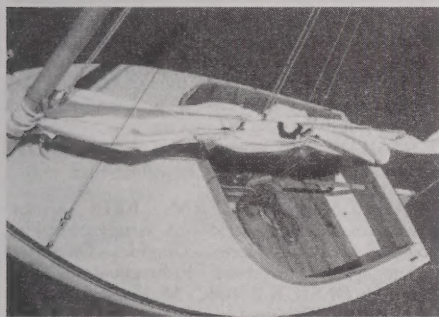
8' US Sabot Sailing Dinghy, '90, light use. Exc cond. Kick up rudder & ratchet block. Ideal trainer. \$750. OBO.

JOHN or RENE GALE, Bradenton, FL, (941) 753-8080. (13)

16' Swampscott Dory, Crawford FG, '82. Mooring cover, oars, brand new 4hp Evinrude, trlr. Used vy little, rarely sailed. \$4,700.

GENE HICKEY, Glastonbury, CT, (860) 633-8157. (13)

15' Bolger Diablo Skiff, plywood w/FG exterior. Interior seams also FG. No leaks, vy gd cond. Incl 15hp Johnson OB, vy reliable. No trlr. \$1,200. FRED EBINGER, 26 Eagle Hill Rd., Ipswich, MA 01938, (978) 356-7416. (13)



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Two Wooden Penguins, 11' cat rigged. No hull numbers found on either; both believed homebuilt. Both structurally sound w/good wood spars, good sails. #1 blt abt '69 (Sail #7990), refinished, prime-varnished, ready for exterior hull paint, on Sea King trlr; \$900. #2 blt '71, (no sail number) nds some plywood repair, plus stripping & revarnishing. On Yarrowborough trlr. \$400.

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'75 San Juan 21, Mk I, swing keel sloop, #1282. LOA 20'6", LWL 17', Beam 7', Draft (keel up) 1', 4' (keel down). Displ. 1,400lbs (keel weight 420lbs, kick-up rudder, 2 mainsails, 3 jibs (working, 130% & 155%), 6hp Evinrude OB, whisker pole, & compass. Rigged for racing. Customized trlr. \$3,600 OBO.

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Bolger Black Skimmer, 25' leeboard sharpie cat yawl. Johnson 8hp OB, tandem axle trlr. Nds some work. Free. (04) GUS HEDDEN, Tuftonboro, NH, (603) 544-2369.

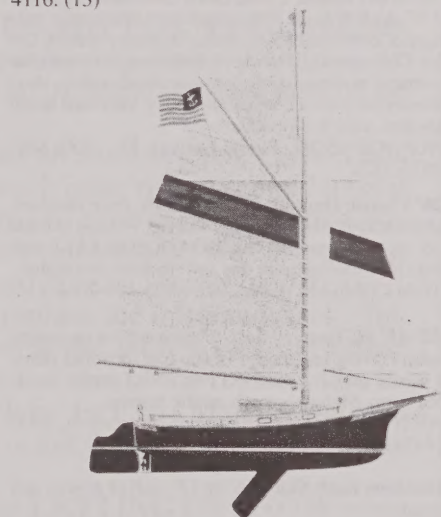
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Just Ducky, 7' ltwt Bolger catboat. (see MAIB articles; 11/15/98, '96 pgs 28 & 10/1/98 Page 20) Hull wght 28lbs. White cedar strip construction, bronze fittings, full offset CB, drag link steering, 3" foam seat. The most comfortable small boat I have ever sailed. Easily paddled w/dble canoe paddle. \$1250. DAVE THIBODEAU, Marblehead MA, (781) 631-4116. (13)



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Palmer P-60 IB Engine, w/direct drive & reverse gear. Recent overhaul & many spares. \$500.
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Neptune Electric Boating Motor

Neptune Trolling Motor, SS 12v, 34lbs thrust, never used. No control unit (would have to be purchased from Minn Kota at 800-227-6433). \$75.
HANS WAECKER, Cliff Island, ME, (207) 766-2684 phone/fax. (13)

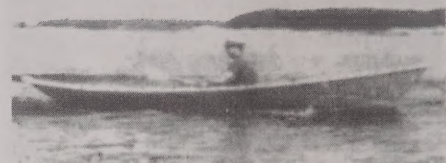
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British Seagulls, dead or alive. Cash paid, any cond.
FRANK VALENTINO, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

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CHRIS SPOHR, Barnstable, MA, (508) 362-2248, <chris.spoehr@worldnet.att.net> (12)

Ltwt OB Motor, 1 to 1.5hp, no major defects, Useable cond. Also want information about where I might be able to buy a new one.
DONALD JORDAN, 113 Evergreen Ln., Glastonbury, CT 06033, (860) 633 1702, <donaaldjordan@worldnet.att.net> (13)

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Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

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)

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RICHARD DOWNES, Mashpee, MA, (508) 539-3944. (12)

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)

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

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NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

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DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411-7850. (TF)

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Bolger Design Plans, for 19'-22' plywood boats. Never blt. Call for details.
HANS WAECKER, Cliff Island, ME, (207) 766-2684 phone/fax. (13)

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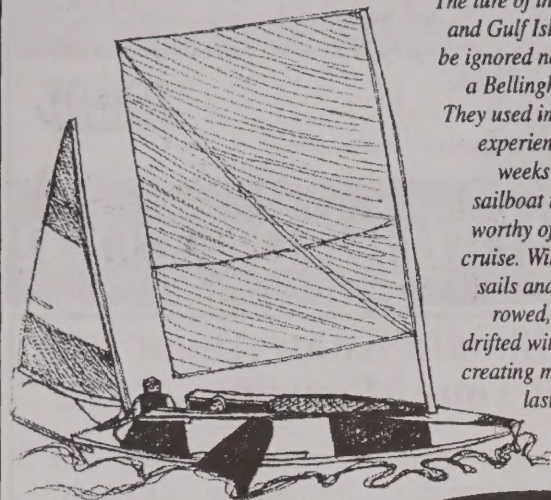
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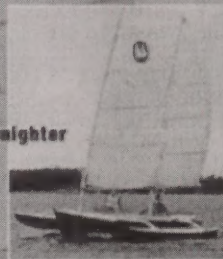
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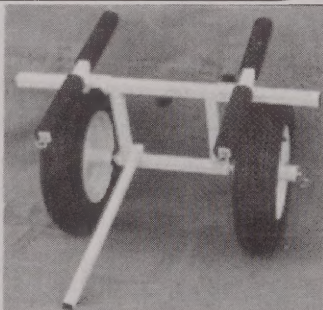
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