

Special Features This Issue
Launching *Quiet Presence*
Newfound Rendezvous - Miss America VII

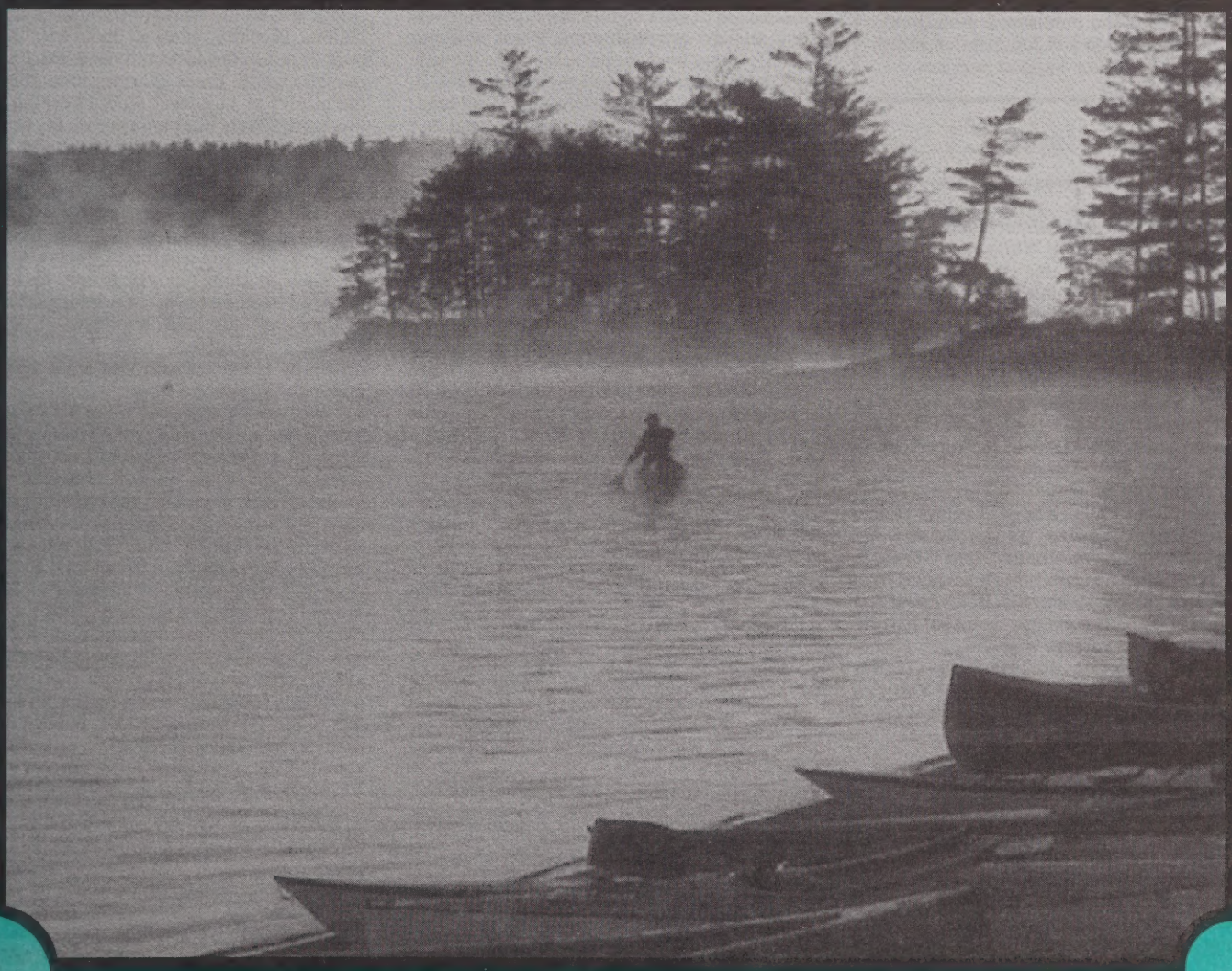


PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM, MA 01970

messing about in BOATS

Volume 17 - Number 13

November 15, 1999



BV
771
o M47

messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

Volume 17 - Number 13
November 15, 1999



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

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

Editor and Publisher is Bob Hicks.
Production and subscription fulfillment is by Office Support Services.

In Our Next Issue...

Joe Tamsky reports on the "Arey's Pond Cat Gathering".

Jane Clark tells about Clark's Ark in "There She Sat"; Robb White continues with his Reynolds adventures in "The Reynolds Crew at St. Georges Isle"; Fred Bennet begins a three part series on a year of small boat cruising in "Letter from Xanadu"; and Steve Turi continues his nostalgia trip in "Adventures of a New Jersey Boat Nut - Part 6".

Jason Spinnet brings us Part 1 of a two part series on his "Tree House Pocket Coaster"; and Mark Steele introduces us to "Jack Spratt, Model Boatbuilder".

John Davies reveals the details of his unique "Twin Foils" design; Conrad Natzio presents his new design, "Sandpiper"; Edward Tucker reminisces about "The Chatham Baybird"; Richard Carsen's "Dreamboats" this issue looks at "Wash Through Boats"; and Phil Bolger & Friends conclude their four part series on "Ocean Passage Makers".

Joe Tribulato describes his "Tiller Bungee"; and Ben Fuller begins a two part series on "Sculling, Put Your Best Oar Behind You".

On the Cover...

A dawn paddler at the Newfound Rendezvous in late September on New Hampshire's Lake Winnepesaukee emerges from the autumn mists, a classic canoeist dream scene. More about this growing gathering of strip built boats in this issue.

Commentary...

Bob Hicks, Editor



It had been my intention to bring you a feature report on the AYRS Boat Design Symposium at Newport, Rhode Island on September 25th and 26th but I wasn't able to stay around over the two days to hear what all the participating speakers had to say. My stay on Saturday encompassed the talks from four of the speakers only.

Well, three of these turned out to be numbers guys, their enthusiasm and expertise focussed on measuring how fast certain boats would, or could, or did go. All three made extensive use of graphs, both linear x/y type and polar, with lots of dots marking data points and connecting curves or straight lines, all to explain to us what they had measured about certain boats indulging in high speeds.

I have found the AYRS folks to be an intellectually stimulating bunch, and so I maintain contact and attend their New England gatherings. Their journals are often packed with pages of formulas and graphs and much discussion of data significance, generally attempting to establish some point or other chiefly about boat speeds achievable by various design concepts (wind powered typically).

As the boats are often very far out leading (ragged) edge designs I am interested, but it's been a long time since my differential equations days at college, so I do not even attempt to comprehend how the data guys arrived at their conclusions. The conclusions do get my attention, and the methodology in layman's terms I can understand.

The first speakers were onstage together, forming a sort of Abbott & Costello give and take scenario, two professionals who apparently compete for speed analysis business but are also friendly. Richard McCurdy of Ockham Instruments designs instrumentation for the all important measurement of "speed" (sailboat version) and so does Lex Brincko. Brincko developed instrumentation and analyzed performance data for Steve Clark's Little America's Cup winner (catamaran) *Cogito* and Buddy Melges' America's Cup contender *Heart of America*.

These two guys do custom measuring of speeds for those in the high end racing yacht world, they go to race sites, such as the America's Cup event held in Australia several years ago to measure local wind currents and conditions so their clients can better compete against the local knowledge of the home team. Costly stuff, like the boats and gear. All for that elusive fractional knot or degree of pointing.

What I got out of their give and take was the knowledge that it is not easy to measure absolute speed of wind or boat from the boat, a moving platform travelling in a moving medium of water (currents), propelled by force from a variable medium (air currents). One example, it appears that the ideal place for a windspeed anemometer sender is maybe 50'

to 100' ahead of the boat. The air at the top of the mast has bad habits, like the end of an airplane wing it creates local turbulence messing up accurate measurements.

The human dimension emerged from this sea of data at one point when the discussion focussed on how certain "seat of the pants" racing skippers were reluctant to accept the numbers guys' numbers and change their ways. It was at this moment that 92 year old Olin Stephens, designer of several America's Cup winners, commented that while he designed a boat to do its job a certain way, his main skipper, one Bus Mosbacher, drove the boat quite differently than the back up guy who had been hired just in case Mosbacher met with a traffic accident or something on his way to the races.

The third speaker, Richard Boehmer, is founder of the Sail Performance Center, and currently is speed data analyst for Steve Fosset's *PlayStation* super cat which is going for an around the world speed record soon, I believe. Richard told us all about how the reported speeds, distances travelled in a day, and overall elapsed times of trips, down through the history of sailpower record keeping, follow some sort of similar curve on his graphs, the highest speeds achieved early on, etc. Like, nothing has changed since clipper ship days really.

What interested me was how highly placed still are those great clipper ships of the 1850s era racing to and from China or Australia. They set some top speeds only bested by very few modern superboats built just to set records. And they were carrying cargo in huge (by today's record setter boats standards) hulls driven by clouds of sail, vast areas up there grabbing the winds.

Apparently when the last of the windjammers in the guano trade, sailing from Chile to Germany in the early years of this century, the German "P" boats, great five masted steel hulled monsters, couldn't match those clipper ship speeds, some revisionist thinking emerged, like maybe those old guys of yore weren't measuring very accurately. Between dead reckoning estimates, irregular sightings to establish accurate positions, and the ship chip logs, perhaps there was margin for error?

All this fuss about measuring speed provides these few experts with their arcane livelihoods providing their clients with instruments and data they apparently need to refine that already super sharp edge in sailing at speed. But as we broke for coffee, Andy Vavolotis, who has just hit 20 knots this past summer in his home-designed and built trimaran (version #6 as I recall since he started this hobby), said to me, "All I really want to know is am I going faster compared to the other guy." Any other guy he happens to run up against.

Give Christmas Gift Subscriptions to your friends who mess about in boats...

It's a gift that keeps on coming, twice a month all through the year!

To order, complete as many of the order forms at the right as you need (or copies of them) and send them to us at the address below with your check for \$24 (\$36 for Canadian or overseas) for each gift subscription order. We do not accept credit card orders.

We will mail out gift announcement cards in time for Christmas delivery if we have your order in our hands no later than December 6, 1999. If you wish, we will send the announcement cards directly to you if you prefer to personally deliver them.

All gift subscriptions will begin with the January 1, 2000 issue unless you specify otherwise.



GIFT SUBSCRIPTIONS ORDERED BY:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

*messing
about in*
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

You write to us about...

Needs...

Looking for a Tri

I am looking for a small, light demountable trimaran suitable for one person. Of course on the market now is the Windrider, not a bad sailer at all, but not all that light, and quite wet in a chop, and in my view just plain ugly.

There was another produced on the west coast, had a kayak look to it, pretty too, but I've not heard further about it. Has anyone else?

I sail a Sea Pearl now with a proa rig on it using an old Hobie hull for the ama to keep it upright in high winds. But one person alone doesn't need a boat that large. I have to paint the bottom twice a year to combat the incredible barnacle problem here in Florida.

So I'd like a boat I could flip over on the beach easily by myself. I've got a Laser rig that would be just about right for it.

Howard Schafer, 812 St. Lucie Cresc., Stuart, FL 34994

Ready to Try Wind

It has been three years since I bought my first boat, a 14' Whitehall built by Gordy Nash four owners and some twenty years ago. It has been the best money I ever spent, providing me countless hours of pleasure and a few moments of trepidation. I have rowed over most of San Francisco Bay, the Delta, many high Sierra lakes, and a few trips out into the open ocean. She is wonderful and I love her.

Enough afternoons spent rowing in strong winds have inspired me to rig her for sailing, so I am looking for advice as to the best sail design to use, and I am hoping to find a used rudder, leeboard, mast and rigging. Any leads will be most appreciated.

Richard Salzman, 716 Sanchez St., San Francisco, CA 94114, (415) 285-8267, <salzman@zcc.net>.

Opinions...

Mighty Small Niche

About the lack of traditionally built wood boats at St. Michaels: The little wood boat niche is mighty small no matter which way you cut it and the traditionally built sector of that is miniscule. The reason is simply that folks have gotten used to cheap boats. All these manufactured boats, fiberglass, aluminum, rotomoulded polyethylene, are dirt cheap and they work pretty good. In the old days, there were no cheap boats and folks knew what to expect. Owning a boat was a big deal. Now zillions of people have boats who have no use for them.

The only way a small outfit can stay in business is to build a boat so good that no manufactured product can compare no matter what it is made of. Not only are traditionally built wood boats very expensive compared to this trailer trash, they have to be treated as if they were valuable. You can't just leave one

sitting out in the back yard with last year's leaves rotting in the bilges while you sit on the couch and root for the team.

Wood is still the best thing to build a small boat from and us small time professionals are lucky that there are a few folks who know a good boat when they see one. Though my little boats are expensive, all my customers aren't rich people, just folks who have their priorities straight. I just keep hoping somebody will come along who wants a real good traditionally built boat. I have a forty year accumulation of old growth longleaf yellow pine and live oak lumber just in case.

I bid on a sixteenth century ship's longboat copy just last year for a historical

society in St. Augustine. No word from them so far. I guess they haven't had the finance committee meeting yet.

Robb White, Robb White & Sons Boatbuilders, P.O. Box 561, Thomasville, GA 31799

The Trail is the Thing

Here is a quote I saw in "Quotable Quotes" by Louis L'Amour in the *Readers' Digest*:

"The trail is the thing, not the end of the trail. Travel too fast and you miss all you are travelling for."

Evidently cowboys and our sort of small boaters have this in common.

I enjoyed the "Magie Noire" article by Yves Marie de Tanton in the October 1st issue, lots of information and ideas useful to all of us at some level. I liked his axiom, "Achieve two things with every one feature on the boat".

Bob Cole, St. Augustine, FL

Activities...

A Surprising Highlight

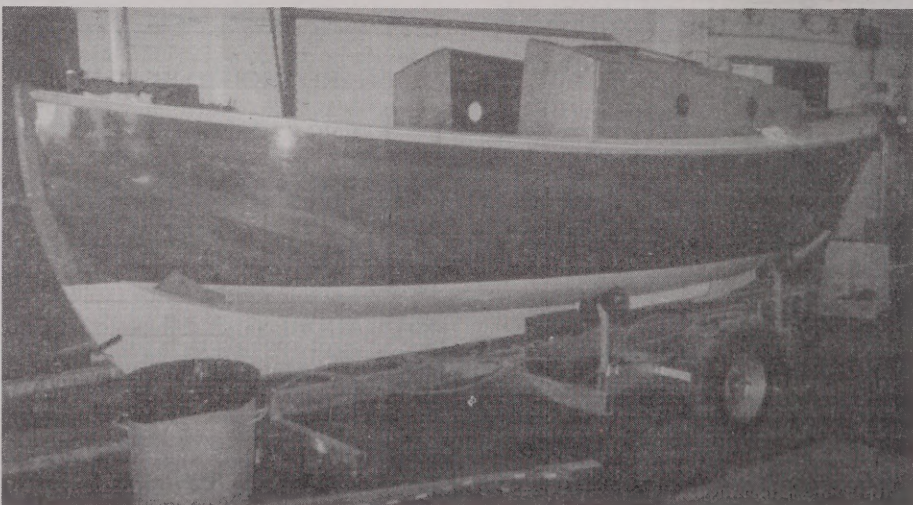
A surprising highlight on a recent visit to England was my discovery of the Lyme Regis International School of Boatbuilding in Monmouth Beach, Lyme Regis, Dorset. They offer 5 day or 38 week programs in a well

equipped shop right on the waterfront. They are currently finishing an Ian Oughtred canoe yawl, lapstrake skiffs and glass fiber pram dinghies, and a Tony Dias Beachcruiser. All these demonstrated that their student builders were mastering traditional and modern boatbuilding.

Mike Dick, Moorestown, NJ



Above, a Tony Dias Beachcruiser. Below, an Iain Oughtred canoe yawl.



Projects...

Now a Motorboat Only

Here are two photos of my 27' power boat with a 9.9 Honda outboard in a well. It was built glued strip plank by Roger Moorman of Gloucester, Virginia. He's the designer of the Mobjack Class daysailer/racer. My boat was 2-1/2 years in the building.

Just to the left of the cabin door is a big lifting keel (daggerboard) as the intent was originally that it be a sailboat. That's changed since, the keel is gone and she is a motorboat only now. She just scoots along wide open at about 12 knots and the Honda just sips fuel. The sit-in cabin is just perfect for two persons.

Her design came from a small line drawing in *Chesapeake Bay Log Canoes & Bugeyes* by M.V. Brewington. The drawing was of the *Lillian L.*, a three log canoe.

We've just completed a cruise the length of Chesapeake Bay and she lived up to all our expectations. And, she is beautiful to look at. She got a good looking over by the local watermen, the older of whom might remember when engines were first put into the old log canoes, they in turn evolving into today's deadrise skiffs that are still these watermen's choice of craft.

Howard Schafer, 812 St. Lucie Cresc., Stuart, FL 34994



This Magazine...

When Was It?

I am at present a fireside sailor who enjoys your magazine. I like to go to boating meets occasionally, often after having read about them in your magazine. Recently the story "Friendship Sloop Days" caught my fancy. I loved the photos and the article was informative, but, no dates. These are often left out, as are locations.

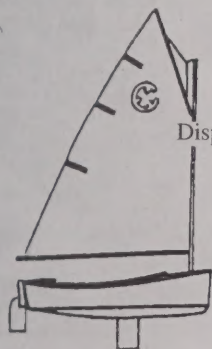
When I read something interesting like this, I check my calendar and note on it the date for future reference, if it was included. Would you please try to include such information?

David McMillen, New York, NY

Editor Comments: Yes I will, along with ongoing efforts to also include locations.

The Picnic Cat

by Com-Pac Yachts



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

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

FERNALD'S MARINE

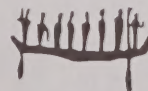
On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

Hansen & Company Builders of Practical & Impractical Boats

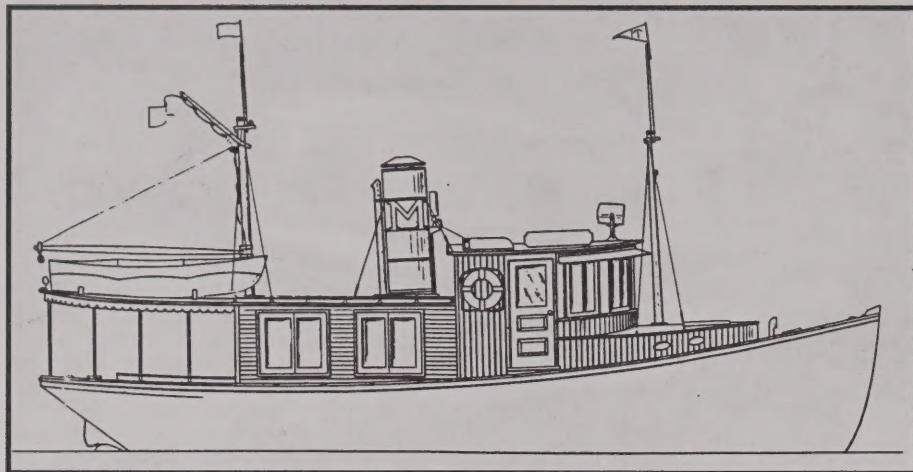
Gloucester Gull Rowing Dorries,
Kayaks & Other Small Boats
Dennis Hansen 207-594-8073
P.O. Box 122 dghansen@aol.com
Spruce Head, ME 04859

The BoatBuilding.Community INTERNET COMMUNITY SITE for BOATBUILDING enthusiasts

- feature articles
- discussion forums
- find everything to do with boatbuilding on the internet
- bookstore
- design reviews
- free plans and other resources



www.boatbuilding.com



Launching *Quiet Presence*

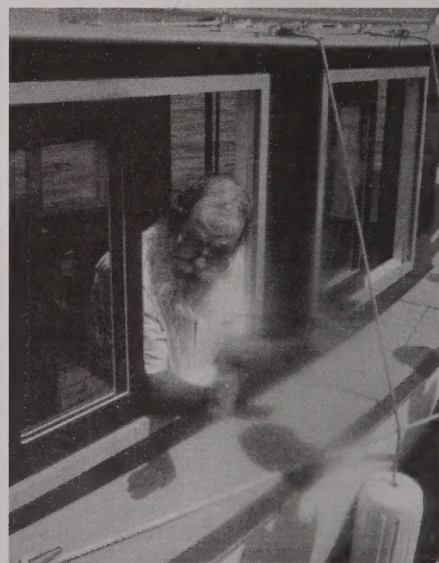
By Bob Hicks

Michael Porter, NA and boatbuilder, of Chebeague Island in Maine's Portland harbor, has been working on a 35' steam yacht for local yachtsman and around the world alone sailor Dodge Morgan for so long that the project had become something I sort of knew about but didn't inquire as to "when will it be finished?" Each year at the Maine Boatbuilders' Show I'd chat with Michael about progress, and he would just acknowledge that it was being made.

The arrival here of an invitation to the launching of *Quiet Presence* was, therefore, something of a surprise, and Jane and I made sure to travel to Falmouth, just north of Portland, for the occasion in late August. There we found the steamboat sitting in a travelift awaiting its immersion, with a nearby tent sheltering those who had been invited, food and drink and a local jazz band from the blazing sun.

Dodge Morgan can afford to do things his way, and this turned out to be, at this launching, simple and direct. When Dodge spoke briefly to the assembled multitude, one comment stuck with me, about what this boat was intended for. After all, he's a guy that sailed alone around the world, so what does he do for an encore? He said, to paraphrase him, "*Quiet Presence* is intended, like all small boats, to just give pleasure, pleasure to those of us enjoying using her, and to those who see her pass by quietly with dignity, a beautiful wooden steamboat."

Dodge also attempted to elicit some remarks from designer/builder Porter, and we were rewarded with just seven words, "I'll let the boat speak for itself". Then Dodge's daughter christened the boat and the travelift guy revved up his engine and lowered *Quiet Presence* into the water. Not the same drama as sliding down the ways.



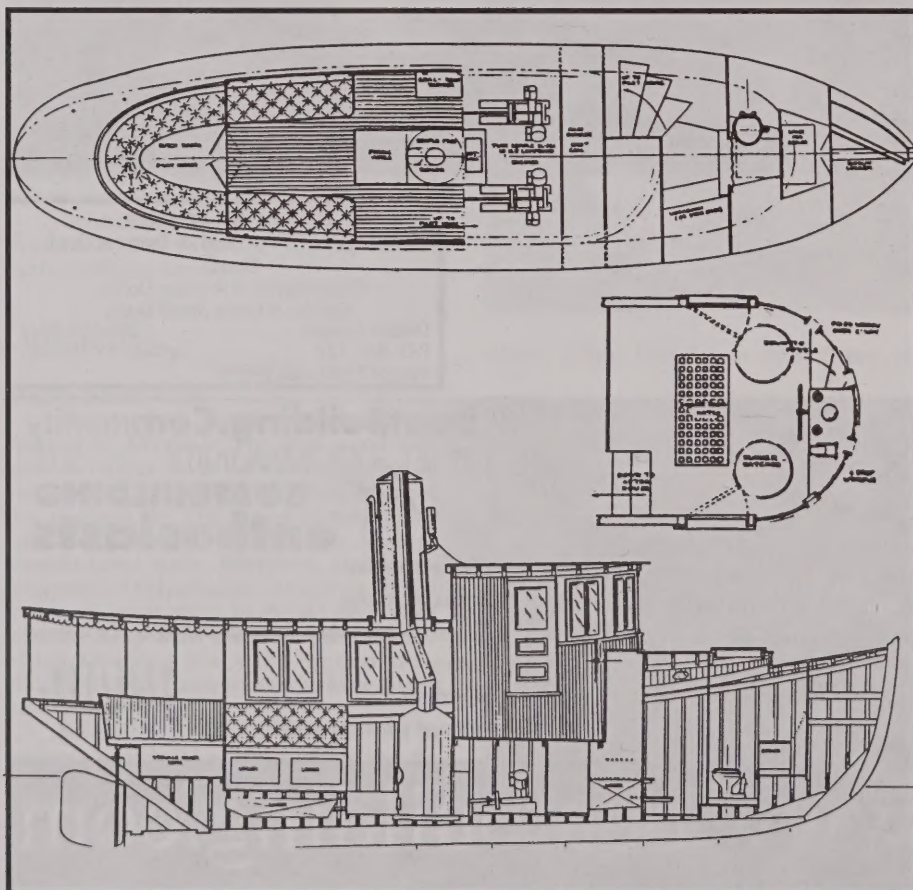
"Anyone out here need any steam?" No, Michael didn't ask this, just my interpretation of his spreading hands cradling that foggy spot on the camera lens that could pass for vaporized water. He had just built the fire in the boiler to create some of that steam ambiance.

35' Steam Yacht

LOA	35'0"
LWL	30'0"
Beam	8'9"
Draft	3'0"
Disp.	13890 lbs.
C _p	.61
C _B	.35
Power	(2) Semples 354
Speed	7 kts.

Reminiscent of the small passenger steamers that were still familiar sights on Maine's bays and lakes sixty years ago, this boat combines the quiet and simplicity of steam power with traditional yacht styling and joinery. Driven by twin Semples 3"x 5"x 4" V-compound engines, she is fitted out with enough brass piping and valves to satisfy any engineer, but is designed to be run by one person from the pilothouse.

This original boat is arranged as a day boat to suit her owner's desires, but she could also have cruising accommodations. Steam combines the silence of sail with the convenience and predictability of power; underway, the loudest noise will be the water against the hull, except, of course, when the skipper blows the three-note chime whistle!



Michael Porter was “nearly done now, after all this long way,” as his wife Barbara put it. Indeed, what I had viewed as a ten year project, for it’s been that long since I first learned about it, has been more like a dozen years since Michael began collecting wood for the traditionally built hull. How did he ever spend so long, even on a 35’ boat? Well, he did it all alone, and I mean all.

The genesis for this long term commitment was Michael’s growing interest in steamboats back about 1987, while still busy building dories and developing his early ideas for comfortable power cruisers. Finally his neighbor, Dodge Morgan, said to him, “Let’s just go ahead and build this boat, Michael,” and so it all began.

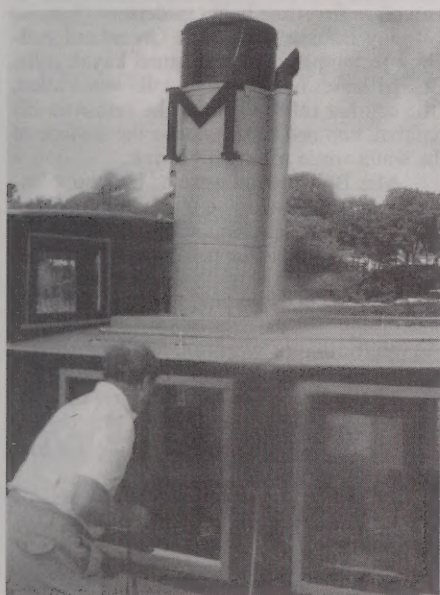
Michael designed the complete boat, including not only the hull, its superstructure and interior, but also the complete steam power system and all its controls. He then built it all, wood and metal, machinery, electrics, the works. He did buy in the two Simple steam engines and their boiler.

Now on launch day, she was still not quite ready for prime time. After the launching, Michael did build a fire in the boiler to work up some smoke and steam, but details left unfinished, as the due date finally arrived, prevented her from leaving the dock under her own power.

Subsequent to the launching day, Barbara wrote to us to tell us, “You should see her going under her own power, gallant and gay and very smoothly powerful.”

And what, I asked Michael, does he plan for an encore?

He responded that right now he was just “enjoying not having a big project hanging over him,” and that he would henceforth devote more of his time to designing rather than building. There is a design ready for a liveaboard coastal cruising powerboat that Michael fancies to build for Barbara and himself, he’s now got time perhaps to get underway with that.



That “M” on the stack obviously stands for “Morgan”, but along with the buff and barn red paint job, looks a bit like the “M” on the “Moran” tugboat fleet tugs.



Pre-launch look at the underbody, narrow and sleek, lots of deadrise, classic old low-powered hull design.



Builder Porter at left, owner Morgan center and his daughter at right during brief pre-launch ceremony.

Dodge Morgan awaits the arrival of his long term dreamboat at the dock. That’s not Maine fog you see, the camera apparently had a foggy spot on the lens, unbeknownst to me.





Comparing strippers on the beach.



One display of creative workmanship was Ed Rhine's White Guide built from Gil Gilpatrick's book, *Building a Strip Canoe*.

A dawn paddle as the early morning fog begins to lift.



3rd Annual Newfound Rendezvous

By Michelle Jackman

The mist rolling off New Hampshire's Lake Winnepesaukee was like a stage curtain unveiling over 100 cedar strip/epoxy canoes, kayaks and rowing vessels along the beach on Sunday morning, September 19th. The Third Annual Newfound Rendezvous had been a success despite Hurricane Floyd. Enthusiasts from as far as the west coast arrived on Friday night after battling heavy rains and high winds enroute. The weather was perfect on Saturday and Sunday as if especially ordered for the event. Over three hundred wooden boat enthusiasts took part in the Rendezvous.

After the NH Marine Patrol's boating safety clinic Saturday morning, Paul Wanzer and Nancy Pleiter of One Step Further demonstrated various canoe rescue techniques.

The Rendezvous offered several opportunities for strip building enthusiasts to learn more about glued strip boatbuilding. Newfound Woodworks' Michael Vermouth fiberglassed a strip built canoe hull while a crowd of people squeezed in around him to watch. J.B. Currell of MAS Epoxies also answered questions pertaining to epoxy application, curing, setup times and strength.

Other interesting presentations included paddle making and tool sharpening by Caleb Davis of Tremolo Canoe, and a presentation on steam bending and ash basket construction by Jim Marshall of Newfound Woodworks.

Several wooden boat designers who were on hand to share their ideas and insights included Nick Schade of Guillemot Kayaks, who demonstrated creative stripping utilizing the deck of a Newfound Woodworks stitch and glue kayak hull; Rob Macks of Laughing Loon Kayaks who offered pointers on sanding and fairing; and Rob Bryan of Kennebec Designs who demonstrated his Greenland style paddle making techniques. Other designers who attended the Rendezvous were available to answer questions from experienced boatbuilders as well as first time boat builders.

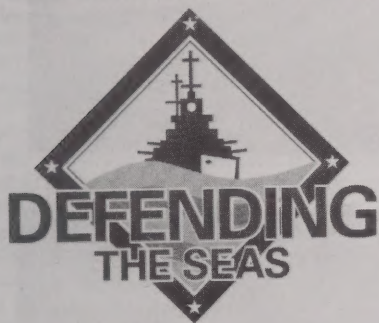
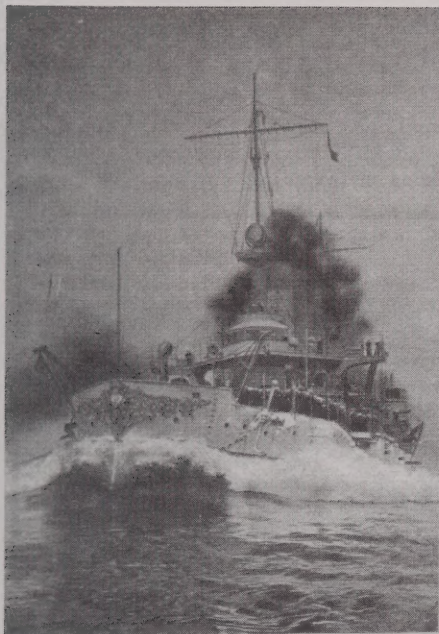
Jay Babina shared his Greenland paddling techniques and performed kayak rolls. One of his crowd pleasing rolls was called, "the dry hat roll", in which he removed his baseball cap and held it above the surface of the water while rolling his kayak.

Mac Buhler demonstrated his staple-less stripping technique to an interested crowd of boat builders. Staple-less stripping allows the builder to eliminate the pattern of small staple holes in the cedar strips of the vessel.

Lenny Lipton shared his method of secure fastening to the deck of a strip built kayak.

Participants were encouraged to test paddle any available boats. This allowed enthusiasts to become more familiar with various designs. David and Peggy Mitchell of Mitchell Paddles offered their paddles for testing as well as for sale.

Next year's Fourth Annual Newfound Rendezvous is scheduled for September 15th, 16th and 17th at Geneva Point Center in Moultonboro, New Hampshire. Each year all aspects of the event grow, including the number of participants, demonstrations and activities. For more information contact The Newfound Woodworks at <info@newfound.com>, visit our web site <newfound.com> or give us a call at (603) 744-6872.



Mariners' Museum Stages Major New Permanent Exhibition

Explores The History Of The
U.S. Navy

In the 1890s, Admiral Mahan observed that the seas are essential highways for trade, commerce, exploration, and communication. A nation's greatness, argued Mahan, lies in having both great trading fleets and powerful navies to protect them. Through The Mariner's Museum's rich collection of artifacts, photographs, and re-created naval vessels, a major new permanent exhibition, "Defending the Seas", which opened September 25th, illustrates the accuracy of Mahan's theory. Each of the exhibition's five sections focuses on an important period in the Navy's history while stressing the overriding importance of sea power to our nation's strength.

In 1784, Thomas Jefferson wrote, "We ought to begin a naval power, if we mean to carry on our commerce." As visitors enter "Defending the Seas" they are transported into Jefferson's era of wooden ships and the young nation at sea. This first section of the gallery, "A New Nation and a Navy: 1775-1861", ex-

plains how the Navy in its early years was more a weapon of economic security than of national defense. Displays explore the challenges the nation faced at sea in the Barbary War and the War of 1812. Here, visitors can step aboard the prow of an 18th century frigate and live the life of a sailor defending the young nation.

In "A New Era of Battles: 1861-1865", the exhibition's second section, the floor underfoot changes from wood to steel and the distinctive turret from the *USS Monitor* lies ahead. The new nation turned inward to fight the American Civil War. As the official repository for the Monitor's archives and artifacts, The Mariners' Museum is uniquely equipped to tell the important story of the Civil War at sea. Artifacts including the ship's anchor and the lantern that glowed as the ironclad sank are on display. To get a sense of what life was like during the Civil War, visitors can step inside the famous turret and read the letters of George Geer, a sailor aboard the *Monitor*, whose remarks to his wife paint a richly detailed picture of life aboard the ironclad.

The Civil War's ironclad ships ushered in a new era of naval design. Testing Mahan's theory that commerce and naval power are intrinsically linked, the ironclads were involved in the Union Navy's blockade of Southern ports to prevent vital supplies from arriving and valuable exports from leaving.

After the Civil War, the United States Navy began to look outside its borders as it built a new Navy to enter the ranks of the international powers. "Looking Outward: 1865-1914", explores the new global role that emerged from the U.S. defeat of Spain in the 1898 Spanish-American War and America's subsequent acquisition of territorial possessions around the globe. The Navy, strengthened by victories in Manila Bay and Santiago in 1898, was now at the forefront of America's attention.

"Looking Outward" also examines President Theodore Roosevelt's profound influence on the Navy as the major proponent of Mahan's philosophy of sea power. Roosevelt's Great White Fleet, sixteen battleships painted white so they could be seen from far away, circumnavigated the globe between 1907 and 1909, asserting American naval strength. The Great White Fleet comes alive in the gallery as visitors stand beneath the red, white, blue, and gold bow ornament from the *USS Pamlico*.

From the time of Theodore Roosevelt, visitors are drawn into the gallery's fourth section "Under, On, and Above: 1914-1945", and into an era of world conflicts that brought to warfare the dubious technologies of the twentieth century. Although the United States tried to stay out of the European conflict of the early twentieth century, German submarines and a system of mines threatened shipping lifelines by upsetting trade routes and destroying civilian vessels. "Defending the Seas" features a watch stopped shortly after its owner was killed when the ocean liner *Lusitania* was torpedoed by a German U-boat in 1915. This act of aggression killed 128 Americans and brought the United States closer to war.

By 1917, the United States gave up its neutrality and U. S. Navy escorts were sent to protect ocean traffic and to deliver troops and supplies. The gallery contains models of the boats comprising these convoys, including the dazzle painted steamers that disguised their distance from enemy ships with multicolored

exteriors. Also on display is an ominous 1918 Mark III contact mine used to stop German U-boats from entering American and British waters.

The lessons learned from World War I were severely tested in the two ocean conflict of World War II. Airplanes emerged as an even more powerful weapon in the Navy's arsenal once they could land in the ocean on aircraft carriers. Soon, roving U.S. Navy carrier battle groups reigned in the Pacific, with Navy carriers and airplanes helping to bring the war to its end.

In "Defending the Seas" the deck of an aircraft carrier has been re-created so visitors can experience the sensation of landing on the thin deck of a moving vessel. A "ready room" where pilots were briefed on their missions before taking off from an aircraft carrier is also re-created. Film footage shows the Navy in operation during World Wars I and II and also explains the history of naval aviation. A re-created submarine interior takes visitors below the sea and into the unique and confined life of a submariner.

The fifth and final section of "Defending the Seas" looks to the future. World War II ensured the United States' role as dominant economic and military power for the remainder of the twentieth century as a new global order emerged. In "The Global Navy: 1945 to the Future", visitors can revisit the Cold War and the conflicts in Korea, Vietnam, and the Persian Gulf.

Today, America's economic horizons are constantly expanding around the world, providing the Navy with new challenges to protect maritime commerce. "The Global Navy" features a large floor map of the world depicting American interests and operations and a video illustrating the complex and far-reaching missions of today's Navy. Technology has greatly changed the stakes of war through the use of missiles, nuclear weapons, and sophisticated submarines capable of destroying targets with the click of a computer button. Visitors will recognize the changes that have occurred since the days of Jefferson, when wooden battleships required close proximity of warring parties.

The Mariners' Museum, 100 Museum Dr., Newport News, VA 23606

**TUGBOATS &
TOWBOATS**
A 2000 Calendar
13 - 8x10 QUALITY
COLOR PHOTOGRAPHS
\$10.95
(includes postage and handling)

Washington residents add 88¢ sales tax
Canadian orders add 50¢ - U.S. funds
Foreign orders add \$2.00 - U.S. funds

Mailed First Class



HARBOR IMAGES

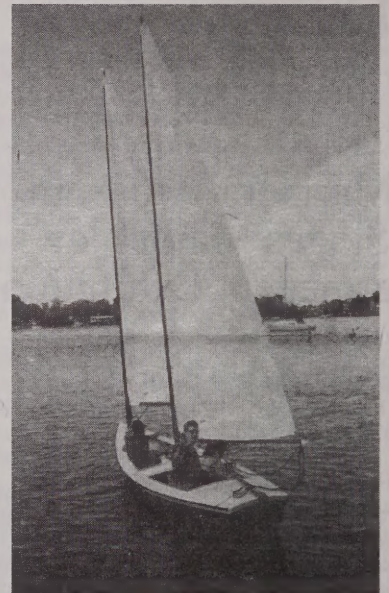
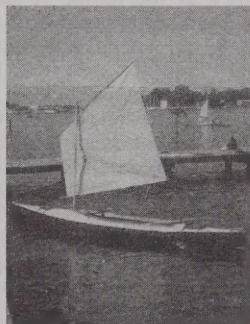
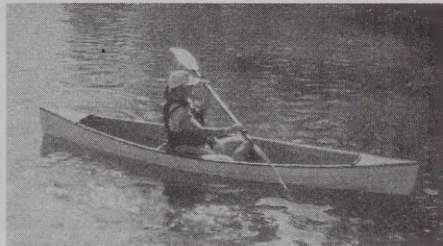
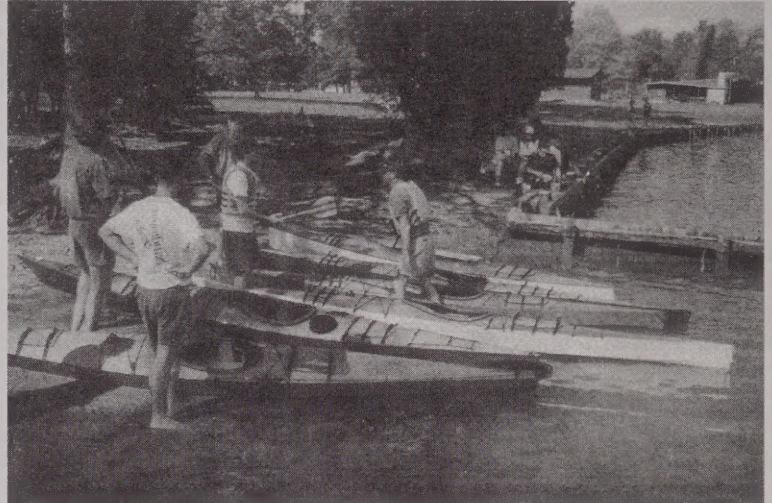
P.O. Box 1176, Richmond, WA 99352

OkoumeStock Report

From Chesapeake Light Craft

The first annual gathering of CLC builders and aficionados attracted some 250 to the West River Center and CLC's shop near Annapolis, Maryland. Perfect weather and many wonderful customer-built boats as well as demos and talks by CLC's staff, MAS epoxy reps, plywood manufacturers, and the Chesapeake Paddlers Association, ensured that there was plenty to do. We're already planning next years event.

OkoumeShots



By-The-Sea

The Internet Boating Journal

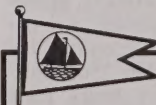
Boat Builders
Plans & Kits
Oars & Paddles

Boats for Sale
Gear Exchange
Boat Brokers

Surveying Help
Boat Reviews
Nautical Books

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

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



**COLUMBIA
TRADING CO.**

**BUY - SELL
FREE BOOK
CATALOG**

- Nautical Books
- Ship Models
- Marine Art & Antiques

On Line Catalog:
www.columbiatrading.com

1 Barnstable Rd., Hyannis, MA 02601
(508) 778-2929 Fax (508) 778-2922
nautical@capecod.net

It was a late October morning when I backed the trailer under the electric hoist at the Mohican Sailing Club dock and prepared to swing my boat into the water. The breeze was from the northwest again. That seemed to have been the prevailing wind all summer. There was a rolling chop heaving the floating docks at the south end of the three-mile long Charles Mill Lake; the Canada geese whose droppings had created pedestrian hazards since March had disappeared.

A lone blue heron, standing patiently in the shadows across the bay, watched stoically. I knew it would stand its ground unless my boat veered into its invisible action zone. Then its wild gyrations as it attempted a clumsy and aerodynamically impossible restricted-runway takeoff would put my sail in danger from its threshing seven-foot wingspread.

Some one hundred gulls, who had the painting contract for the seldom-used west dock all summer, stood in orderly rows, critiquing my trailer guidance. None of them would leave until the sergeant in charge dropped off the end of the platform and made a lazy half-circle. This would not happen until my boat, beating against wind of about 12 miles per hour (inland lake sailors do not have knots in Ohio), was almost past the dock. Gulls like to shake feathers and stuff down on you when they take off.

This will be my last sail. I've advertised my 15' double-ended Atlantic peapod for sale on the clubhouse bulletin board. It is the only craft of its type on the roster. Fifty other members sail plastic Interlakes, Lasers, Mirrors and similar boats in weekend races. There is one sailboard that I know of, and maybe two other wooden boats. We all sail this lake because it has a 10-horsepower limitation, making becalmed sailors reasonably safe from being cut in two by a water ski craft on high plane.

Created by one of the nine dams built in the 1930s to control flooding along the Ohio River a hundred miles to the south, Charles Mill Lake also has dozens of wooded islands, bays, inlets and beaches. Public fishing and camping is available along about a third of its shoreline; sometimes palatial homes and summer cottages sit on leased land above a high water line arbitrarily established by the Army Corps of Engineers.

And today it has my boat which I built one cold February when I was already over 70 years old. I bought the plans from Dynamite Payson after reading a two-part construction article in *WoodenBoat* magazine for a craft he called Sweet Pea. One look at the lines of the hull Phil Bolger had designed, and I was hooked.

Building, or even owning, a sailboat had been a lifelong dream. Why not start sooner? I'd been busy, and there was no Sweet Pea. Besides, weekly newspaper editors sometimes are not gifted wood workers. If you have never before butt joined two sheets of plywood with epoxy; never lofted a line with a springy and occasionally uncontrollable batten; and never worked with what seemed like two acres of fiberglass in an unheated Ohio garage in February, wooden boat construction can be something of a challenge. I snapped five bandsaw blades just cutting those diabolical stacked plywood stems. The wooden ductwork for that through-the-hull rudder provided several days of entertainment too.

But it was all worthwhile even before I



Mohican Lady floating off the ramp at Charles Mills Lake.

The Last Boat Trip

By Lee Cavin

finally taped the waterline stripe on the pea-green hull. I disobeyed Payson's specific warning not to permanently attach the full-length rudder to the hull (what does he know, he looked like an old codger to me?) because I intended to row this wonderful rowing boat as little as possible.

I lofted the sail dimensions from a sketch in the magazine article and had it made at a local firm known as Tender Loving Canvas. Its gifted sew persons usually keep busy making fabric carry-alls and shopping bags that are sold in home gift parties.

Aside from exiling the family sedan to the far end of the driveway, and using all the clamps, vice grips and rubber bands I could find to make a laminated 16' mast from a fairly clear pine 2x6, ripped and reassembled with the grain opposed, the hard parts were done. If I had it to do over, I would buy or borrow two or three more C clamps rather than use the 6' pipe clamps I dragged into service in late-night desperation.

Eyeing my heart pills thoughtfully, I next installed a marine battery in the boat, locked to a center floor support that Bolger considerably provided in his design. One of his sliding seats covers this. Next I bought a 12-pound electric motor with a 24-pound thrust. It clamps anywhere I want it. I like it on the right side near the stern. There it is out of the way of the sail lines, and handy for a left-harder like me to get back to dock when it's dinner time and the wind has changed.

And for five years summers have been wonderful. I keep the boat in its half of our two-car garage where I can pet it. And from March to late October I've whipped it on its trailer the 14 miles to the lake from our Loudonville, Ohio, home over back roads and secret short cuts every chance I get.

It was late in a glorious fourth year that my knees warned me that I would not be hand-winchin' 200 pounds of boat (Payson claimed it would weigh 125 pounds, but his

stitch-and-glue joints were probably more accurate than mine) onto a trailer too much longer. Enthusiastic fellow sailors showed me how, by drilling just two more holes through the rub rail at the center of gravity, and threading a harness of quarter-inch nylon line through them, I could lift the boat on and off the trailer and in and out of the water just by pressing buttons on the electric hoist used by owners of larger craft. It worked better if I remembered to disconnect the bow eye from the trailer winch.

This had gained me another summer of creeping silently up to the herons and the flotillas of floating ducks; exploring a multitude of secret wood-encrusted bays (they flooded three adjoining small lakes when they built that dam 60 years ago); and exploring unnamed, uninhabited forested spots that I have christened Poison Ivy Island, Beer Can Island, Toilet Paper Island and other unkind things, based on the artifacts from previous visitors that a fearless explorer not afraid to get his mast caught in overhanging trees might find on landing for lunch.

It was a golden day at the tail end of October when my wife joined me for that last sail. The middle of the lake was clear and sunny, but mist shrouded all the shore lines. We counted over one hundred green herons nesting in the branches on one island. The Canada geese were gone. An occasional monster carp still leaped out of the water near the bow, but we searched in vain through the tall tree where I had once spotted an eagle. The most ominous signs we saw were numerous newly erected floating duck blinds anchored to lines 50' or so from the shores. Sailors and the duck season do not harmonize on small lakes.

There was one last thrill. We sailed directly into a mass of ducks with assorted markings that Gene tried to match with the field guide descriptions. These were so tame we drifted through to the middle of the flock with no one taking off. A cautious tap with an oar proved that they were all plastic and within shotgun range of another duck blind.

Someone who did not get to build it will buy my boat. I hope he or she will keep it inside so the tractor paint I used to finish it stays like new. And please do not let it be someone from my neighborhood who will drive it by our house on those sunny, breezy days.

On the other hand, Lake Erie is just an hour or so away, and I saw some plans for an 18-1/2' canoe yawl in a *WoodenBoat* plans catalogue. If I moved everything out of the garage and set the forms on a diagonal, and could find somebody to watch the other end of the boat when we were docking...

KLEPPER

FOLDING KAYAKS GALORE

"For The Few Who Expect More"

We Specialize in Folding Kayaks Exclusively

KLEPPER • FEATHERCRAFT

FOLBOT • NAUTIRAID • POUCH

All in stock • We ship • Why wait?

Best Selection • Best Price

Save when you buy from Klepper West

Tel (530) 626-8647

Klepper West
Western Folding Kayak Center
6155 Mt. Auburn Rd.
Somerset, CA 95684-0130

◆ We buy used Klepper folding kayaks ◆

We were children of the flats. Around here, there are miles and miles of them. The shallow water covers sandy plains of grass that, except for a few places, like around Panama City and Tampa, are continuous from Yucatan to the Keys. I read somewhere, that the average decline of the bottom of the near-shore Gulf Of Mexico is about a foot to the mile.

The discovery of the wonderful diversity of the flats occupied us to the limit of our capacity. We tried our best to find out what lived in every hole (a never ending quest, it turns out). When we found something interesting, we took it home for our folks to marvel at, and marvel they did.

We dug enormous Gulf quahogs as big as softballs! The hard and soft clams of the north Gulf of Mexico get much bigger than they do in the Atlantic, even down south on the east coast of the peninsula. There has been some research on the quahogs which has established that they are the same species and can be mix-bred. I knew a man who made that his life's work. Though Gulf hard clams get bigger sooner, they don't stay shut as well as Atlantic clams so they gape and drool while they are out of the water and aren't as good unless they are eaten before they do that. This man was trying to breed the drooling out of them. I guess he finally did but the whole project didn't pay off for him. Who wants to eat a quahog as big as a grapefruit besides my Momma, a ghastly sight for the eyes of newcomers at our house.

We labored excitedly to dig huge, little known, Gulf softshell clams and angel wing clams as big as Coca Cola bottles which lived in holes so deep that the excavations we left in the flats became landmarks. We dug stinking nemertean worms and all kinds of polychaetes. We discovered the remarkable commensal association of the terrible toadfish and the pistol shrimp.

The peculiar association of toadfish and pistol shrimp on the flats is something that has interested me all my life. They live together in a good sized tunnel cut through the roots of the grass (*diplanthera* usually). When the tide is out, it is possible to root around and dig them out. The toadfish acts like he doesn't care, he knows what he'll do for you if you mess with him, but the little shrimp hides so adroitly in the muddy water that he is hard to find. With that toadfish looking at you like that, it is hard to feel around adequately.

My slapdash experiments have shown that, though toadfish are not afraid of anything, they do not eat pistol shrimp (which is a good shrimp, raw, kinda small for cooking). A regular pinead shrimp is a goner as soon as the toadfish sees him, even if he has to spit out some half-swallowed other morsel to make room. You can starve a toadfish down to where he is visibly hollow bellied and he won't make a pass at even a de-clawed pistol shrimp.

I don't think I have it completely figured out, but I believe that, unlikely as it might seem, the pistol shrimp is the boss of the hole. It might be that the toadfish looks at a disarmed shrimp with caution, can't tell, might have that pistol in his pocket. The relationship might be of mutual benefit. The hole undoubtedly allows toadfish to live higher on the flats where they would dry out at low tide if they didn't have the water in the shrimp hole and the terrible toadfish might provide some protection for the shrimp.

The Reynolds Crew As Gourmets (Biologists, Ecologists, Archaeologists & Paleontologists Too)

By Robb White

I am not so sure that the shrimp can't take care of himself though. They have one big claw, which, though they can't pinch with it, can make a much louder noise than you would expect from such a small animal, kind of hurts your ears underwater. They can make a new boy jump clear when he irritates the shrimp by swimming too close to the hole. It takes some getting used to before you can go to sleep in the bottom of an aluminum boat anchored out on the flats too.

There is no question that it is the shrimp who makes the hole. They can do it without the help of any toadfish and, indeed, there are plenty of fishless shrimp holes on the flats (and shrimp-hole-less toadfish further out) which leads me to believe that the relationship between the two denizens is completely one sided. The shrimp is just the host of the terrible toadfish.

I'll tell you this for your own good. A big toadfish is a dangerous thing. Not only will they fin you with poisonous spines, they will bite the fool out of you. They are sort of diabolical with it. You don't have to stick your finger or toe in their mouths for them, they'll reach over there and grab you. It is hard to get loose too. We soon learned not to let toadfish have free run of the bilgewater of the Reynolds like the crabs. A crab sort of makes his intentions known and is hard to ignore but a toadfish will lurk around and get you when you ain't paying attention.

We chased stingarees and hemmed flounders up in shallow pools. We marvelled at the ferocity of the soft crab's husband and took her away from him anyway. We squatted in the short sea grass and fed the big burrowing anenomes to see what they liked. Burrowing anenomes live attached to the bottom of a hole which they excavate in the sandy bottom of the flats. When the tide is out, they retract and deflate their tentacles so that they are flush with the surface and don't look like much of anything. When they are covered by water, they extend the tentacles and look like a sea anenome.

Though they are tolerant of inspection, if you bother them too much, they will retract way down into their holes. They are eager feeders on most any kind of fresh meat, alive or dead and can hold onto and ingest surprisingly large fish, crabs and worms.

We swam under the floating grass and found sea horses by listening to the snap they made when they ate some tiny creature. Sea horses mostly eat tiny crustaceans that crawl around on the stems of sea grass. Sea horses are slow and deliberate acting little things and it is hard to imagine how they could possibly catch anything. They have a neat trick though. When they see an amphipod or tiny shrimp, they lean slowly over in that direction and slowly stick their nose as close to the prey as they can without scaring him off. When they are close enough, they tense up their cheeks

and with a little pop noise, open their tiny mouths and the crustacean vanishes from the grass, sucked in so fast it is hard to see exactly how it works.

We made pools where we kept them with the sargasso fish, tiny puff fish and other peculiar things that we caught. The Yucatan Current, a major component of the Gulf Stream, makes a loop far to the north in the Gulf of Mexico. All sorts of strange plants and creatures wash up on the beach around here including sargasso weed with it's unusual inhabitants. Looking carefully while swimming along in a patch of floating weeds is a fascinating thing for young children who are interested in strange creatures. There are few stranger than the sargasso fish.

There are two kinds of puff fish around here, the spiny kind and the smooth kind. Both of them are easy to catch and good to eat if they are big enough. You just skin them, cut off the head and eat the backbone part. The soft bones are child safe. Don't eat the liver and never put one of the spiny kind in your bathing suit pocket.

We were delighted when we discovered a tiny octopus who holds two sunray Venus clam shells together with his strong, little, short arms. This is a smart little octopus that lives on the flats. They are just about the size of a scallop's abductor muscle and have very short arms. At night, they forage around in the grass, and catch little crabs and such, but during the day they close themselves up in a pair of often mismatched clam shells. They hold on to one side with four arms and grab the other shell with the other four and hold it closed just like a new abductor muscle.

They have a pretty good grip too but if you do pry the two shells apart, they'll give a little squirt of ink and disappear so completely that six sharp eyed children can't find them. Sometimes they'll hide in a gastropod shell and hold something like a sand dollar or a broken piece of shell over the hole sort of like an operculum. If you pull that loose, sometimes they'll squirt and hide and sometimes they'll retreat way back inside the shell. If you root around down in there with your finger they'll bite a cute little piece of meat out of you.

Each time we found one, we tried over and over again to see if we could see where he went after we had forced apart the two valves of his little home and he (or she?), with a single squirt of ink, disappeared into the grass. There were four year old children in our crew who knew more of the animals of the flats than most of the graduate students at the FSU marine lab did when I was there in the late sixties.

Sometimes, but not often, we would see another boat. Usually, it was a beach seiner, which was a fascinating thing to us children. This species of commercial fishing has been extinct in the Gulf since about 1953 or so. The fishermen cruised up and down the coast in shallow draft inboard motor boats about thirty five or forty feet long. Even as late as this, some of those boats were old converted sailboats called luggers. The net was carried in two big rowing skiffs that were towed along behind.

When a school of mullet was sighted, the big boat was anchored well offshore and the skiffs were rowed ashore, one up the beach of the fish, the other down. They ran out the big, heavy, tarred cotton seine over the stern. When the strike was complete, all the men (at least six, sometimes eight) grabbed the net and,

drawing the two ends together, completely encircled the fish. Then, pulling as hard as they could, leaning way back, bare heels digging deep, they drew the net to the beach by both ends. As they pulled they backed down the beach leaving the part of the net already pulled in strung out in the shallow water behind them.

Eventually, they would have a good sized bag full of frantic fish which they would haul as close in as possible. Then they would empty as many of the fish out with a dip net and their hands as they could, throwing the catch into a big box in the middle of each skiff. Crabs and other trash were either thrown out or left alone until later. As they lightened the net, they pulled more of it in. Sometimes they would catch so many fish (mostly mullet, but a few speckled trout, redfish, flounder and sometimes Spanish mackerel) that the boxes would fill up, then they just threw the fish in the bottom of the boats.

Though the men were skilled at what they were doing, sometimes they would get finned by a catfish or a stingaree. They were tough, I tell you. They just flung the fish off and kept on as if it hadn't happened. I have been finned by those things myself, and it is a hard injury to ignore. Sometimes there would be a shark in the net. If so, one of the men would wade out into the boiling mass of cooped up fish with the gaff. We children would stand and marvel at the fury as the man gaffed the shark, picked the head of the violently thrashing fish up as high as possible, and dragged him out of the net.

We were shy of these wonderful people but it was hard to keep the little ones aloof from such as that. One time, before we knew what had happened, the littlest one had clapped onto the net and was helping haul. The men tried their best not to step on him and we tried our best to dislodge him from the meshes without getting in the way, but he hung on until the end. As they left, I, as the oldest, I waded out to apologize, but I was too late. As powerful strokes of the oars took the loaded net skiff out through the low surf, I heard the only words from those men. One said, "You know, that little naked booger pulled pretty good to be so gaff-toothed."

The next time we saw that same boat, the men silently made room and motioned us up. We all clapped on. It was easy to tell the difference in the progress of the project too. After that, there was a noticeable difference in the level of noise around our boat. We admired the silence of those men. To this day, I do not allow hollering on board of my boats. My wife and I can, wordlessly, beat our thirty foot sailboat out of a very narrow river right into a dead wrong wind. Of course, I raised her from a child.

After the silent men had loaded up and gone, the beach would be littered with the rejects from the net. We, after a glance to make sure that we were finally alone, fell on these creatures, things too fast for us to catch on the flats. We examined the marvelous cutlass fishes with their terrible teeth. We found out the hard way about the shocking stargazer and the electric ray. We felt the sharp ventral ridge of the pogies (menhaden). We examined the Maurice Sendak faces of lizard fish (we called them "sharp nosed boogers", a better name) and the delightful cowfish with only his fins and lips outside the fused scales which formed his triangular cross-sectioned shell.

We took the first one of those that we

found home and my Momma called him a "trunkfish" and taught us to cook him by rolling them around, entire in the fire, West Indian fashion. As an example of simple cooking paying off, it is hard to beat a trunkfish rolled in a pine straw fire until the steam comes out around his tail.

Not only were we biologists, ecologists and gourmets but archaeologists and paleontologists too. It didn't take us long to find the tailings from where the shell middens of the other wild people of this place were being cut out by the waves as the sea continued its rise across the flats from the far off shore of the Pleistocene. We found the broken pieces of pottery that had been discarded so long ago with the shells of the same oysters, clams and conchs that had become so familiar to us.

We marveled at how many those people must have eaten to make such a pile of shells. We especially loved the thin pieces of pottery that had been decorated by some little wild girl of long ago by digging in the soft clay with her little fingernail, repeatedly, in an intricate pattern. We could see in the long ago print just exactly how the clay and her fingernail had been, how soft the clay and how long, how big, how thick her fingernail. We would look among us for someone who had a perfect match and vow to make us a such a pot.

In the bottoms of the dark creeks, we found the black bones of long gone animals, the huge molars of mastodons and mammoths, the knuckles of manatees, the patterned shell bones of giant turtles, the jigsaw puzzle pieces of the shells of armadillos. Half the things we brought home in the bottom of the old Reynolds were unidentifiable by the folks at

the house, and even now, one of us will come across a picture in a book (two books by Robin Brown come to mind, *Florida's First People* and *Florida's Fossils*.) somewhere and call a conference.

We'll straggle in to have a look and exclaim, "Oh, that's what that was". We found a dugout canoe, partially embedded in the silt of the bottom of a pool in one of the little creeks where we went to try to hem in mullet. We tried to dig it out and raise it, but it was too big and slippery for us. Years later, one of us tried to interest an anthropologist at FSU in that canoe, but he never got around to making the trip way back in there. I did though, not long ago and though the water was too high and dark to get a look, I could feel it with my feet. I think I'll let it lie there.



KAYAKS
Wilderness Systems - Old Town
CANOE
Allagash - Old Town
Mansfield - Alumacraft
Hundreds on Display
FERNALD'S
On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

Classic modern production boats, angler & cruiser offered in 16' and 22' models. All rugged, lightweight and easily trailered.

NORTHWEST OUTLET, INC.
1814 BELKNAP, SUPERIOR, WI 54880

FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW

12' Cape Cod Catboat

LOA - 12'4"
Beam - 6'2"
SA - 100sf
Displ. 440lbs

Construction

Fiberglass Hull & Deck
Varnished Oak Trim
Bronze Hardware
Wooden Spars

NEW!
Compass

CLASSIC CAT

14' Classic Half-Decked Catboat

Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

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

BAYBIRD

18' Gaff Sloop

LOA 18' 0"
Beam - 5'6"
SA - 145sf
LWL - 16'
Draft 0'8"

Baal's Little Whale

Baal's Little Whale was the name adorning the transom of a 50' white wooden ketch that arrived at Carlson's Fishery Dock one summer in the early 60s. We were told that the owner's, name was, indeed, Mr. Baal. It was crewed by a group of, let's say, bohemians, or perhaps free spirits. Anyway, men and women both, they lived on the boat and nearly every decent weather day they went to sea.

What they did there was dive on the wrecks lying offshore. Their equipment looked like it was leased from the prop department of an old Gilbert Roland movie. Yes, the old "hard-hat" system, including an ancient, hand-cranked air pump on deck.

Their treasures that I saw were rust colored, carbuncle things. Whether their efforts benefited their bank accounts, maritime history, or both, I don't know.

Mickey Nally and the 9.9 Mercury

Al and Norma Hoffman lived across Channel Drive from UJ's place. Al worked nine to five at a local Oldsmobile dealer as a mechanic. He and Norma were also the area's authorized Mercury outboard dealer, Norma handling the weekday customers and Al seeing to sales, deliveries, and repairs on evenings and weekends. I used to enjoy watching as he'd hoist an outboard into the test tank and analyze the cause of its problem. He was also building a go-kart in the shop.

Two of their customers were Mickey Nally and his dad. They bought a 10 hp outboard. It was officially labeled 9.9 hp to comply with rules that banned motors of 10 or more horsepower on some lakes. Even then, RULES were proliferating. They explained to Norma that their plan was to use the motor on boats they'd rent on weekends when Mickey's dad came down from his construction job in New York City. Mickey and his Mom would be at the shore for the summer.

It didn't take Norma long to realize that she knew a kid who had a whole fleet of rowboats, namely me. I'd been "captaining" rowboats for some time now and the three horse motors were beginning to seem pretty sedate. The idea of commanding ten horses appealed to my youthful need for speed.

Mickey and I were the same age and got along well despite the occasional "it's my boat, 'yeah, but it's MY motor" discussions. The rowboat came alive with the 10 pushing. It was fast enough to plane and splash some spray over the bow. The new speed and performance also increased my cruising range, however, most or all of our weekly (weakly) allowance went to the pre-mixed gas pump. Mickey put a decal on each side of the motor with a skull with flames trailing from it.

The corner of Nagle and Sickles Streets was Mickey's winter address. That Irish and Jewish neighborhood in the Inwood section of northern Manhattan has since become predominantly Dominican. Mickey became a New York City policeman and has probably retired by now.

The Clam Boats

While the pound fisheries were declining, a new kind of commercial fishing boat appeared at Point Pleasant's docks. We called them the "clam boats" for lack of a more descriptive term. They fished for the big, so-called surf clams, which are about as big across as your hand.



Adventures of a New Jersey Boat Nut Part 5 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 Masefield

The Rig

To gather their catch, they used a neat trick. They dragged steel dredges or cages along the bottom of the ocean. These cages were about 5' wide, 3' tall, and as long as an outboard runabout. They rode on flat steel skids. At the open mouth of the cage was a v-shaped knife that extended a foot or more below the skids and worked the sea bed like the blade of a wood plane. As clams were scooped up, they entered the forward section of the cage and tumbled back to the aft end which was a bag formed of round steel links. A hinge at the middle allowed them to flex as they rode up and down the hills of the bottom.

A winch on the boat's deck paid out and hauled in steel cable, but this cable was used only to raise or lower the cage from the deck to the bottom. It ran through pulleys on a boom on the main mast. Towing strains were carried by a thick 2" rope, which apparently absorbed some of the shocks between the boat and the dredge. The boat end of this rope was secured to a stout mast on the afterdeck. This mast was unique to the clam boats. It was wood, 12" square, and about a third the height of the main mast. Almost at its top was a pulley or block for the topline and on the forward side, a huge wooden cleat appropriate to the size of the rope.

If this rig seems like a very effective way to secure even the most powerful boat to the bottom, you are right, it is. Except for the

clammers' neat trick. In the after hold of the boat was a large diesel engine (usually a GM 6-71) that ran an equally large water pump supplied with seawater from beneath the boat. A rubber hose, 6" in diameter, ran from the boat to the dredge. Above the dredge knife was a 6" pipe bristling with 1" nozzles. The high pressure deluge from this arrangement would simply dissolve the sand and mud of the bottom, liberating the clams from their snug homes and allowing the tow to proceed at a pretty fair clip.

The Boats

I don't remember a single steel clam boat. They were all built of wood and, except for one pair, no two were alike. The Snow fleet was the largest group. The *Christopher Snow* was their largest boat. It was in the style of traditional shrimp boats, very high bow, round front wheelhouse, and a broad square transom. The *Fred H. Snow* and *Susan Snow* were smaller, but similar. The *Arlene Snow* was like a New England trawler with a lovely rounded stem. The matching pair was the *Linda* and *Beverly Snow*. They were said to be former U.S. Army tugboats, although they didn't look like tugs. They each had a center wheelhouse with a rectangular stack, a nearly straight sheer and a square transom.

All the Snow boats wore red bottoms, dark green topsides, and black bulwarks topped by white rails. Outside the Snow group was a really graceful hull belonging to the *Kathleen Riggins*. She had a low, sleek sheer, a beautifully curved stem, and a wineglass transom. I think she may have once been a schooner. The *Casco* was perhaps the oldest clammer, built probably in the early 1900s. Its dead straight plumb stem and fantail stem gave it an aura of pure determination. The *Adele* was a former Coast Guard cutter, long and narrow. Her forward wheelhouse was metal, rounded, and looked almost aircraft-like. She was unique in that her hollow steel after mast was used as the exhaust stack for the pump engine. The exhaust would resonate in that stack like a pipe organ.

They would leave the docks in the wee hours of the morning with colored running lights aglow. Elaborate and powerful deck lights weren't in use at that time. They'd return in the afternoon, decks laden with heaps of burlap sacks bulging with clams. Empty trailer trucks waited for them, and steel hooks were stabbed through the burlap to hoist the catch up and into the trailers. The crews that dragged the sacks forward in the trailer and stacked them were all black men, the jolliest bunch you ever saw, always singing and joking and joshing. When the trailers were filled almost to the ceiling, a machine would grind a huge block of ice into fine chips and blow the ice into the trailer to cover the contents for the trip to the canneries in Cape May.

"Parking at the dock..."

There were more boats than space for them at Carlson's docks. When a boat finished unloading and washing down, it would move away from the crane and tie up alongside the dock. The next boat would tie up alongside the first, and so on. Old truck tires were used as fenders between boats. The last boat to tie up might be number six or seven on one of three stacks of boats. They had to leave enough room for other boats to pass between them and the opposite shore of Gull Island.

Interesting stuff happened when a boat needed to reverse direction or leave from inside a stack of boats. Sometimes a skipper would nudge the bow of his boat against the dock, throw the rudder over, and apply forward power to swing the stem around, then back away, stop, and sail off. I saw spring lines used from both ends and sides and in both directions. A line from the bow to a piling would be used to draw the boat sideward, tight to the dock using forward power and appropriate rudder, or sometimes backing. Opposite rudder and forward power could be used to swing the stem away from the dock. A spring from one side of the stem could swing the whole boat in an arc. These skippers knew which side their props would throw the stem in reverse and used it to full advantage.

My fascination with the prop wash of the ferryboats continued here, and I would watch a stopped boat to see which direction the water would billow in when the prop started. High tide and clear water allowed me to see a boat's rudder and bronze propeller.

The Todds

When UJ bought his place in 1956, the lot next door was vacant, just sand and weeds leading to a beach. It was soon bought by Clifford and June Todd. They ran surplus railroad rails and ties from under the water, up the beach, and into the yard, by hand. They built a car of oak and placed a winch at the head of the rails. The winch was powered by a Ford Model-A engine. Mr. Todd would start the winch engine by hand-cranking it; to shut it off he simply grounded a bare wire from the magneto.

The Todd Shipyard was always filled with boats and was a very busy place. The boat owners would do most of their own work like bottom scraping and painting and sanding and painting in general. This was years before double insulated tools and ground fault circuit interrupters had been thought of, I think that, over these years, two men died using power tools with their feet in the water. For more complicated repairs, they relied on Mr. Todd. He was a skilled boat carpenter and he was always had a project in the works. I must have seen him perform, at least once, every kind of wooden boat repair. He would change props, shafts, and engine beds, he would repair leaks and re-fasten and re-caulk entire hulls using cotton and compound.

He would make and install new planks and ribs and occasionally a stem. To steam wood for bending it into ribs or planks, he used a length of steel pipe propped up at an angle over a fire of wood scraps. Hot ribs were bent over and clamped to wood forms until they "took" their shape. Boats that were in for storage or extensive repairs were moved sideways off the car by the use of surplus rollers, the kind you see used to roll merchandise off a truck across a sidewalk into a store. We were often amazed to see Mr. Todd, with his quiet smile, go to work and soon after we'd find that a mountain of boat had been gently but surely moved.

My sister Elena and I were able to make ourselves useful when boats were hauled out. This was done only at high tide. The car was positioned under water on the rails. Lines were thrown from both sides of the boat, fore and aft. Mrs. Todd, her son Cliff, Elena, and I each held a line. Guided by Mrs. Todd, we maneuvered the boat to put the forefoot of the keel

on the center of the car's front crosspiece. Mr. Todd would walk down from his station at the winch to satisfy himself that all was well and, with his OK, the bow chocks were slid into position gently. The car and boat would then be pulled slowly up the slope, stopping frequently to be sure exactly when the keel touched the next crosspiece.

The next pair of chocks could be slid into place only when there was firm contact at the keel. It was a juggling and balancing process and Mr. Todd made many trips to and from the winch. We'd pull the appropriate lines to keep the boat centered on the car. As soon as the boat was secured clear of the water and the winch was shut down, the crew would go to work on the boat's bottom using garden hoses, scrub brushes and a rinse hose to remove the flora and fauna, which had attached themselves. A unique aroma, sweet and salty, rose from this activity.

In addition to running the yard, Mr. Todd took charter parties fishing on the *Cynthia II*. Yes, he built her himself. She was wood, 45' long, and powered by twin 6-cylinder gasoline engines. She carried a flying bridge and had a high bow. Her sheer was a smooth curve from the bow back to a low, bowed transom. She was a pretty boat, but all her beauty was in her lines. She had no varnish, polished brass, or chrome doodads. Even her mooring bits were plain painted wood. She was white with light green trim. I was aboard her once and noticed that the portside engine was surrounded by bags of cement. Cliff explained that the weight was needed to balance the weight of the diesel engine on the starboard side. Mr. Todd was replacing the gas engines with GM 3-53 diesels, one at a time.

In those days Asbury Park put up a fireworks display on the Fourth of July. The Todds always invited Elena and I to join them and their family to view the fireworks from the *Cynthia II*. Those were pleasant evenings. As we cruised north, Captain Todd had to be sure to stay far enough off the beach to avoid the pound nets, which were unlit. One night, the ocean was alive with phosphorescent creatures and the wake of the boat glowed brightly with that beautiful green light, churned into brilliance by the props.

Around 1970 Mr. Todd built an 85' boat to accommodate larger fishing parties called the *Atlantic Clipper*. He launched the bare hull and completed the bulkheads, engines, decks, and cabins while it floated at his yard dock. When it was completed, he sold the *Cynthia II*. After Mr. Todd died, his son Cliff ran the *Atlantic Clipper*, but sold her some years later and used the proceeds to finance a major expansion of the yard, docks, and railway.

The Todds had two children, Clifford and June, who were a couple years older than Elena and I. We would see June at the yard only occasionally, but Cliff was there quite a lot serving his "apprenticeship." Today he owns and operates the now much-expanded yard. He also has bought UJ's property. He now hauls huge steel trawlers and rents dock space to them. When I last passed the yard (April 1998), he had the old, wood *Ideal I* on the ways. She's long retired from party fishing and is now the flagship of the Point Pleasant Fishing Club.

The Skiff

When the rowboat renting business was at its peak, UJ felt the need for something a

little more sporty than a rowboat. He bought a used skiff. Actually, it was more like a runabout, but he called it a skiff and so it became *The Skiff*. It had a mahogany framed windshield and a powerful, 30 hp Evinrude with remote motor controls and a steering wheel that ran pull-pull cables. I spent many afternoons under the dashboard, resetting those cables on their drum. Sixteen feet in length, it was lapstrake cedar on oak ribs and quite round in cross section. The motor was in a well, looking at it from astern it might have been mistaken for an inboard. Like the rowboats it, too, was built by Charles Hankins in Lavalette. It was painted to match the rowboats, pink, er, coral.

One of my first piloting goofs was committed in this boat. UJ had gathered up some of my younger cousins and his current girlfriend, Terry. We set out for an after-dinner cruise with me at the wheel. As we slowly left the dock, I opened the throttle. What I hadn't checked first was rudder (motor) position. The engine roared and we began a tight U-turn toward the dock.

The girls all screamed and instead of pulling the power off, I quickly turned the wheel to straighten it out. I was NOT at the wheel when we returned from that cruise. By rowboat standards it was fast, and wet. On a trip out the inlet with UJ at the helm, I saw green water come over the bow. It had stuck its nose into a wave but rose out the other side. I was manning the bilge pump (a bucket), and you might say that my performance on that trip was inspired. There was a little bronze gadget in the bottom to drain water while underway, but it was too small and worked too slowly to be effective.

The boat's first casualty was the folding canvas top. It was too low and restrictive to moving about. Next to go was the windshield. The pilot couldn't see through it because of either wet or dried salt spray, and it was too tall to comfortably see over it. A scrunch at the dock was its coup de grace. There were two bench seats, but the pine board seat backs weren't attached. They simply slid into a notch on each side so they could be removed easily. I think the boat would have been much stronger if the seat backs had been secured at both ends. This boat pounded on the smallest waves and it flexed. When it flexed, it leaked.

To get better performance and to stop the leaks, we planked over the bottom of the well and fiberglassed the hull. The first time I tried a fast turn with the new configuration, it nearly rolled over. A quick shot of opposite rudder and full power saved the day. We eventually got used to driving the round-bottomed beast. The 6-volt starting battery was always dead. The only means we had to charge it was to drag it out of the boat and trickle charge it in the shack. Many stronger arms than mine were sweaty and tired from pulling that balky motor's starter cord.

A strange thing happened, though. Filled with rain, the boat sunk at the dock, dunking the engine in the briny. We floated the boat and flushed the engine with fresh water. It ran like a clock after that! I don't know why, but I've seen this same thing occur with other outboards too. You won't find this procedure in the owner's manual. Alas, the skiff became so beat up and leaky that we just burned it in UJ's yard. The Evinrude lived on to see further adventures. Stay tuned.

(To Be Continued)



Miss America VII Replica

A Progress Report - Summer, 1999

By Geoffrey Magnuson

On July 2nd the *Miss America VII* replica was launched for the first time. Christening with a couple of bottles of champagne (consumed, not broken over the cutwater), the first test firing of the engines in the water and initial test runs took place at West Alton, New Hampshire on Lake Winnepesaukee.

Though generally successful, early runs revealed serious propeller shaft whip. This situation was immediately addressed with additional shaft support paving the way for the second test run at Hammondsport, New York, July 16th through 18th on Keuka Lake. This series of runs proved more successful with the demise of several welds in the exhaust stacks being the only serious difficulty.

Throughout the Winnepesaukee and Keuka testing more than thirty people were given rides and a half dozen took a turn at the controls. To date the boat seems to be fulfilling the plan admirably. Top speed, even at its substantial 9,200lbs displacement, should be in the 75mph range. Considering the reduced engine size and power as compared to the original, this is pretty much as expected.

It now is planned that *Miss America VII* will participate in a major American Power Boat Association vintage celebration at the Detroit Gold Cup in July of 2000, as well as being in attendance at the Antique Raceboat Regatta 2000 in Clayton, New York in August.

Miss America VII, as she now stands, seems well on her way to becoming one of the preeminent vintage raceboat replicas yet attempted. Her lines are taken from the existing *Miss America VIII* with the deletion of the "bustle" seating arrangement. Through several phone conversations with Gar Wood Jr., and other research, it was determined that the original *Miss America VII* and *Miss America VIII* were virtually identical from this standpoint. This agreeable situation was primary in the decision to reproduce *Miss America VII* in the first place, as lines for any of the others no longer extant would be purely guesswork.

Most mahogany boats share an excellent outward appearance but few 28' hulls are held to the internal fit and finish of our replica. An attempt has been made to properly represent the frequency and size of scantlings together with correct species and general plank arrange-

ment. The intent is to appear appropriate beside the existing *Miss Americas*, albeit far too fine in fit and finish.

Two years ago the mechanical phase of the process kicked into high gear, or perhaps only second gear in retrospect. Lead times for certain components can be crushing: Transmissions one year; V-drives one year; custom cam covers two plus years; exhaust headers six months; Liberty switches six months! Various serious delays occurred, such as three generations of underwater gear (mistakes) and two generations of fuel tanks (damage in transit).

Origins of this project date back at least to a movie short subject titled *Faster and Faster*, viewed by myself as a teenager during the 1950s, which showed two twin engined *Miss Americas* running fast side by side more than two decades earlier than that. That image of boating has been unshakable ever since. Our rear seat Mac Bay speedster conversion of the 1960s, now *Miss Barbara J. E-48*, was the first indulgence of this dream. *Arab VI* in the 1980s, and to a far greater extent, *Arab IV* of the 1990s helped pave the way. Inadequate financing, family obligations, and many other projects curtailed building the "dream" boat until 1994.

The restoration of one of the three known original *Miss Americas* had been considered. *Miss America VIII* was available, but financially beyond reach in the final analysis, considering the standards of workmanship to which we aspire. We sincerely hope that a qualified owner can eventually be found for each of these three historic raceboats and that he or she, turning a blind eye toward fiscal sense, underwrites the thorough running restoration they so richly deserve.

We amateurs at the Blueberry Hill shop were just itching to build an awesome boat anyhow! First and foremost in this quest, was the development of an accurate and historically reliable set of plans. It is believed, and was often true of one-off custom boat building, that scale plans were not used. Lofting directly from half-hull models and using time gained intuition resulted in the necessary lines on the floor. When the next boat project came along, a coat of white paint would erase the lines forever.

Thus, the best avenue to obtain plans was

to measure an original and since *Miss America VII* was virtually identical to *Miss America VIII*, without the transom appendage, this seemed the best way to come up with a *Miss America* that no longer existed. Ken Muscatel generously volunteered the artifact, which he owns, for our purpose.

Boatbuilder and designer Ken Bassett was commissioned during March of 1994, to fill the design void and soon thoroughly researched the Rosenfeld Collection at Mystic Seaport, securing nineteen proof prints of various *Miss Americas*. During June, Ken Bassett, accompanied by builder Rich Woodman, made a field trip to Seattle, and under the helpful guidance of Ken Muscatel, spent several days thoroughly measuring and photographing the original *Miss America VIII*.

In April, Dan Arena was commissioned to design the V-drives and general line layout. At this point, counter rotation, a feature of all but the first *Miss America*, was to be achieved utilizing alternate gear and chain transfer cases based on appropriate internal Arneson surface drive components. With Dan's unfortunate passing in January of 1995, an alternate plan was pursued by Mark Mason at New England Boat and Motor, supplier of the power plants.

Mike Sage of S.G.S. Gear agreed to produce custom marine gearboxes featuring forward, neutral, reverse, overdrive, and counter rotation with continuous 2,000 ft-lb. torque capability.

Harold Mistele graciously provided basic hull and drive line dimensions from *Miss America IX* for design work.

Mark Mason, having begun the development of a lightweight marine conversion of the Rolls Royce Meteor V-12 some five years ago, is supplying the engines. Vince Bober, Jr. and Phil Sawyer are active in this phase of the project.

Since proper Packard Aero engines are virtually unobtainable, and even if they were, would be inappropriate artifacts for the serious running we contemplate, Packard style cam covers are being custom manufactured to give the English engines a more authentic appearance, templates and photos compliments of Al Schinnerer at California Classics.

In excess of 160 pages of research have been accumulated, not counting the several available books which are most helpful as well.

This has been a very complex and demanding project, but this is what we at the Blueberry Hill shop are all about. The hull was rolled right side up in February of 1996. Tim Anast, Mark Girouard, Brian Winn, and Mike Day ably assisted Rich Woodman with hull

construction.

Completion was hoped for in 1997 or 1998. Participation in the Detroit Gold Cup Regatta, the Great Wine Country Classic Boat Race and the Antique Raceboat Regatta '98 were looked forward to. The year 1998 was the 70th anniversary of the original *Miss America VII*, which incidentally, was built from scratch in two weeks.

While we failed to meet those earlier aspirations, we are confident now that we will indeed appear in action in 2000. A heartfelt thanks is extended to all the many people whose efforts helped bring this considerable project to a successful "beginning".

Geoff Magnuson, Blueberry Hill Racing team, P.O. Box 1009, Sanford, MA 04073

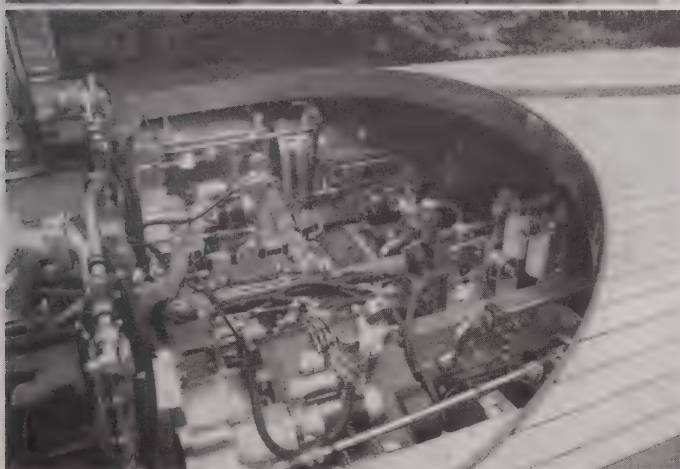
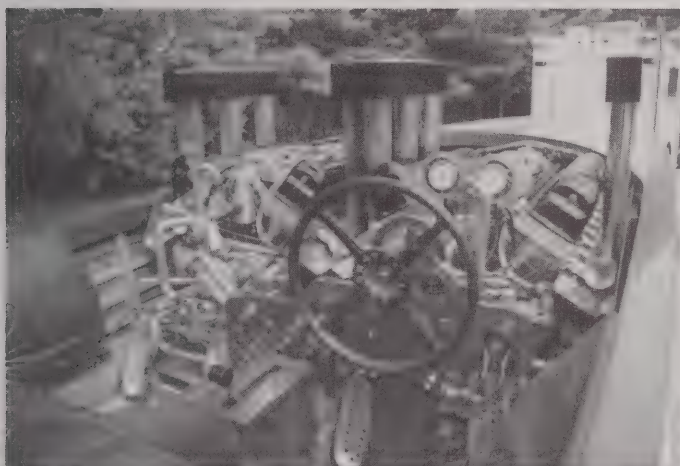


Original

28' LOA
8' beam
9,000-10,000lbs Displacement
Oak Framed
Primarily Mechanically Fastened
Cedar Deck
Double Planked Mahogany Sides
Double Planked Mahogany Bottom
Twin Packard 2,500ci V-12s
1,500-2,000hp Total
Official, Top Speed 92mph

Replica

28' LOA
8' Beam
9,500lbs Displacement
Oak Framed
Adhesive & Mechanically Fastened
Spruce Deck
Double Planked Mahogany Sides
Hi-Tech Marine Ply & Mahogany Bottom
Twin Rolls Royce 1,650ci V-12s
1,224hp Total
Expected Top Speed 75mph



More New Boats

By Jim Michalak

Here are two new designs of mine that have made it through the prototype process. They appear in my \$1 brochure which now contains over 20 designs.



Remember Toto? My 13' double paddle canoe Toto has been around for a few years now. There is a photo included which shows three of them built by John Mulligan on the beach in Long Island. They are easy to make and use and the first design I did with a shape something like the old Swampscott dories. Toto has a multichine cross section with a small flat bottom plank that allows easy seating and for the boat to beach straight up and down. The bow is long and lean and the shape makes for very good going in rough water.

Toto is built with taped seams. All the plank shapes are defined on the drawing, you scale them up directly onto the plywood, cut them out and assemble the boat on two saw horses with no need for a ladder jig. Toto works so well that I used the same basic shape on larger boats.

(Plans for Toto are \$15).

RB42: A few years ago I drew up a 15' rowing version of Toto called Oracle. Oracle has yet to be built, but Herb Mcleod up in Edmonton, Alberta, was casting about for a rowing boat to pull two sets of oars (a rowboat for two or RB42) and I suggested an Oracle stretched to 18'. You can see in the photos the similarity to Toto's shape, although the stern is wider and the boat a bit flatter in overall proportion. It shares Toto's long lean bow and wide open interior. There are no frames or stiffeners in the center 10' of RB42, allowing all sorts of seating and lounging situations.

Seating is done on low boxes which can be moved about. I didn't get the oar locations quite right on the drawing the first time through. The photo was taken on the maiden flight and a 50 pound chunk of lead was in the stern locker to correct the trim. It turned out that the aft oar location in the photo was perfect for solo rowing. Herb added two more rowing locations 12" aft of those shown and that he says is just right for pulling two sets of oars. That's the sort of tinkering you should all expect to do with a new boat. In fact one could argue that the first trip in a rowboat might be done with oars lashed to stout clamps clamped to the wales and adjusted while afloat until the trim is just right. It will help to have someone on shore to tell you when you've got it. The adjustability of the seat boxes makes this trimming easily possible.

RB42 is a taped seam project from six sheets of 1/4" plywood. No jigs or lofting needed. RB42 blueprints are \$20.

Frolic2: Stretch Toto out to 20', widen it to 5', and deepen it with a cuddy cabin and you end up with Frolic2. Larry Martin in Coos Bay, Oregon, built the prototype shown in the photos. Frolic2 is a beach cruiser with cuddy cabin floor space to sleep one or hide two. The cockpit is roomy enough to sleep another and has bench seating. The design also has oar ports and a motor well, although Larry did not build them into his boat because the sailing wind is always perfect in Oregon.

The sail rig is a 113 square foot balanced lug, about my favorite rig. It is handy and



needs no special fittings. It's all wood and ropes with maybe a pulley and a couple of cleats. Larry sewed up his own sail from instructions I provide with the plans. It was his first experience with a balanced lug sail but all went well. From the neatness and overall shipshape appearance of Larry's version of the boat, I felt he was quite an experienced sailor.

Larry took Frolic2 out downwind on its first flight into two foot chop, something I would tell anyone to avoid. He got away with it. Nothing broke and the boat had no trouble working its way back through the chop to the launch site. From the photos you can get an idea of the size and proportions of the boat. She beaches very easily and with the rig so simple that you will take it all down for the night.

Frolic2 is a taped seam project from eleven sheets of 1/4" plywood and two sheets of 1/2" plywood. No jigs or lofting. Plans for Frolic2 are \$35.

Jim Michalak, 118 E. Randal, Lebanon, IL 62254. <www.apci.net/~michalak>



CLC's Sassafras 16 Canoe

From Chesapeake Light Craft

Well here she is: A canoe that's big enough to carry two adults and a moderate load of camping gear, yet is not too big to paddle solo.

Like many traditional canoes, the Sassafras 16 (15'7"x 36") has a symmetrical bow and stern. This allows a solo paddler to sit facing "backward" on the forward seat for better trim. She has a good initial stability and great secondary stability. Her slightly rounded hull offers more speed and responsiveness than many of the plastic or fiberglass boats you may have paddled. Her hull is slightly rockered, not for maneuvering in whitewater, but rather to reduce wetted surface area, making her almost effortless to paddle. She has a smooth or "well dampened" feel that is characteristic of good wooden canoes.

Today we often think of wooden canoes as being strip-built, but lapstrake canoes have an even longer history. Many of the fabled Rushton canoes were lapstrake, and

these models were often the lightest and most beautiful. Unfortunately, the required skills and high costs of this method saw its demise in the early 20th century. Simpler strip building, and later, fiberglass, took over.

But CLC's revolutionary LapStitch™ building method allows this lapstrake canoe to be built by someone with no previous wood-working experience. All the planks and other parts are pre-cut. No strongback, molds, frames, or steam bending are required: Building her is basically a matter of gluing all the pre-cut parts together.

The hull is a full 6mm thick okoume (African mahogany) with fiberglass cloth on the bottom. Watertight flotation compartments are fitted at the bow and stern. The kit features ash-caned seats, sapele decks, mahogany outwales, and an ash thwart. The pre-cut kit costs \$799.

Chesapeake Light Craft, Inc., 1805 George Ave., Annapolis, MD 21401



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

PRECISION

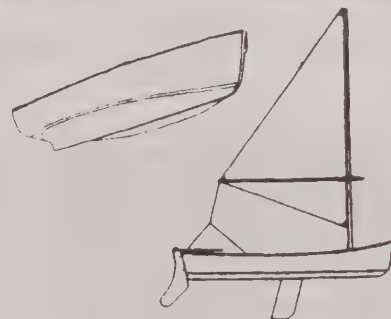
New 15' Ballast Keel
15' C.B.
16'-'' B.K.
18' - 21' 23'



FERNALD'S MARINE

Rt. 1A, Newbury, MA 01951
(978) 465-0312

KITTERY POINT TENDER



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

BAY OF MAINE BOATS

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

Seaworthy Small Ships

Affordable Model Boats for All Ages

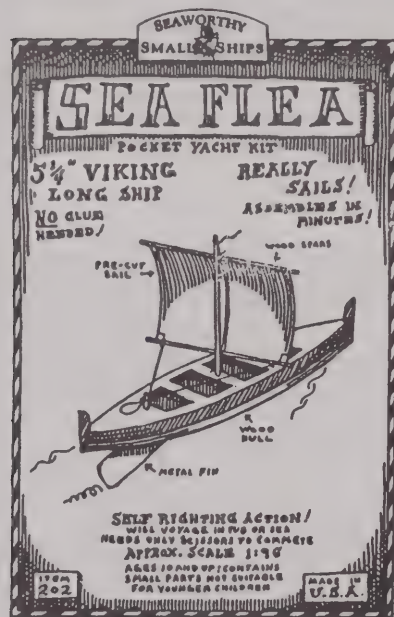
George and Marla Surgent have been offering a distinctive line of affordable small boat model kits for several years now, sail and power (rubber band) in the 12" to 18" size range. In 1999 they have moved significantly "downscale", not only in affordability but also in size, with several new pocket yacht kits measuring 3" to 5" and a special series of pine wood sailer kits intended as educational and group modelling projects that illustrate eight major different forms of sail shapes.

They have extensively field tested their models at the model boat building workshops for kids that they have organized at the Mid-Atlantic Small Craft Festival each fall at St. Michaels, Maryland, workshops which became huge successes when the kids found that the models they built would really sail across the model pond in the breeze, just like the Surgents said they would.

Pocket Yacht Kits

Our new line of Sea Flea pocket yacht kits are the smallest functional sailboats in the world. They literally sail on a breath of wind, need only scissors to assemble (no glue) and are ready to sail in minutes. They are delightful sailers, indoors or out, in tub or pool. And they're only \$5.95 each.

The kits include pre-shaped balsawood hull precision drilled and slotted for mast and fin keel, pre-cut and slotted wooden mast and spars, pre-cut poly sail, rigging line, fin keel, sandaper and illustrated assembly and sailing instructions.



SEAWORTHY SMALL SHIPS

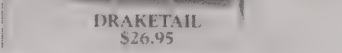
WOODEN POND MODEL KITS



SKIPJACK
\$31.95



COASTER
\$36.95



DRAKETAIL
\$26.95

MODELS THAT REALLY SAIL
RUBBER BAND & SAIL POWERED KITS

PRE-SHAPED & DRILLED PARTS
BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL, POND OR SEA • ORDER YOURS TODAY

Order #800-533-9030 (U.S.) VISA/MC accepted
Other Kits & Plans Available, Catalog \$1.00

SEAWORTHY SMALL SHIPS
Dept. M, PO Box 2863
Prince Frederick, MD 20678, USA

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

Answers to Questions Most Often Asked About Seaworthy Small Ships

Who Builds and Sails Our Kits?

Young and old, beginner and expert alike find our kits rewarding, entertaining and fun! Though recommended for ages 10 and up (due to the content of small parts) many adults have taken advantage of the unique opportunity to share the experience of building and sailing our wooden pond models with a younger child.

How Long Do They Take to Build?

Assembly times are measured in minutes to a few hours depending on the particular kit and builder's skill level. Our kits often take longer to paint than to assemble.

Where Can They Be Sailed?

In any body of water deep enough for them to float. Swimming pools, ponds or at the beach. Follow the wise skipper's rule, "keep an eye on the weather, avoid strong currents, high winds and rough seas."

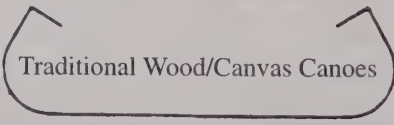
How Long Will They Sail?

As long as there is a breeze our sailboats will sail. All of our rubber band powered fleet easily achieve 1-1/2 to 2 minute running times. Depending on the size of the rubber strip and winding technique, some can run 4 minutes and longer!

Are They Difficult To Sail?

No! Being free sailers, our boats are designed to sail themselves. With simple adjustments to rudder and sails they can perform basic maneuvers and sail a variety of courses. Should more control and the ability to retrieve your model without a chase be desired, simply secure a light fishing line.

Burt's Canoes



Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 3 Box 1090
Litchfield, ME 04350

Pine Wood Sailer Kits

Sail Rigs of the World

By Seaworthy Small Ships

Here is our affordable model boat fleet for school and group activities. Explore the art and technology responsible for our global culture with these fully functional boats of the world. These boats have real sailing capabilities and need not be confined to rain gutter races. With simple adjustments of sail and fin these small ships will sail into (close hauled), across (reaching) and with (running) the wind in pool, pond or sea!

Great for science, history, art and technology classes or just plain fun! Pre-cut wood

parts and sail require no glue to assemble. With only a pair of scissors to cut rigging line and tape, you'll be ready to launch in minutes. Hulls may be shaped further with a rasp and sandpaper to study form and its effects on performance. Boats may be painted with acrylic or oil based finishes or simply decorated with permanent markers.

Kits are bulk packaged (minimum order of 8) and include pre-shaped solid wood hull, wooden keel fin, wooden mast and spars, pre-cut sail, rigging ne, rigging tape, sandpaper

and illustrated step by step assembly and sailing instructions.

We have developed this more affordable line of boats without compromising basic performance characteristics by refining each to its primary elements using a common grade of wood (may include some knots), eliminating excessive packaging and using recycled materials whenever possible.

Seaworthy Small Ships, P.O. Box 2863, Prince Frederick, MD 20678



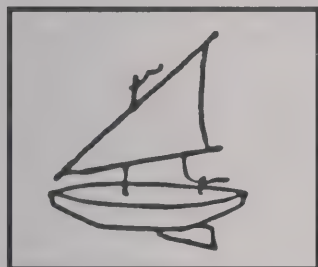
Square Rigger:

Commonly believed to be the earliest form of sail and perhaps the most versatile. Found the world over and strongly associated with Viking, European and North African cultures. The hull is double ended, length 9", width 3", height 7".



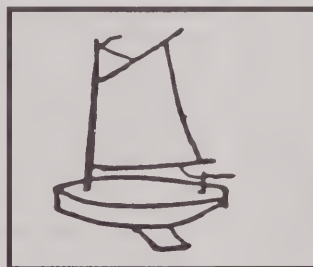
Junk:

The junk rig, also known as the battened lug, is credited to the Chinese. Its unique use of battens strengthen and provides excellent sail control. Considered by some to be the most efficient and manageable of all sails. Hull is square ended with cut away bottom at bow and stern, length 8", width 3", height 9".



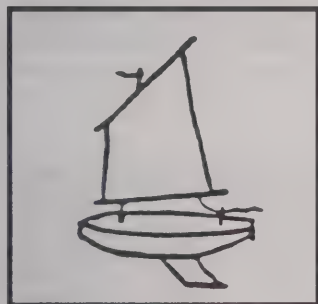
Lateener:

The lateen is an early form of sail with origins in Arabic and Polynesian cultures. Adapted by Europeans particularly on the aftermost mast of early multi-masted vessels. Hull is double ended with cutaway bottom at bow and stern, length 8", width 3", height 10".



Gaffer:

In the 17th century the gaff sail appears to have superseded the spritsail on Dutch, English and Swedish yachts. By the end of the 19th century it became nearly universal on both pleasure and work boats of all sizes, particularly in North America. Hull has square stern with bottom cut away aft, length 8", width 3", height 11".



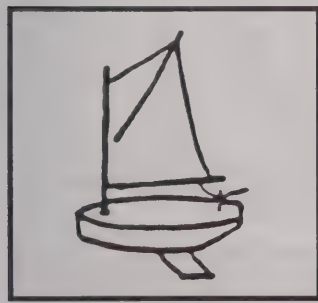
Lugger:

The lug sail is believed to be a later development of the lateen or square sail. Most commonly found in western Europe, a favorite among the English, Scotch and French. Hull has square stern with cut away bottom at bow and stern, length 8", width 3", height 10".



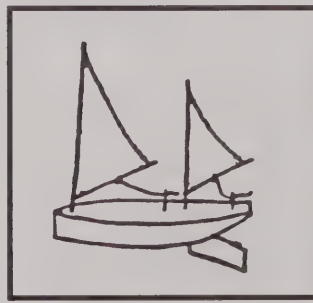
Bermuda:

This rig was used by Bermuda fishermen 200 years ago. Also known as jib headed, leg 'o mutton or marconi. Easily the most popular sail of modern yachting. Hull has square stern cut away aft, length 8", width 3", height 11".



Spritsail Boat:

The development of the spritsail is credited to the Dutch. In its day it was the most commonly used sail in small boats of northern Europe. Hull has square stern and cut away bottom aft, length 8", width 3", height 10".



Sharpie

The sharpie was developed in the United States during the 19th century as a replacement for the log canoe. Their trademark flat bottom hulls were commonly rigged with one or two masts carrying triangular sails. Their reputation for speed and handiness is legendary, length 12", width 3", height 13".

Many countries have people who excel at model building, and in your part of the world, there must be countless people with sheer passion for model yachts, and the ability to create both static and sailing replicas of great beauty, Roger Dearborn of Alfred, Maine whose work I am familiar with is just one of them.

Here in New Zealand, seventy one year old Roy Lake, an ex amateur cycling champion from England, continues to produce RC models of the widest possible variety of mainly sailing (but also powered) boats, that not only look good, but perform well on the water.

Originally from Walton-on-Thames, he came to New Zealand in early 1961 via Panama, the Caribbean, Tahiti and the Fiji Islands aboard the liner *Southern Cross* on a free passage to build houses. Today he still lives in the same house on Auckland's north shore, less than a hundred metres away from where I live.

I have known Roy for several years, and we both sail every Thursday with the Ancient Mariners' sailing group at a lake called Onepoto about twenty minutes drive time from where we live. Over the years we have developed a friendship and a respect for each other, and indeed I shall be forever grateful to him for the two boats (the turn-of-the-century in style ketch *Marigold* and the Vic Smeed designed Starlet, *Bells and Whistles*) which he built for me.

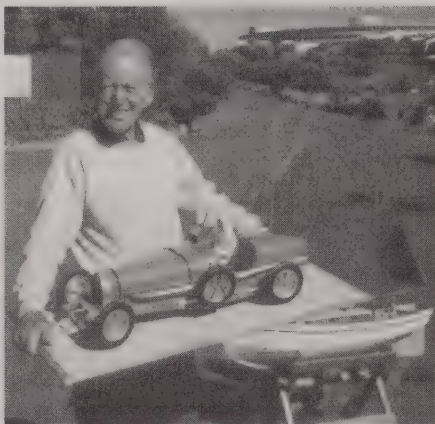
His collection of boats built over the years is awe inspiring, and over time, I have enjoyed photographing many of them for my own model sailing publication, *Winding World*. Yawls, schooners, ketches, sloops, a Brixham trawler, *Amalfi II*, the most beautiful of three masted schooners imaginable complete with working crew all carved by Roy out of balsa then painstakingly painted in matt colours, the stunning and most detailed of coastal barges *Ruby*, to name a few. The list is endless.

Roy, who is also a talented carver, in 1999 decided to turn momentarily from his beloved boats to cars, and his Bugatti, carved entirely in wood, with the most intricate and detailed of engines, has to be seen to be appreciated. His referral to countless auto magazines in order to ensure that he got all aspects of engine and transmission detail just right, has resulted in a scale model masterpiece par excellence, indeed it is one of museum standard.

Royston Lake, a Model Yachting Supremo!

Amateur Cycling Champion to Model Boating

By Mark Steele



Roy with his Bugatti built of wood, including the wheels, just for a change and a challenge in 1999.

For many years an active member of the Scale Marine Modellers, a group situated over the Auckland Harbour Bridge and on the city side going south, in addition to the Ancient Mariners', who windle or sail for fun and friendship every Thursday, Roy is also a member of a small group called, "The Last of the Summer Wine(rs)" (based on the English television series) who sail mainly Smeed Starlets at a private lake near the air force airfield at Whenuapai.

Roy Lake still cycles too, for fitness, putting in huge distances several times each week, a routine that would kill half of us less fit individuals. Often within his van in which he carries his boats for sailing, you will find one of his cycles. "Always have a Plan B," he will tell you, and indeed Roy continues to live the fullest of lives, supporting a neighbourhood

school, attending school sports on the playing fields behind our street, displaying a selection of his boats for the "over sixties", and supporting the North Shore Hospice, as well as doing collection work for the Red Cross from time to time.

Many of his boats have had their hulls carved out of solid blocks of kauri wood, others have been planked in the normal manner, and his examples of sailing art often bring out the cameras of spectators and pondside strollers, for the purpose of recording their style and often elegant looks. One of his particularly striking powered boats is the tug *Kauri*, which I remember was used to tow the hull of my ketch *Marigold* in order to check how she sat on the water.

Roy Lake has done a lot for model yachting in New Zealand simply through his ability to produce models that not only look stunning, but sail extremely well. He has a good eye for lines and proportion, from his trade as a carpenter he gets the best out of both tools and materials, and he has made the best of his life, in the process bringing a great deal of pleasure to many through his skills. That makes his life worthy of comment and attention, and I think, a worthy subject for this profile.

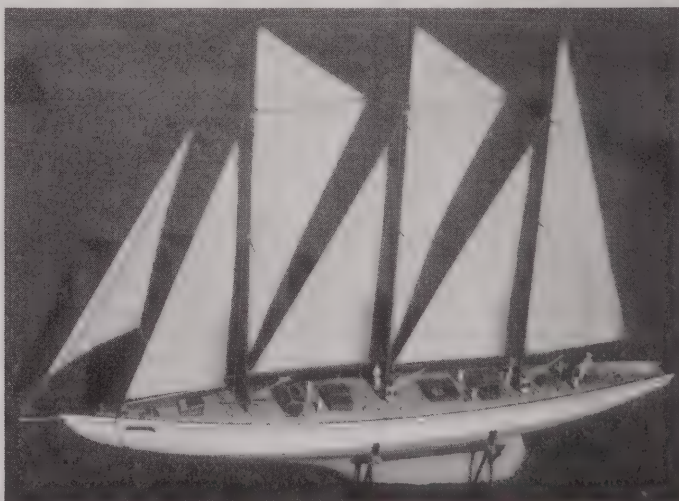


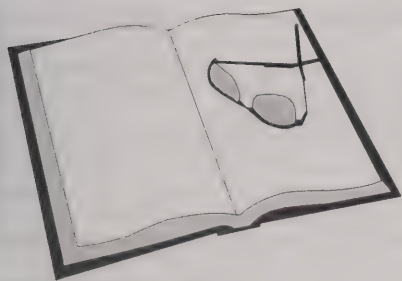
The Brixham trawler *Revive*, fine lines, lots of details.

Ruby, the 5' long coastal sailing barge under sail after a 1999 refit.



My favorite, the three masted schooner *Amalfi II*.





Book Reviews

Reviews by Bob Hicks

These two tales of cruising in small sailboats came in during the summer. My usual look through each to see if I'd want to read them myself or farm them out to interested reader/reviewers persuaded me to do the reviews myself, as both were about small boat cruising at a level accessible to me, something I could envision doing even if I never do.

Yet the two stories, while about the same subject, leisurely day cruising along familiar coastlines from anchorage to anchorage, are worlds apart in subjective experience, what the authors got out of their summer adventures. They are worlds apart in personality, age, degree of affluence, as were the boats which carried them on their adventures. And finally, they took place on opposite coasts.

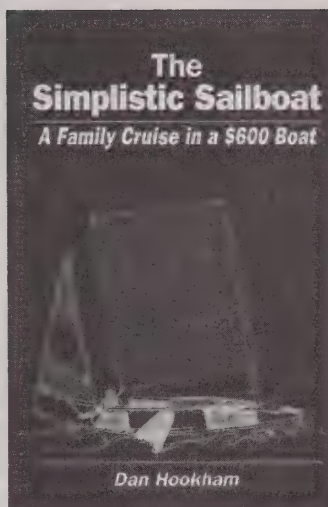
Dan Hookham's book of 230 pages is self-published, simple in layout, straightforward in narration, with the ongoing overtone of a young couple with a small child along having to consider that child's needs and well being on an extended liveaboard cruise in a simple small boat. Dan built his own boat, *Swallow*, a 23 footer with similarities to Phil Bolger's Birdwatcher design, in two weeks, "to get that part of it out of the way". Building was not Dan's *raison d'être* for his small boating, getting away cruising was, as was living aboard his home built 46' *Homeboat*.

Dan's narrative is a chronicle of a 28 day trip in 1991, cruising amongst the San Juan Islands beckoning off his home port of Bellingham, Washington. *Swallow*, with its humble accommodations, powered by a poly plastic "square" sail main and tiny triangular mizzen, or by oars, was neither fast on any tack, nor able to windward, so daily trip mileages from island to island often were in the single digits. Much time was spent ashore on the many small uninhabited (or sparsely inhabited) islands, particularly introducing daughter Dannelle to the world of the islands and the sea. While anxious moments occurred, no major threatening storms or seas were encountered, when the going got tough, they just stayed in the anchorage.

The book has many photos, also a chapter on the design and building with drawings. It is a heartfelt story by a man still searching for his dream, sharing this particular quest with a supportive wife and tiny child. The experience comes through as having been rewarding one, at a time of life when youth still faces challenges optimistically, even in a \$600 home built boat.

Anthony Baileys' book of 357 pages is published by Sheridan House, a specialty book

Excerpts



The Simplistic Sailboat
A Family Cruise in a \$600 Sailboat
By Dan Hookham

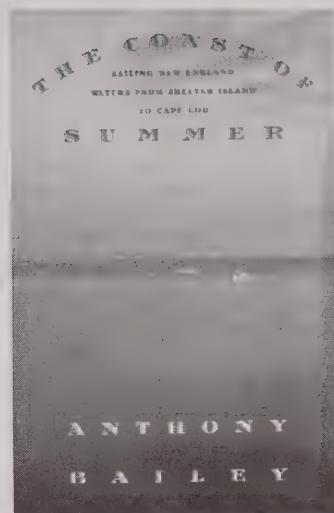
Stillwater Books, P.O. Box 773, Bellingham, WA 98227-0773, \$11.95

The Simplistic Sailboat... "The next morning came with an overcast sky and wind from the south. We could not feel the wind in the cove but we saw it on the water outside. I am always ready to shove off the moment my eyes open when the wind is right for sailing. Carol cooled my jets and fussed with details like breakfast and diapers. When I sail alone, the first thing I do is pull the anchor in. Any other details had to find their way around the running of the ship. I now had to get some pancakes into me first, while looking longingly over the water at the wind passing us by. It was hard for me to be still, but it was good for me to settle down and expand the horizons of my character."

publisher. Anthony is a professional writer, an Englishman who spent ten years in Stonington, Connecticut, in the '60's, and returns almost every summer since with his wife to continue cruising where he likes it best. His narrative flows smoothly along as he and his wife set sail from Stonington across to Shelter Island, Long Island, thence along the southern New England coast to Cape Cod and the islands of Nantucket and Martha's Vineyard. They sail a Tartan 27 with modest but convenient accommodations and spend much time ashore visiting, often staying over with friends they've made since they began their summer cruises in 1971.

Anthony blends cultural, historical and geographical background seamlessly into his narrative, and their frequent visiting with all sorts of friends, professionals like himself mostly, provides that comfortable aura that one experiences in travel when familiar faces and places are often experienced.

The one major threatening occasion during their cruise, Hurricane Bob, found them safely moored in the inner harbor at Padanaram, Massachusetts. But the bridge over the narrow entry to the inner harbor was



The Coast of Summer
Sailing New England Waters from
Shelter Island to Cape Cod

By Anthony Bailey
Sheridan House, Inc., 145 Palisade St.,
Dobbs Ferry, NY 10522, \$14.95

The Coast of Summer... "The next morning is clear and sunny, with a light westerly. We get away at 8:30 with the ebb running, and *Eldridge* discloses that we will have it with us for another two hours. *Lochinvar* reaches out of East Harbor, the helmsman taking a short cut. This involves extra care in order to avoid the submerged rocks off the golf course shore. In past seasons the centerboards of *Caliban* and *Cleo* have clunked over one of these, the result of trying to avoid another rock nearer the green can buoy at the harbor entrance. This short cut saves only a few hundred yards but it gives me the little kick that comes from putting local knowledge to work and the extra sparkle that comes from just missing trouble, for today at least."

rendered non-functional by the boats the hurricane cast up against it outside, so the Baileys had to spend a week living in their friends' home while their friends went back to work in Boston. Inconvenient, but comfortable.

The contrast between these two adventures is manifest in their disparity in the authors' ages, their boats, and the sailing conditions. The two couples get entirely different pleasures from their cruises. The young couple does the adventure on a shoestring, virtually alone most of the time, in a relatively uninhabited natural environment, only occasionally mixing with an unknown public at anchorages. The middle aged couple savors their experience of years of cruising in a long inhabited yachting environment with frequent contact with their circle of acquaintances.

I found both books engrossing, but admit that today I can better identify with the Baileys, because of my age and the more familiar locale, but can see how I might have tried what the Hookhams did if I had been messing about in boats as a young married. You'll enjoy them, as will any friends who enjoy small boat cruising who might be on your Christmas list.



PHIL BOLGER & FRIENDS, INC.
BOAT DESIGNERS, PO BOX 1209
FAX 978-282-1349
GLOUCESTER, MA 01930, USA

Bolger on Design

Two Ocean Passagemakers - Part 3

On with our discussion of Design # 653
 Tahiti:

Simple and Stout Structure

"Making passages" clearly implies running 24 hours a day, with nights being the most risky, regularly encountered condition for even the most alert lookout, the most sensitive radar, or advanced forward-looking depth

sounder. There is plainly too much mostly manmade debris being carried from land bound centers of human activity and shipping lanes to just about every corner of the globe where currents can reach. Correspondingly, there are growing numbers of dramatic accounts by eyewitnesses of near and full-bore collisions with varying unyielding floating objects, both inshore and offshore. There is

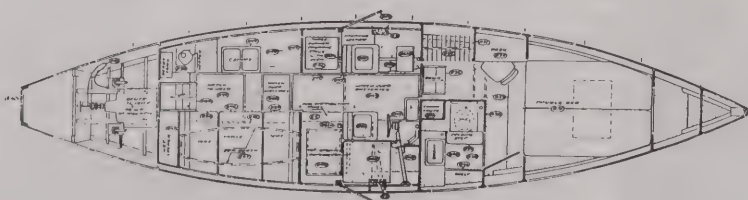
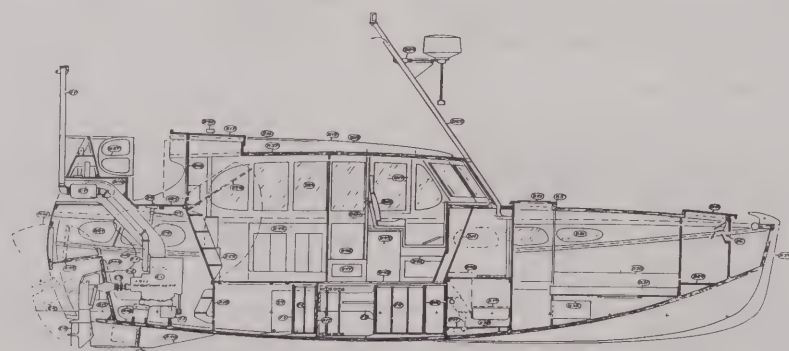
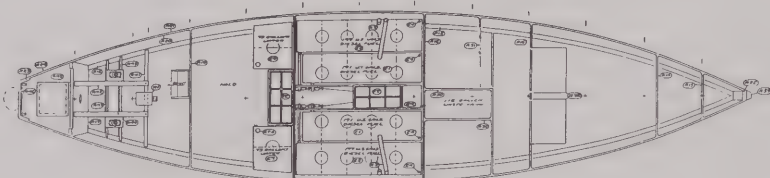
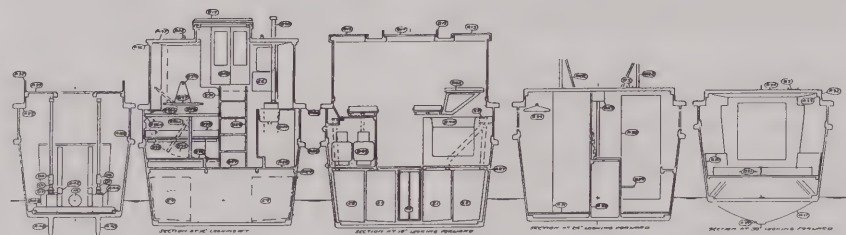
speculation about the fate of those who just plain disappeared with their boats, in addition to natural hazards such as whales, flood debris near estuaries, or icebergs in the usual regions.

At night, during storms, or just while taking a well-deserved catnap at the helm pottering through the Doldrum in broad daylight, the notion of "rolling the dice" as to the probabilities of worst case disaster is too realistic to be acceptable when you're out of reach of any support services. The fact that modern passagemakers are almost universally too fragile for this aspect of their purpose does not mean that this lowest common denominator school of design is plausible, and thus acceptable, never mind the deceptive comfort in the mass of lemmings in full flight.

Between aggravated whales, killer icebergs, surfacing submarines, and your personal waterspout, with the occasional pirate thrown in, you can't prepare for every contingency. But you can try hard, starting in the earliest cartoon stages, to at least have a structure stout enough to shrug off a *higher* percentage of potentially disastrous impacts at sea. It starts with the elimination of common sources of near and actual sinkings, even without impact, by doing without any underwater through-hulls and ends and enough built-in buoyancy to keep her afloat no matter where she was holed. Tahiti's mission dictates that she has to be very strong, unsinkable, and still homebuildable!

Thus her simple hull is designed with a 2" thick quadruple 1/2" lamination of the bottom, double 1/2" laminations for 1" topsides, plus her crushable vee-nose forefoot, all fully sheathed in glass, all tied together by numerous bulkheads, longitudinals, and built-in joinerwork. The bottom is carried unbroken over the shaped forefoot. This forefoot is shaped to eliminate slapping under the flat bottom and to allow the flat bottom to be carried high enough at the bow to avoid eddy making that would lead to unsteady steering in a pure flat-bottomed, sharp-bowed hull. The forefoot will be lightly built by comparison with the rest, and forms a fully foamed double bottom as further insurance against encounters with, for instance, a lost container lying awash in the dark.

There is a solid cutwater on the edge of the forefoot, and the profile is well rounded back to ride over such hazards. Her estimated structural weight of around 7000 pounds of plywood offers 12,500 pounds of buoyancy and thus around 5500 pounds of positive floatation from her hull structure alone, plus that of the foam in her forefoot, the foam core deck, roof, etc. Her full fuel tanks have at least neutral buoyancy up to a maximum no-fuel (!?) buoyancy of over 5000 pounds. With full tanks, her overall positive buoyancy will still carry her drive train and battery weight, making her *unsinkable* without any other measures taken. And with her bow crushed and the cabin



flooded, for instance, she should stay a safer liferaft for the EPIRB to summon help over days and weeks to come than any flippable canister raft. If the engine installation and tank vents were executed as specified, a severely damaged Tahiti should still give her a chance to slowly steam towards safety and thus a chance of repair and re-launch, drawing 4' and more and regularly submersing her fore deck in mild waves.

For the homebuilder, Tahiti's hull is designed to be assembled rapidly from pre-fabricated and pre-finished panels. The plans include expansions for cutting out and assembling these panels. The assembly sequence is straightforward. After the bottom panel has been laminated up to full length and full rocker over temporary supports, then sheathed in heavy glass epoxy for abrasion and impact resistance, the cutwater is assembled in situ, its surfaces fully finished, until the bottom panel with the cutwater attached to it can be turned over right-side-up, the only 180 degrees turning necessary during her construction.

The rest of the assembly of the pieces that make up the boat is essentially right-side-up. With all major and many minor ply pieces pre-finished flat on the floor or work-bench, a smooth run-less finish is not only possible, but within reach without nightmarish weeks spent in sanding purgatory and then with your allergist.

Incidentally, the large windows are mostly very stout 1/2" thick Lexan, with laminated glass forward where wipers would dull the plastic. They can be installed in such a way that they are at least as strong as the plywood structure. They are more divided than is indicated here, to avoid stress from differential expansion and contraction. The key goes into all necessary details. The comparatively simple hull shape that allows this process is proportioned in such a way that there is very little penalty in running efficiency even over an optimum complex-shaped hull, if one existed comparable to Tahiti.

Load Carrying for Long Distance Cruising Under Power

Having the option of running long distances necessitates carrying water and food supplies, tools, spares, and the usual assortment of cruising boat related hardware, plus personal belongings, clothes, etc. Beyond her significant fuel load, Tahiti can accommodate a sufficient amount of such gear.

Tahiti's overall bulk was defined by the projected need to carry at least 700 US gallons of diesel, deemed a good compromise between weight, necessary hull displacement, physical volume, and relative efficiency in combination with a low hp diesel engine just strong enough to drive her at efficient speeds. In the configuration presented here engine, 780 gallons fuel tankage, and slender hull give Tahiti longer legs than initially expected, and thus offers numerous options to put them to good use. She should be able to maintain a 150-mile-per-day schedule with daily averages and overall range of course, depending upon actual conditions of boat and sea.

You may get obsessed with mileage in the sense of efficiency and stretch your projected landfall ever further as you study her particular signature of speed vs. range vs. conditions. Or, you may just cruise more relaxed with an eye on that hurricane path, as even after a nearly completed transatlantic cross-

ing she will have enough fuel left to even head back out for a few more days just to avoid the worst impact from its winds and seas. The concept of staying in any storm's favorable quadrant is then not just a matter of wishful thinking and academic proposals, but a frequent option available at better-than-sail speeds.

Her generous range can thus yield a very cost competitive but very slow long distance travel expense equation by offering two people transportation over 5000 miles of range per 780-gallon fill-up for a ticket price at \$1.10/gallon of under \$450 per person, oil, and home, included. Or, she can offer an example of redefining safety at sea by simply using modern communications to plot convoluted and lengthy courses in order to stay out of harm's way, no matter how many days of passage time it might add. With that range, burning extra fuel would be much cheaper than repairing any damage, healing injuries, or worse. You can, of course, exploit Captain Beebe's seminal insight and choose areas of light weather such as the Doldrums, as a matter of general cruising principle, visiting places that sailing cruisers avoid.

Incidentally, a first edition of Beebe's *Voyaging Under Power* is worth hunting up from a used book dealer if you don't have one, as the edition that is now in print contains a good deal of other material that we do not think the captain (who was a friend of many years) would have approved of, with the additions not coherently identified. A great text has been corrupted into a self-promoting PR piece by some purveyors of unimaginative passagemakers. With Beebe dead for a while, they apparently felt free to do this.

She is ballasted in good part with her twin battery banks weighing in at 3500 pounds. Since even passagemaking powerboats are at rest a good part of their life, living aboard them requires enough battery capacity for peaceful weeks in a quiet anchorage far from crowds or 30 amp shore power outlets. Her battery bank consists of two banks each of 6 12V industrial units to stack up to a very capable 1957 Ah at 12V. Together, Tahiti's battery banks offer a maximum rated capacity of around 3900 Ah for a reliably useful budget of between 1500 - 1800 useable Ah.

Rated for up to 1500 cycles total (!) real world life expectancy may well be beyond 1000 cycles in sensible practice. At a pessimistic 50 cycles per year, this significant initial investment in double-duty lead ballast should offer 20+ years viability of these industrial batteries. Located in two separated locations along her centerline, these batteries rest in trays right on top of her thick bottom tied down with a grid capable of keeping them in place through a 360 degree event. Thus, together with the weight of her bottom, these batteries will maintain her range of stability with fuel tanks well drawn down, an important issue on such a light craft.

Incidentally, her two freshwater tanks totaling 146 gallons, also low in the hull, are drained into the waste tank as it's used, so it continues to function after use as ballast as well, until fresh water intake allows/requires dumping of the waste water. The general assumption underlying the sizing of her water capacity is that there should be just about enough water capacity under miserly consumption to be underway for weeks without replenishment from rain, reverse osmosis, or

land based supply. Her somewhat smaller holding tank of nominal 112 gallons is supposed to allow holding waste water for some time in a beautiful anchorage before heading out into open waters or to the pump-out station to dump the load.

She carries her anchors, chains, and rode in a compartment on centerline just ahead of the helm. Controlled right there by a capstan inside the wheelhouse, this location lightens the bow while allowing serious chain length, and it reduces the physical hazards of trying to handle the gear on a moving narrow fore deck, thoroughly unacceptable during single-handed cruising! Anchors and drogues can be handled standing hip high in the forward hatch, with the option of taking very serious and repetitive strain on the stem via snap-shackled pendant. The boat then rides to the stem eye with no chance of chafe.

Her windage characteristics are good for steady riding to anchor or drogue. In fact, we think that even in open ocean storm conditions her anchors, with perhaps some added weight and no-twist shackles, are superior to most if not all drogues. She won't need very heavy anchors, say 45 pounds for her regular bower anchors with a 60-pound, three-piece hurricane anchor stowed below. The cat heads allow any type of anchor to be used, including "yachtsman" stocked anchors which may still be best on certain types of bottom. Some of these anchors might fit stored upright lockable left or right in the forward hatch well, opposite additional ropage hanging there ready to be shackled for a super-long rode.

The small afterdeck has a 42" high triple rail for serious safety at sea unlike even bigger passagemakers. The point of her overall ergonomic layout is that it should *never be necessary* to go forward on deck at sea! As for anchoring, handling docking lines forward would take place standing waist deep in the forward hatch with access from below deck. A curtain will protect the berth from wet when the hatch is open, and wet lines drop into the watertight, over board drained well in the extreme bow.

A Few Simple Stout Systems for Maximum Reliability at Sea

The Engine: The specified engine is a Deutz F3L 1011F oil air-cooled industrial unit of a particular engine family of between 30 and 75 hp, built in several hundreds of thousands for a broad variety of applications. Without any internal or external water to cool the unit, there is only the big internal oil pump to pump oil for lubrication and cooling throughout the various passages in the engine. The collected heat is dumped through a smallish oil radiator blown by an integrated, belt-driven fan, with the oil flow controlled by a thermostat.

The heat stored in the oil can also be dumped into the boat directly via a fan-blown oil cooler, as proposed by the manufacturer or, using a typical marine oil/water heat-changer, the front windshield could be kept clear or the toes warm by circulating coolant/water to a small fan-blown heater core at its base. After all, once the engine is running you have all the electrical power you could use to pump BTUs hither and yon.

The engine draws its cooling air through a generously sized labyrinth inside the air box high atop the afterdeck for least probability of swamping, even during a 90 or a 360 de-

gree event. Located near centerline and thus rather unlikely, drawing in of white or green water would still mean no serious hazard, assuming a functioning bilge pump in the engine room, as the whole engine room volume serves as a plenum from where the engine fan actually draws its cooling air near the front and half-high up from the floor.

Only the hot cooling air dumped out of the engine's oil cooler on top of the cylinder head is forced through a dedicated metal duct (galvanized/aluminum/stainless) which it shares with the hot exhaust pipes and muffler, with this hot air still cooling the hotter exhaust pipe running through this duct. The airflow's velocity, plus some mild baffling, will prevent water from finding its way back down into the engine room via this opening high up and aft. And without lagging of the exhaust pipe (galvanized water pipe) you are never in doubt about the tailpipe's status of deterioration between heat and salt air.

The layout of the afterdeck's air box behind and under that cockpit bench reliably separates the cooling airflow's cool and hot end, with the combustion exhaust dumping high up and vertical well above the combustion air intake located high behind the bench's seatback. With various engine and gear oil breather openings routed high up as well, this engine should remain functional well after the engine room should suffer a catastrophic flooding.

Thus Tahiti's power plant has no water pumps, keel coolers, sea cocks, strainers, hoses, external heat exchanger circuits, etc. to pay for, install, maintain, worry about, or fail on you in really inconvenient moments. Air/oil cooled engines have been around for quite a while now, and this particular type since the mid-'80s, with all the bugs worked out. And for its output, this engine seems cheaper than "marinized" truck diesel of whatever origin. This Deutz is not modified, or worse "marinized," anything. In our own 51' boat we have no through hull radiator cooling for the conventionally liquid cooled 90 hp engine, but it seems simpler and more reliable yet to go straight to the well-proven Deutz concept.

Between manufacturer's prescribed oil changes every 1000 hours and feeding it clean fuel (see below), there is not much on this engine to warrant serious concern at sea. Compare this stark simplicity to the designed-in plumbing mania on so-called marine engines. The spare parts list is already twice as long to begin with, plus the battle with constant corrosion, built-in flooding potential, marine mark-up pricing policies, dissimilar metals in cooling circuits, specialized conversion items sure to be hard to find years from now, etc., not what you want exploring Disko Strait or trying find Bouvet Island.

Fuel: Right amidsthips, at her center of gravity under the sole of the bridge, are the 780 gallons of diesel in four long, narrow, and tall tanks. Right behind and below the helm seat is the fuel distribution panel, the plumbing of which emerges off centerline out of the after half of the under floor tank compartment. Valves and pumps of this panel control flow from and to all four tanks, allowing via manual and electric pump to move fuel from any tank into any tank for purposes of athwartship trim or reliable fuel pick-up in very confused seas by always topping off the tank from the engine is currently drawing. Without going far

from the helm or lifting any floor panels, the fuel situation can thus be controlled from right here. Actual approximate capacity status per tank is instantly checkable by standard float indicator and connected to four electric gauges overhead of the helm, with more precise visual inspection possible after lifting a floor panel right below the distribution panel to scan the sight glasses for all four tanks.

With these four separate tanks, she is laid out to drain/draw fuel to the engine always from the lowest point of each tank's slanted bottom. The point is to avoid water and impurities from accumulating in the bottom, which will then predictably give problems when this sediment gets stirred up in violent sea conditions. During tanking of suspicious fuel using Baja-type filtering, funnels should be undertaken to keep the worst impurities out of the tanks to begin with. Then, immediately after tying up away from the fuel dock, the electric fuel pump of the distribution system would begin to clean out each individual tank's impurities by circulating its content through respective filters at least once.

This may take several hours per full fuel load with probable filter cleaning/drainage/ changing interruptions. But such stringent hygiene will then allow not only using, if necessary, all of the fuel tankage down to the last gallon left in the fuel line to get to the destination. Most importantly, the helm can be absolutely certain that under the most challenging sea conditions her power plant and thus the boat's safety will not be sabotaged by clouds of long accumulated sediments rapidly clogging even large filters. Ergo, no need for magic devices, toxic juices, and secret spells to keep the fuel useable.

With this fuel system concept we think we've designed out right from start one of the remaining threats to the already super simple Deutz's reliability. Remember that this air oil-cooled unit already does without any sea water plumbing attached to it, apart from dirty fuel the second serious threat to reliable function of any diesel on boats. Short of throwing a connecting rod this overall power plant and fuel system philosophy ensures the highest known level of power plant reliability, a vital issue.

Fully Removable Tanks, Etc.: As a very important aid during construction, but more so to maintain her fuel reliability throughout her life, Tahiti's fuel tanks, along with the chain box, two house batteries, and the water tanks, are fully removable in intact pieces without any destruction of the wheelhouse layout anywhere. Tanks, battery trays, and chain box are sized to be removed through existing hatches in the sole and the house roof. The engine has its own hatch right overhead on the afterdeck, of course. All are bolted to bulkheads and other supports and are designed to be inversion proof, able to take the unthinkable rollover without coming loose. Hanging mounts of the diesel tanks in particular eliminates likely corrosion problems and thus the risk for yet another unthinkable scenario.

Thus, rather than hope that things are OK in inaccessible corners such as the big fuel tankage, just about all of Tahiti's non-structural components are fully removable, inspectable in broad daylight during the five-year "physical" and thus maintainable for as long as the hull is sound. With these components out of her, her hull structure is thus inspectable outside as well as inside, even

behind and under the tanks.

Outdrive: The outdrive avoids an underwater stuffing box, through which so many engine rooms have been flooded, avoids all fouling and risk of electrolysis in port, and gives ready access to clear the prop or change a damaged one, not only without hauling the boat or going underwater, but from inside the engine room safely lying on your belly with your head and shoulders sticking out through a hatch right above the outdrive well. And the outdrive allows 30" swiveling of the propeller either way for a good 60" arc of steering the boat, in addition that the same swing of the twin rudder flanking the water flow right ahead of the propeller.

Rudders: The rudders' heavy skegs serve as the first and most massive line of defense against impact from flotsam before the drive leg proper is hit. Located ahead and close to centerline on that narrow stem bottom, these rudders should channel solid water to the propeller even in the most turbulent of waters, irrespective of its shallow immersion in her stern. In fact, we would expect air ingestion only while backing up in confused seas.

But this is not a serious problem, as she should turn in no more than one-and-a-half to two times her own length with the rudders and drive hard over, making backing up in such conditions usually unnecessary. Consider though, that with the prop steerable through 60 degrees, parallel parking her should be well possible without additional aids. After some consideration of alternatives, we choose to simplify the steering set-up and linked rudders and outdrive permanently, only detachable on-demand with a tool and five minutes of effort.

Electrics: Her electrical system is based, apart from her massive batteries, just on one large 290 amp and one smaller 60 amp stock alternators to charge the two large house banks in in-series and on-demand parallel, and otherwise unconnected to each other via Y-switch (one side only at a time) for safety, redundancy, and no need for any heavy, costly, troublesome gen-set aboard. An alternative would be two more affordable smaller alternators such as moderate 140 amp units to charge the two house bank in parallel completely separated from each other.

These alternators would be in addition to the stock 6 amp unit that feeds just the isolated starter battery. With two/three separate alternators and two separated battery banks plus the starter battery, there is enough simple redundancy built into her without much fancy wiring and black boxes to keep her electrical supply safe and sound.

Charged by these alternator(s) off the engine, the batteries allow living with such niceties as using a toaster, a hotplate, or the electric microwave as discussed elsewhere in this proposal. The electrical systems will, of course, power a radar, navigation equipment, electric hand tools, etc., plus lots of reading lights and radio/CD. Ergo, no gen-sets necessary ever with a single, well-maintained power plant aboard, backed for weeks by stout batteries and a non-electrical heater for worst case scenario.

Heat: With a diesel heater, Tahiti can be heated to adequate levels of comfort, with the option of even blowing hot cooling air through the boat, assuming gas monitoring (!) and that noise is not prohibitive anyway. The reasonably good insulating properties of her con-

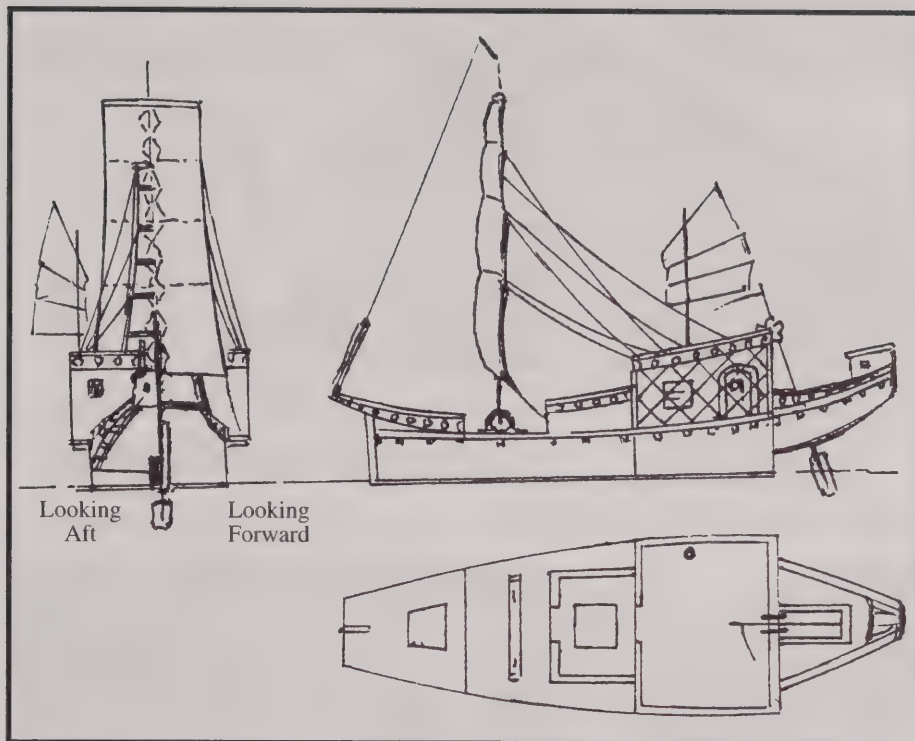
struction will obviate the urgent need to flee south if you find yourself in northern waters in the fall, and insulating value can be enhanced with 1" of foam cover with 1/4" ply. We have lived on a wooden boat through 12 New England winters now without hardship. We have found these diesel stoves/heater very reliable when they're properly installed, as they require no electricity to function and will thus produce heat without any battery or AC power, a comfortable fact to bear in mind when exploring Greenland or New Zealand's fjord land.

Water: Her water system in two tanks and subsidizable via reverse osmosis or rainwater collection for non-potable uses can be plain gravity based with day tanks manually pumped up to keep track of consumption and a simple controlling valve over the two sinks and the shower.

Small Boats/Lifeboat: Small boats are two specially shaped, flare sided punts to fit the saddlebag position shown. The larger one will be big enough for two with built-in buoyancy to be at least as reliable as an inflatable for lifeboat purposes, should Tahiti burn, for instance. Reliably leveled, launched, and retrieved by two elbows each under their hulls, they're carried high enough and can be well enough locked in position to be at little risk from sea action, and still be launched single-handedly at moment's notice just using gravity, better than on-deck solutions ever can be. The advantages of having two in such an easily launched position will be obvious. They could be rigged to sail very well and give spirited sport with a smaller outlay of money and effort than rigging the cruiser to sail (to make a considerable understatement).

Next issue we'll go through her layout, not leaving one drawer unopened, and consider the option of an emergency sailing rig.

(To Be Continued)



DreamBoats

The Boat on the China-Blue Vase

By Richard Carsen

Life is stranger than fiction; it took me over 45 years to realise that the model of a Japanese coaster which I had so admired in a tiny German museum was actually part of the decorative picture I had wondered about on one of my mother's China blue vases. Even then at 6-7 years old, boats, all kinds of boats, had deeply fascinated me. Quickly sketching from memory for this article in blue marking-pen ink, my memory suddenly leapt back through the years; there it was between the reeds and the willow tree, looking exactly as I had sketched it; that strange looking boat that didn't look at all like the watercraft I knew and saw all around me.

The 2-1/2' model was listed as a Japanese coaster. Coasters, those busy little bees darting around the European coasts, almost lost in their quiet little corner among the sea-giants, but whose crews owned their ships together, and profited together, made a good living in the thirties!. They were so proficient that the British had a law pending that Dutch coasters could no longer trade between British harbors. History repeating itself, when the Dutch beat the British in battle at sea, because, according to a British court of inquiry, the Dutch ships were more efficient and more efficiently handled. The Dutch crews owned their ships, they fought for their own. I wonder whether those Japanese coasters were run the same way? Even at the beginning of this century, it was how many ships were run, the world over.

This particular type of coaster was simplicity itself. The sides were plumb, wallsided. The bi-podal mast seemingly coming right out of the earliest Egyptian history, sat on a log, so as to be tilted right over the main hatch. A

tackle could be attached at the bipod's various thwart-pieces, and with a line ashore, loads could be levered to and from the shore.

The sides, coming to a sharp point at the stem, joined the aft quarters at the start of the deckhouse at an angle, from where they continued parallel to the plumb and square aft transom, to which the funny looking "tail" was attached. The bottom was dead flat. The tail looked like an afterthought and mainly housed the steering mechanism, and, of course, the skipper's little place of comfort. Or, did they all use it? You see the same on the old Roman grainships and merchantmen.

As on Japanese vessels, the decks overhung the sides, creating an area beside the deckhouse for stowage of gear behind a protective screen of lattice work. The split sail, laced before the wind could also be used as a fore-and-aft sail, by lacing one half to the mast. The narrow tall sail is typically Japanese, but the quarter steering sail is the slatted Chinese sail. The mainsail with its multiple sheets would be easy to handle. The entire craft would

be easy to build for an ordinarily accomplished carpenter. They must have been all over the place for them to appear on such a super-stylized form of decoration as a China blue vase.



We Buy Canoes

Wood/Canvas * Wood/Fiberglass
Birchbark

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

Bulwagga Marine Anchors

OUTPERFORM

Fortress, CQR, Bruce, Delta, Danforth and eight other anchors in setting and holding tests conducted by *Practical Sailor!* (1/99)

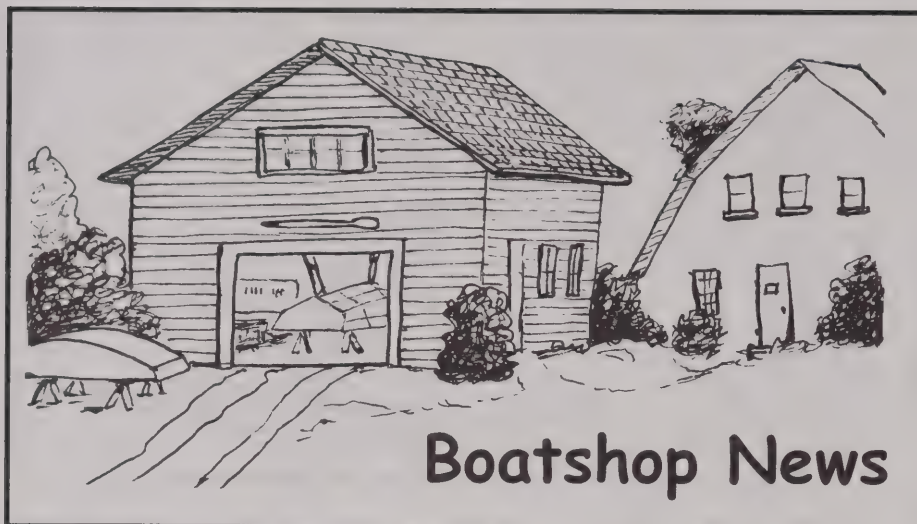
- Specifically designed to penetrate weeds and grass to provide exceptional holding power in virtually any type of bottom.
- Retracting shank facilitates retrieval from snags.
- Stows conveniently on bow roller or rails.
- Available for boats up to 60'.
- Total satisfaction guarantee covers the purchase price for 1 full year.



For orders or information

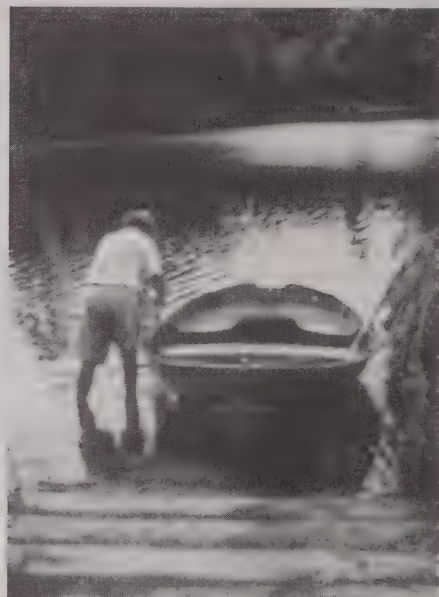
1-888-674-4465

www.noteco.com

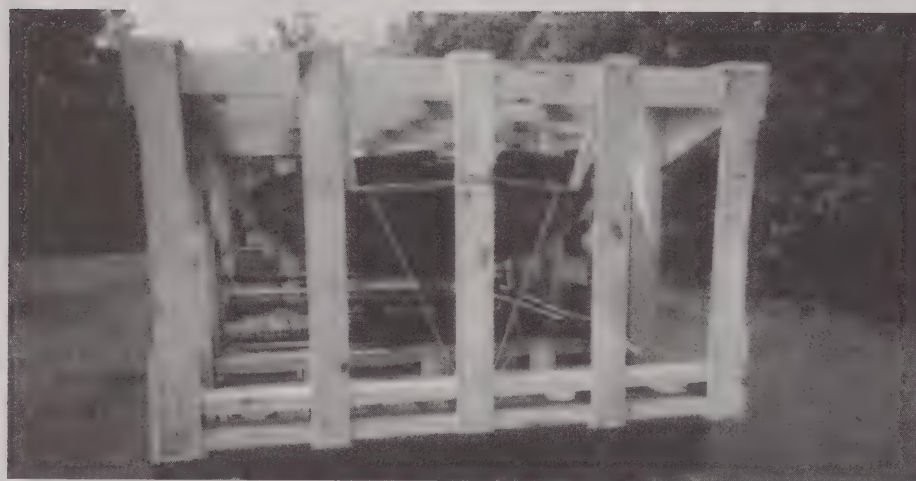


We have built a good many wide rowboats. This one is 12' long and 6' wide. Paul Reagan of Shaw & Tenney sent me the prettiest pair of 10' oars I ever saw. The boat rows much better than you might think. Though it is no racing shell, it rows to hull speed leisurely. The solemn sweep of oars working near the arc of a 20' circle is pretty effective. The boat only weighs 82 pounds and that helps too. The transom is set up to take an outboard but as easily as the boat goes, I bet the motor will be seldom used.

Robb White & Sons, Boatbuilders, P.O. Box 561, Thomasville, GA 31799, (912) 226-2524



Yep, she's beamy alright.
But, she rows real well.



Man, look at that crate!

Big Crate, Small Boat

By Robb White

I have just finally finished a 12' rowboat that I have been working on all summer and most of the spring. My work ethic sort of takes a flop after my wife and grandchildren get out of school. The man I built this boat for was nice enough to be patient with me and I finally got it boxed up and shipped off to California.

I would rather ship to Europe. You just deliver the naked boat to the customer's shipping agent at the port of embarkation. I imagine that the last thing that happens is when that agent whispers a few words into the ear of the person responsible for putting the boat in the shipping container, something like, "If anything happens to this boat, we will cut..."

I had to build a thousand pound box for this one and make ninety-nine phone calls to automated switchboards manned by women who sounded like insects speaking pidgin and who were purists at being ignorant. Then I had to buy a cashier's check with my credit card at a bank that didn't know me while a truck driver huffed and puffed on my tail. When I whispered in the truck driver's ear, he just said, "Yo Momma".

The boat is a little unusual even for me. Like the others, it is built lapstrake, with solid tulip poplar planking, each plank preformed

and sheathed on both sides with epoxy and fiberglass before it goes on the boat. The unusual things are the particular batch of lumber and the dimensions of the boat. The lumber came from a huge old tree that grew on the bank of a creek on our old home place. When it blew down in the March storm of '93, it was so heavy that we had to log the butt section out in shorter logs than our usual 20' and even at that, we broke chains and overworked our powerful old track skidder-loader.

Finally, we got a 13' butt log to the mill that was almost 4' in diameter at the small end, had to hew it with an axe to get it small enough to quarter-saw. The lumber turned out to be spectacularly figured. One of our furniture customers said that if it had been walnut, it would set me up for retirement. It is pretty valuable to us like it is and we have built some fine little boats from it.

This one is finished bright inside and out. There is a prominent theory that natural finished wood boats don't scare fish. A lot of people think that the fish have sense enough to know a piece of wood when they see it. I wonder what they'll think when they see this. This is a stand up fly rod boat, built specially wide and with tangle resistant hardware and floorboards so it will do that well.



Boatbuilders, you're invited...

To spread the word about what you are building by sending us your news and photos of the work going on in your shops. We have 5,000 readers who find this interesting stuff. The builders whose work has been appearing on this page this year are those who troubled to let us know.

Epoxy Ratio Scale

By Joe Tribulato

Epoxy can be mixed either by volume or by weight. I have tried it with measuring cups and don't like it. It's too messy. Cleaning the cups is a chore I did only once, then longed for a better way. The best way for most folks is probably by volume, using pumps. Clean and simple but how accurate I'm not sure.

Some twenty-five boats ago I devised a very simple, clean, and cheap way to mix it accurately in the proper ratio. That's the key word, "ratio". Notice that I didn't say I weigh the stuff, exactly. I don't use a scale, exactly. A simple homemade balance beam, a few big washers, and a supply of disposable cups are all that are required.

The balance beam is like a miniature seesaw. Start with a board 1/2"x 3" x 18" long. Drive a nail into the center of each 1/2" edge to serve as a fulcrum. A U-shaped base with holes drilled supports the nails and raises the board about 1/4" above the bench. Fasten a block under the right side so the board is level. The left side needs an end stop. That's where the mixing cup goes. Many variations are possible. You can work out the details.

The right side must be marked in two places to get the correct ratio by weight for your particular recipe. This is different from the volume ratio so find out what it is. For the System Three epoxy I use, the ratio of resin to hardener is 2:1 by volume but 1:1.43 by weight. Mark the right side 18 cm from the center. This represents the combined weight of resin and hardener. Next figure the distance for the resin alone. This is 1 divided by 1.43 times 18, or 12.59 cm. Mark the distance to the right of the center. This is the resin mark.

Use the balance beam as follows:

1. Place a disposable mixing cup against the left end stop.

2. Place a weight to right of center and nudge it toward the center until the cup end just drops to the bench. If you use a standardized cup every time, you could fix this weight in place. Keep it clear of the marks.

3. Position washers directly on the resin mark. The number depends on how much epoxy you need. You will soon be thinking of quantity in terms of so many washers. The hole helps line them up on the mark.

4. Pour resin until the beam just drops. Tip: Use your thumb on the beam to tell you when it's close, then pour very slowly until it drops. A lipiped or squeeze cap dispenser will reduce drips. Do not use food containers!

5. Slide the washers over the mark on the right.

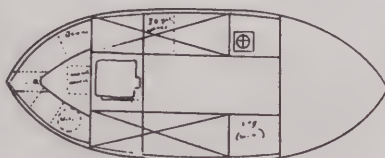
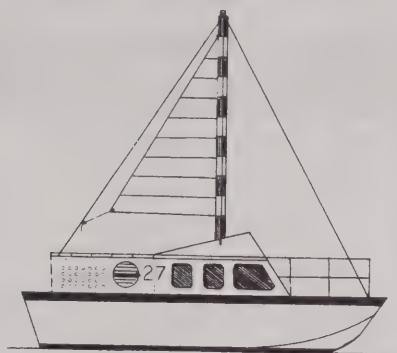
6. Pour hardener until the beam just drops again. No excess.

7. Mix thoroughly and use.

If you take care to mark your beam accurately and follow these steps, your mix will be as good as you can get with a fancy scale, and certainly better and cleaner than with measuring containers. Also, you need not be concerned about pumps that could be off. Just pay attention and don't allow any distractions during the procedure to get a consistent accurate ratio. If you try it and still prefer your pumps for regular use, you could still use it occasionally to check their accuracy.

I can see a beauty in this system that a few of my friends might recognise and appreciate, but not very many. A phrase that comes to mind is "the mad alchemist".

Adventure In Your Blood?



MAGELLAN CHALLENGE RACE

Join the fleet of 18' motorboats in a race around the world. 24,000 miles, 17 stops, 165 days at sea. 18hp diesel gives 6 knot speed, 34 miles per gallon (only \$1,000 for fuel) Self-righting, self-rescuing (foam). 130gals of fuel in keel gives good stability (fuel replaced with water as it is used up.) 6" dia. hollow mast aids in self-righting. Steadying sail. Sleeps two. Build of fiberglass, aluminum or wood. Magellan Challenge race starts at Charleston, SC, January 1, 2001. Team support members needed. Commercial sponsors and prize money planned. \$5 for study plans, race route and other info.

LOA	18'0"
BEAM	7'3"
DRAFT	2'6"

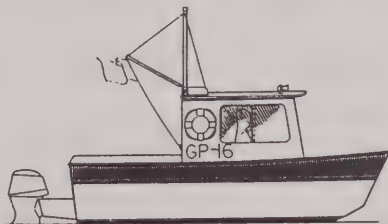
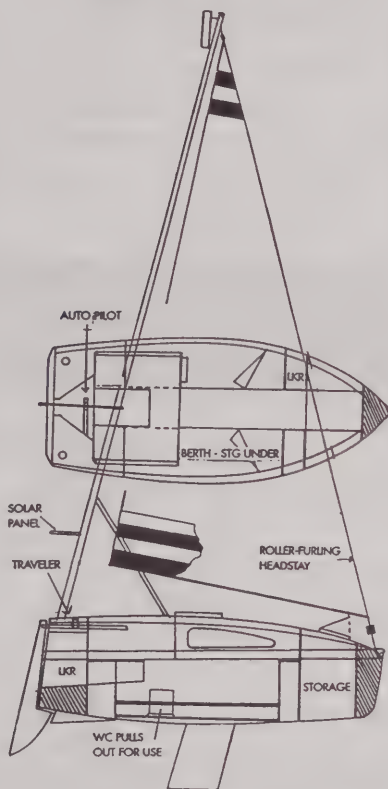
SO-DU-IT!

(That's SO for solo, DU for duo, sail single-handed or with two). Designed by Ted Brewer and Jim Betts as a trans-oceanic racer. Unique aft-mounted mast carries two sails that lie together on the wind and wing out downwind. Retractable keel option. Easy to build of cold-molded veneer. Six built. No. 1 is winning races against larger boats. Plans include full size patterns and videotape of building and sailing. All for \$75 (add \$10 for air mail outside US and Canada). Study plans \$5, combined with GP-16 study plans.

LOA	14'0"
BEAM	6'0"
DISPL	674lbs.
SA	114 (228)sf
BALLAST	400lbs
DRAFT	3' keel down

GP-16

(GP for General Purpose). "The Jeep of the sea." Designed by Ted Brewer and Jim Betts. Easy to build of plywood. Head, galley, sleeps two under tent in cockpit. OB power to 55hp, but will plane at 9.6 knots with 15hp. Speed to 23 knots. Bow "landing-craft" ramp for easy access to land. Wheel chair access via ramp. Flat or V-bottom options. Foam flotation. 250 mile range on 20gals fuel. Videotape of building and operating available. Plans and building directions \$55. Study plans \$5 - combined with SDI! study plans.



LOA	15'9"
BEAM	7'0"
DRAFT	5'11"
DISPL	1,100lbs

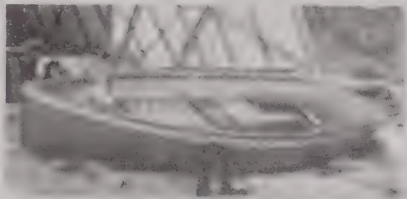
JIM BETTS

PO Box 1309, Point Pleasant Beach, NJ 08742-1309

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak

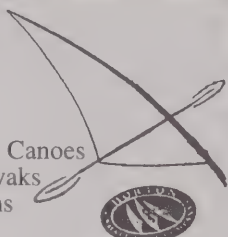
Designed by Charles Lawton of
Marblehead, MA, ca 1980. Built:
C. Stickney, Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.
HC 61 Box 1146, St. George, ME 04857
(207) 372-8543
email: stickney@midcoast.com
Wooden Boat Construction & Repair

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans

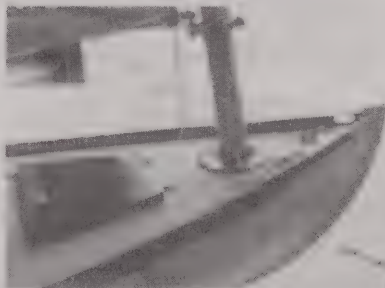


HUGH HORTON SMALL BOATS
29474 Old North River Rd.
Mt. Clemens, MI 48045
(810) 468-6456
<huhorton@tir.com>

Builders & Restorers

O'CONNELL'S

NEW BOAT CONSTRUCTION
WOODEN BOAT REPAIR
VENEER OVERLAYS
SPAR CONSTRUCTION



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

O'CONNELL'S WOODEN BOAT SHOP
Marc Barto • 12319 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3213 Fax (410) 778-8138

Pert Lowell, Co., Inc.

Custom Small Boats



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



Mast Hoops

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

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



Robb White & Sons Inc.

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

Custom Designed Wooden Boats Since 1961



THE ADIRONDACK GUIDEBOAT

by the
Indian Point Guideboat Company
493 Engle Rd., Industry, PA 15052

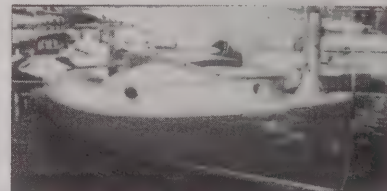
Phone (724) 643-6001 Fax (724) 643-5457
www.by-the-sea.com/indianpointboat/
Gardner Callanen, Boatbuilder

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

AREY'S POND

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

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



"LYNX"

**Built in Your Choice
Wood or Fiberglass**

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

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

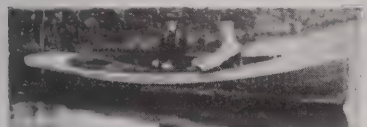
Expanded Used Sailboat Department

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

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



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



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

**CUSTOM
BOATS & YACHTS**
Since 1970
Wood/Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.
North Falmouth, MA 02556
(508) 563-3075
<dmc@gis.net> www.dmcboats.com

**SOUTH COVE
BOAT SHOP**



**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

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

**BRYAN
BOATBUILDING**
Builders of "Fiddlehead"
Decked Canoes
"Thistle" Fin Boat - "Daisy" Skiffs
"Willow" Rowing, Double Enders
"Handy Billy" Launches
Custom Design for Sail, Oar, Paddle,
Low Power
Plans Available
329 Mascarene Rd, Letete, NB E5C 2P6
Canada - (506) 755-2486

(607) 547-2658
Tom Krieg's Boat Shop
(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
Cooperstown, NY 13326
Woodenboat Restoration & Rigging



16' Custom Built Skiffs
Plywood, epoxy, fiberglass. Strong, capable,
and good-looking. Built to last a lifetime.
Starting at \$975.
Bill Greenough
Berlin, CT (860) 828-0425

William Clements
Boat Builder
Since 1980



P.O. Box 87
No. Billerica, MA 01862

**WOOD BOAT AND CANOE
RESTORATION SUPPLIES**

MAS EPOXIES | **TARGET COATINGS**
WATERBASED FINISHES AND SPECIALTY CHEMICALS

**CANVAS - TRADITIONAL CANVAS FILLER
BRASS CANOE TACKS - BRONZE SCREWS
CANOE RIBS AND PLANKING
BRASS STEM BANDS
AND MORE !**

To order materials or to receive a free catalog, call
(800) 896-9536. To discuss a restoration or building
project, call (978) 663-3103.

**Upper Deck
Boatshop**

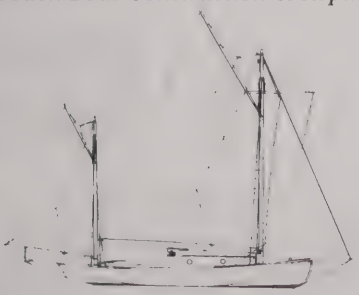
Award Winning Design & Building

CNC Boat Kits:
CatBoats • Skiffs • Dories • Kayaks
Canoes • Dinghys

The Best Boats Are Built At Home

21 Palfrey Lane • Glasgow, VA 24555
www.upperdeckboats.com
540-464-5018

HADDEN BOAT COMPANY
Wooden Boat Construction & Repair



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

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

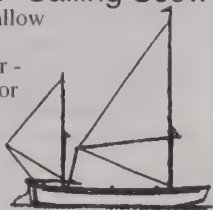


Small Point Harbor, HC 32, Box 301, Phippsburg, ME 04562 - (207) 389-1794

SPOONBILL

15'10" X 5'0" Sailing Scow

Bilge keels for shallow water sailing and uncluttered interior - ideal for camping or unrigged as open outboard launch. Extremely easy construction for homebuilders.



Study Plans \$1 from:
CONRAD NATZIO, The Old School
Brundish Rd., Raveningham,
Norwich NR14 6NT, UK
Phone +44 1506 548675

Plans & Kits

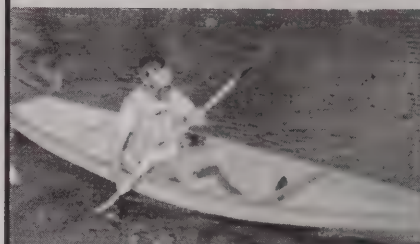
FREE!

**Special offer for Messing
About readers only:**

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

www.Glen-L.com

TOTO



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

\$1 INFO ON 18 BOATS
JIM MICHALAK

118 E Randall, Lebanon, IL 62254

THE SIMMONS

Sea-Skiff

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

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

Information packet - \$1

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



Sea-Skiff 18

pictured

- 17'1" x 5'7"
- 5" draft
- 20-40 HP
- Plans - \$30 US

Sea-Skiff 20

twice that size

- 19'4" x 7'6"
- 10" draft
- 50-70 HP
- Plans - \$45 US

Sea-Skiff 22

20% bigger than the 20

- 21'6" x 8'3"
- 12" draft
- 70-90 HP
- cabin versions sketched
- Plans - \$45 US



WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

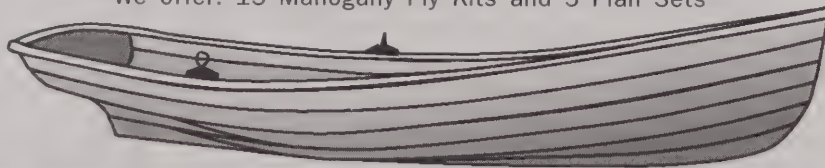
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings,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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WYZATA, MN 55391 (612) 473-2360

Build the Beautiful Wineglass Wherry A Modern Classic:

Stitch-n-Glue Construction • 14' Length • Only 90 lbs.
1 or 2 Rowing Stations • A novice can build it in 90 hours
We offer: 13 Mahogany Ply Kits and 5 Plan Sets



Pygmy Boats Inc.

For a color catalog, send \$2 to: P.O. Box 1529 • Dept. 9
Port Townsend, WA 98368 • (360) 385-6143 •
www.pygmyboats.com

SWAMP YANKEE BOATS



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

Robert W. Sparks

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



Designs by Platt Monfort

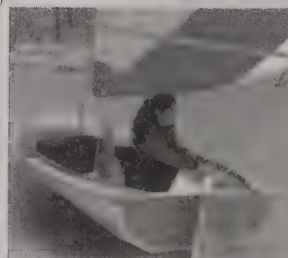
STUDY PLANS BOOK \$5.95
Large Scale Lines Drawings

INSTRUCTIONAL VIDEO \$19.95
70 Minutes of Latest Techniques

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



SWIFTY 12



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

SHELL BOATS

RD 2, Box 289C, St. Albans, VT 05478
(802) 524-9645
www.by-the-sea.com/shellboats

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

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

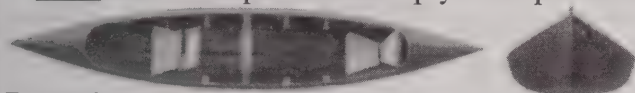


New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

Why Build A Box ?

True Canoe shape from four plywood panels



Free catalog
Canoes & Kayaks

STILLWATER

A NEW CONCEPT IN BOAT BUILDING

1st Place "Elegancy & Simplicity" 1997 WoodenBoat Show

Plans

1st Place MASC Festival XIV

Kits

New easy method for building rounded bilge boats

www.by-the-sea.com/stillwaterboats

e-mail: stillboats@earthlink.net

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

COMMON SENSE DESIGNS

PIROGUE KIT
\$695.00

SEAL HUNTER
(17' sea kayak)
KIT \$675.00

WALRUS
HUNTER
(19' sea kayak)
\$750.00

NOW HAS KITS!



FS 10 Kit
\$685.00

FS 12 Kit
\$750.00

FS 14 Kit
\$900.00

All Others Call

CSD, one of the most trusted names in boat plans for the last 14 years, is now offering kits for all of our designs. We are also increasing our plans offerings, starting with the FISHERMAN'S SKIFF (FS) and two SEA KAYAKS. All of our kits meet the COMMON SENSE CRITERIA. They include everything you need to build your boat, including the best quality materials and the clearest and best possible instructions. You can truly "build a better boat than you can buy" with COMMON SENSE DESIGNS.

URL www.common-sense-designs.com/boats/
e-mail: berniew@common-sense-designs.com

COMMON SENSE DESIGNS

6140 SE 111th Ave
Portland, OR 97266

Orders (888) 407-BOATS (2628)
Customer Service (503) 761-24645

Send \$5.00 for catalog of all designs and kits



BUILT IN GARAGES...

...And in carports and barns and basements and workshops.

Our customers build hundreds of kayaks at home every year.

Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or wood-working experience. A few hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad if it takes only about 60 hours to build the boat in the photo.

Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak.

What our customers do have are the lightest, most advanced, easiest to build, and (we think) the prettiest sea kayaks available.

So call for our free catalog of kits, plans, finished boats, materials and accessories. And move that car out of the garage.

Chesapeake Light Craft, Inc.

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

10 easy-to-build kayaks by designer Chris Kulczycki



Bobcat 12'3" x 6'0"

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

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

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

Name

Street

City State Zip

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

NOW available to every boat builder, amateur and professional, the **unique**
RIVERLAND PUNTEY



Plans include a 27-page how-to-build booklet, really a short course in boat building. Write to find out *why* it is *unique*. John Wermescher, Star Route 1, Box 274, Crescent City, FL 332112.



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

Unique Wood-Strip,
Performance, Sea Kayaks

**Kits, Plans &
Finished Boats**

Send \$2 for a catalog to:
Nick Schade
Guillemot Kayaks
Apt. M, 10 Ash Swamp Rd.
Glastonbury, CT 06033
ph: 800-659-8847

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

**This Space
for Rent!**

Only \$12 Per Issue

Contact us at:
Messing About in Boats
29 Burley St.
Wenham, MA 01984-1943

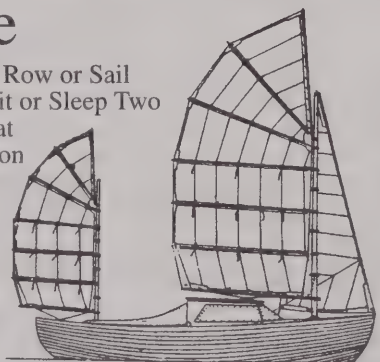
Sea Canoe

True Expedition Craft - Row or Sail
Just Enough Room to Sit or Sleep Two
Portable - Wood Heat
Simple Strip Construction

LOA 15'6"

Beam 4'2"

9 Pages Plans
\$85



Lake

P.O. Box 926, Fayette, ID 83661-0926

Where are we?

Shoestring Shipyard is a frame of mind.

It exists in the backyards and garages of all home boat builders.

If your shoestring shipyard is not yet up and running, check out ours to help you get started.

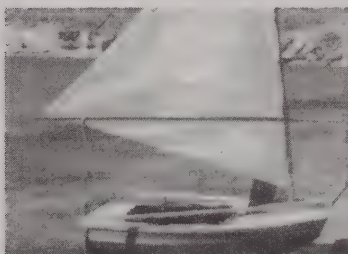
Plans, kits and books for the novice home boat builder.

"everyone needs a little dinghy..."
"t-shirts, caps, work aprons."

PO Box 117, Sagamore Beach, MA 02562
www.shoestringshipyard.com
508.888.7960 (v)



WEE PUNKIN



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

GRAND MESA BOATWORKS
Rt. 1 Box 75, Collbran, CO 81624

YOUR DESTINY IS

**KISMET
MULTIHULL DEZINES**

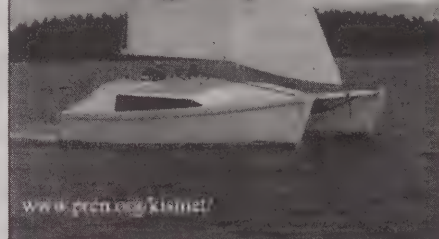
**SUPERIOR PERFORMANCE,
COMFORT AND APPEARANCE.**

**EASY TO FOLLOW PLANS FOR
PROFESSIONAL OR FIRST TIME
BUILDERS**

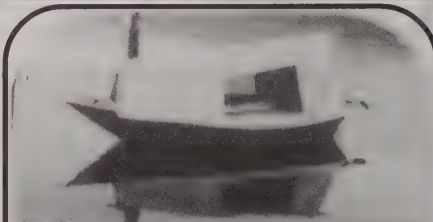
**CATAMARANS - - 24 - 47 FEET
TRI-MARANS - - 24 - 43 FEET**

KAYAKS - - 16 - 18 FEET

BILL KRISTOFFERSON
P.O. BOX 161, GILLIES BAY, B.C.
CANADA V0N 1W0
PHONE/FAX 1-604-486-7434
EMAIL kismet@pcn.org



www.pcn.org/kismet/



Moondance

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

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

Like I said, the best boat in the world.

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

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

THOMSON SMALLBOATS
Box 670, Vestal, N.Y. 13851



TEAK & HOLLY • LAUAN

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber
1 (800) 899-1664
We Ship Anywhere!

MAINE COAST LUMBER
35 Birch Hill Road
York, ME 03909

SPIC • KHAYA • FIR

Wood Canoe Hardware



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

NORTHWOODS CANOE SHOP
336 Range Rd.
Atkinson, ME 04426

FOW

PRACTICALLY BACKWARDS

NoTECO, INC.



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

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

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

Free Catalogue Available!
We ship anywhere!

Supplies

GAMBELL & HUNTER
SAILMAKERS

Sails and Rigging



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

MATSUSHITA

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

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

Dry-Dock Cover
(800) 789-8143

Come Visit our Website.
D.S. SEWING
Guaranteed Quality
www.ds-sewing.com

Cover Your Boat ...with the Best!



TUBULAR PLYWOOD!

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

Absolutely waterproof!

Exterior or interior

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

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

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

Brand New
(805) 964-8251

Boatbuilding Supplies
STRIP • STITCH & GLUE • PLYWOOD & FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

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

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

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

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

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

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

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

MERTON'S
FIBERGLASS SUPPLY

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

P.O. Box 399, E. Longmeadow, MA 01028
Fax (413) 736-3182 - www.mertons.com

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

ORR'S ISLAND BOAT WORKS
Authorized Dealer
9-170hp Diesels

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

CUT COPPER CLENCH NAILS

We have old Atlas Co. machines. Pure half hard hand drawn copper. Just the thing for lapstrake canoes, skiffs, dories.

3 diameters: 1/16", 3/32", 1/8"
11 sizes: 3/4" to 1-3/8"

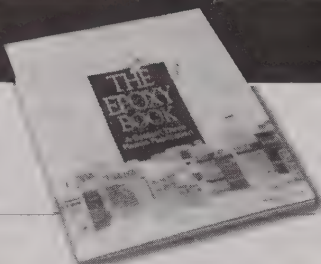
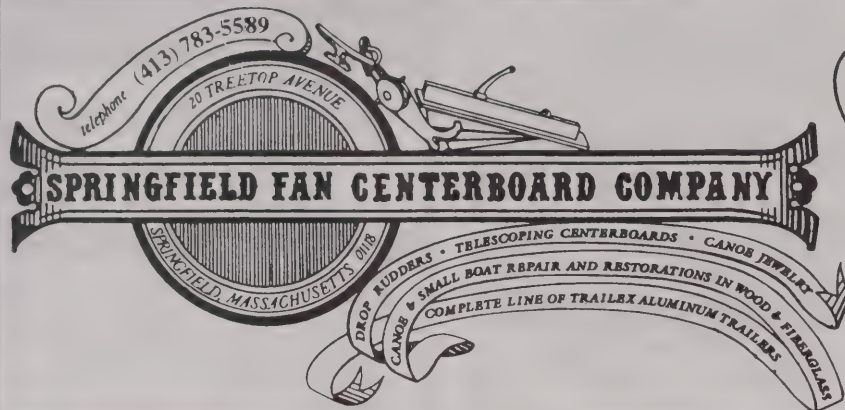
Send \$3 for Sample Packet & Info.
STRAWBERRY BANKE MUSEUM
P.O.B. 300MB, Portsmouth, NH 03802

MEADE A. BREESE



SAILMAKER

Traditional Hand Finished Sails
Sail Repair ♦ Canvas Work
Wire and Rope Splicing
(410) 639-2646
P.O. Box 546 Rock Hall, MD 21661



We wrote the book on epoxy.

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

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

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

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



SYSTEMTHREE

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

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

Name

Address:

City: State: Zip: Telephone:

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

- Specializing in aerodynamic designs for small craft -
- Gaff, gunter, lug, lateen, leg-o-mutton, sprit, square, etc.
- Tanbark, white, or Egyptian Dacron



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

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat



Kits • Plans • Books
Cove & Bead Strips



the **NEWFOUND** Catalog
WOODWORKS inc. \$3⁰⁰

(603) 744-6872 fax (603) 744-6892

67 Danforth Brook Rd. • Bristol, NH 03222
email: info@newfound.com • www.newfound.com

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.

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

BOATBUILDING LUMBER

W. Cedar, W. Oak, Ash, Spruce, Fir
Custom Sawing & Milling
Phone, Fax or Email Requirements

G.A.TOWLE

(860) 399-5224 (5216 Fax)
<GordonT@CShore.com>

PADDLES & OARS



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

SHAW & TENNEY

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



Classified Marketplace

BOATS FOR SALE



17' Sailing Folbot, vintage '30s, stored 50 yrs in barn. 2 sails, leeboards, seat backs. Skin rough but holds water. Easy restoration. \$425.
JIM MITCHELL, Noank, CT, (860) 536-6213. (14)

16' Windsprint Sharpie Sail & Rowing Skiff, Bolger design, lug rig, WEST System FG, feather-weight mast, dacron sail, oars, trlr. A sailing & rowing delight. \$1,100. **19' Uffa Fox Jolly Boat**, Tanzer blt FG. 3 sets sails, 2 masts, 3 CBs (wood, alum, steel) 3 rudders, assorted hrdwre. \$700.
BILL HOWARD, Rochester, NY, (716) 266-2838 home, (716) 342-9720 work. (13P)

37' Meadowlark, commissioned '89, refurbished '98. This Herreshoff classic is fully found & cruise ready. 2'6" draft & wide full length keel allow safe passage & comfortable anchoring in skinny waters. Grt for Chesapeake, Florida or Bahamas w/better than average seakeeping to get you there safely. 4cyl Westerbeke diesel, spacious galley, enclosed head/shower, slps 4. \$49,000. Call for details & photos.
RON JOHNSON, Tarpon Springs, FL, (800)881-1525. (14)

Kayaks, 21' Tred Avon double, Yakima adj foot braces, feathercraft rudder, cockpit covers. \$800 OBO. **18' Single**, skin on frame as seen in George Putz book on kayak building, Hypalon skin over Atlantic white cedar w/oak stem, stern & keel. \$600 OBO. Both in exc cond. For sale or trade for single folding kayak.
JERRY ANDERSON, Albuquerque, NM, (505) 281-6975, <jand686@aol.com> (14)

22'8" Penn Yan Avenger 232, 260hp MercCruiser IO stern drive, new bellows, trim sensors & shift cable. Less than 500 hrs on engine. Exceptionally well maintained. A high quality, well built, seaworthy, family/fishing boat. Blt '88 commissioned in '92. Equipment: Full mooring cover, winter cover & frame, navy top, camper cover, side curtains, DS, VHF, speedometer, trim tabs, porta-potti, 2 bunks, Danforth anchors, fenders, bait wells & more. Asking \$10,900 neg.
BOB GROESCHNER, Norwalk, CT, (203) 847-8726, <karamaru@aol.com> (14)

CLASSIFIED ADVERTISING INFORMATION:

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

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

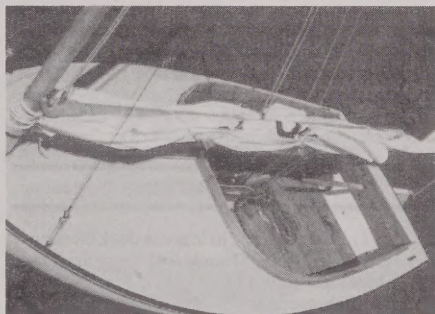
Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.

16' Lyman, w/25hp Johnson OB & nice trlr. Stored in shed, was in use until couple of yrs ago. Nds some varnish & paint. Asking \$2,650. **14' FG Peapod Rowboat**, bronze hrdwre, mahogany trim, 7-1/2' oars. \$850
JOHN WHEBLE, Kingston, MA, (781) 585-6962. (14)

26' Mystic Highliner Sloop, '51 Durham & Tinkum design, blt Mystic Yacht Yard CT. Strip and carvel planking, head, galley, 6'2" standing hdrm, full keel. 8hp OB, 2 sets sails w/spinnaker. Slps 4. Gd cond. \$5,000 firm. **20' Classic Chesapeake Fantail Launch**, '85, pine on oak 6hp antique gas engine, hand start w/transmission & magneto, custom trlr. \$1,500 firm. **15' Bolger/Payson Windsprint**, standing lugsail, pickup rudder, etc. All in gd shape. \$500.
JAY HOAGLAND, Rockport, ME, (207) 596-0786. (14)

16' Wayfarer, Hull #770 blt '78, mahogany. One design by Ian Proctor (UK). Exc shape, new paint, main, jib, spinnaker, storm jib, sailbags, camper tent, 9' spoon oars, motor lift bracket, self draining. W/ trlr. \$2,700.
JOHN LARRABEE, E. Orland, ME, (207) 469-2670. (14)

MacGregor 25, pop top w/canvas/ Slps 4 comfortably. Extensive stuff bins & storage cabinets added. 2 yr old main, 2 jibs. 6hp OB runs grt. Tlr has taken her to Mexico & Canada for grt sailing. \$3,950 OBO.
CHRIS HARVEY, Sacramento, CA, (916) 989-0631. (13)



12'x 6' '94 Barnstable Catboat, foam-core FG hull & deck; varnished oak coaming; carbon-fiber mast; aluminum gaff and boom; Dacron main w/reef; sail/cockpit cover. All in perfect cond. Will deliver to New England. \$5,700. (13)
DICK BESSE, Skaneateles, NY, (315) 685-9778.



16' Custom Center Console Sea Skiff, just completed. WEST System. Built right to last a lifetime. \$1450. (14)
BILL GREENOUGH, Berlin, CT, (860) 828-0425

19'6" Eagle/Tramp Folding Trimaran, Ian Farrier design. Tall rig, new sails, "Tramp" tent, standing & running rigging, rebtl trlr. Grt shape. Sailed to Bahamas for month of May w/2 50yr olds aboard. Ready to go again. \$11,500. Delivery can be worked out.
LEE MARTIN, Pt. Louaza, TX, (361) 893-5236, (409) 776-8380. (14)

Carpenter's Boat Shop Sale: 20' Highlander Class Sloop, FG, full suit sails incl 2 spinnakers, wooden mast & boom. Nds new ply deck. \$750 OBO. **28' Sloop**, fixed keel, deck stepped rig, gd cond. Nds minor work. 1 suit sails, cedar planking on oak frames, grt cruising design. \$4,500 OBO. **9' Lawley Tender**, cedar on oak frames, lovely rowing craft, w/oars, ready to go into water. \$2,850.
DARIN CARLTON, The Carpenter's Boatshop, 440 Old County Rd., Pemaquid, ME 04558, (207) 677-3768. (13)



Bolger/Payson Skimmer, 4'x8' poor man's Whaler. \$150.
HANS WAECKER, Cliff Island, ME, (207) 766-2684 phone/fax. (13)

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

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.



15' Old Town Runabout, '55 cedar lapstrake w/ front & cntr decks. Used in fresh water. Exc cond, w/cover & new trlr. Ready to go, a rare find. Hurry! Only \$3,950.
ROBERT SCHULER, 1701 E. Jackson, Blvd., Elkhart, IN 46516. (14)



Loose Moose II, professionally blt, marine ply/ West System, electric start Yamaha HT 9.9 w/remote control/shift/throttle/stop, vy low hrs, new Bimini top & sail cover, Lewmar ball bearing blocks & low stretch running rigging, bow pulpit (not installed) life line stanchions, 3 anchors & 2 rode, fenders, foam bunk cushions w/fitted covers, curtains, bathtub, Sun-mar composting toilet, SS 2 burner stove w/oven and 2 alum propane tanks mounted in deck box, foot pedal pumps for galley & toilet. Slps 4 in 3 compartments Compl boat little used, ready for live aboard or extended cruising. \$33,000 OBO, less than cost of lumber.

BOB ARCHIBALD, PO 933, Steinhatchee FL 32359, (352) 498-2111, <arch@svc.net>. Serious financially able responses only please. (17)

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)

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)

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)



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)



22' Herreshoff Eagle, gaff rigged sloop w/classic lines. FG hull, lots of teak trim, new 5hp Nissan OB, tandem axle trlr. Trade for larger boat. Asking \$7,500. (13)

DUANE LONES, 946 Michigan St., Sturgeon Bay, WI 54235, (920) 746-9702, <dewey@itol.com>

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)

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)



21' Mini-Trawler, '95, custom blt (West System & FG) ready to go w/15hp 4-stroke OB in enclosed well, 12gal fuel tank for cruising at 5+kts for 24 hrs. Include head, depth finder, knotmeter, engine gauges, 2 batteries, VHF, 10gal fresh water tank & pump for showers & wash down. Slps 2 in comfort, standing hdrm in forward part of cabin, plenty of ventilation, forward cockpit w/hardtop. Add the trlr & she is ready to go for only \$12,500. New boat on way, ready to sell.

STEVEN NUGENT, Tallahassee, FL, (850) 877-7693, <snugnt@sprintmail.com> (13)

BOATS WANTED

12'-15' FG Boat, w/seats, to leave at dock on nearby lake. Having had a used Beetle Cat for some years, I would prefer a used FG one also. I prefer not to leave my Melonseed at a public marina. ARTHUR ROTHENBERG, S. Egremont, MA, (413) 528-6018. (13)

Hankins Built Skiff, 16' or 17', sail or power, any cond. C.S. GRIFFIN, 124 Indiana Ave., Beach Haven, NJ 08008, (609) 492-4064. (13)

Drascombe Lugger, any cond, can travel. SAM POWERS, Portland, ME, (207) 842-9253, <SLPOWERS@aol.com> (13)

6' Bullseye Sloop, any cond. If she floats, I'm willing to love her. ROBERT M. FRESCO, 446 E. 86th St., New York, NY 10028, (212) 396-4253. (13)

Cape Cod Atlantic. ANN WELLS, Bristol RI, (401) 253-9086, fax (401) 253-9186. (14)

Hankins Built Skiff, 16'-18', sail or power, any cond. CHET GRIFFITH, Beach Haven, NJ, (609) 492-4064. (14)

SAILS & RIGGING FOR SALE

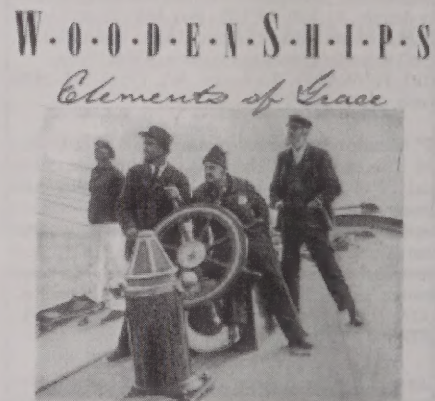
White Poly tarp Sail Kits, construct an inexpensive dinghy sail in just hours. No sewing required. DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106. (15P)

32' Mast, Boom, & Rigging, from a 210. \$400. **9 Used Sails** from a 210. \$400 for lot. TIM EASTLAND, Old Lyme, CT, (860) 434-9024, lv message. (13)

Ljungstrom Rig, dble luff dacron sail & mast. Used 2 yrs. Sail 19'6" luff, 9' on miter seam, 85sf on wind, opens to 170sf running. Mast 21'. \$100+ shipping. K. A. PAYNE, 160 Salisbury Ave., N. Kingstown, RI, 02852. (14)

150 Genoa Jib, by Charles Ulmer (NYC), rarely used. 17-1/2' foot, 31-1/2' luff. \$125 + shipping. JOHN LARRABEE, E. Orland, ME, (207) 469-2670. (14)

GEAR FOR SALE



New T-Shirt Design by NORS, rare 1894 view of crew members aboard the centerboard sloop *Vigilant*, 1894 off Cowes, England. 100% cotton t-shirt, white. M-XL \$16. S&H \$3.50 (check or money order). NORS SPORT, HC 33, Box 180A, Bath, ME 04530. (TFP)

3 Propellers, all in exc cond, used for testing. RH 18x14 SS, 3 blade, Michigan type MP, 1-3/8" shaft. \$75. LH 11x8 SS, 3 blade, Michigan 1" shaft. \$25. LH 11x7 bronze, 1" shaft. \$10. K. A. PAYNE, 160 Salisbury Ave., N. Kingstown, RI 02852. (14)

12" Wheel, w/tire in new cond. Trlr spare 4 holer. \$20. JOE ROGERS, 24 Wood Terr., Framingham, MA 01702, (508) 872-4206. (14)



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)

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



as simply messing about in boats.

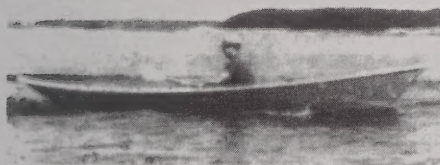
FAMOUS QUOTATION AND ILLUSTRATION from *The Wind in the Willows*. Tee \$16.50, Tank \$16.50, Long Sleeve \$21, Sweatshirt \$26, Tote Bag \$16.50, Shipping \$4. VISA/MC/AMEX. Other designs also available. (TFP) DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918, 301-589-9391, toll free 877-MESSING. E-mail <shirts@designworks.com>

GEAR WANTED

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

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)

BOOKS & PLANS FOR SALE



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

BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats - Sea kayaks - Dories - Dinghies - Daysailers - Motorsailers - Powerboats - Fishingboats - MORE. **176-page DESIGN BOOK - \$5.00** (Sent Airmail) - Includes FREE "Supplies Catalog", Epoxy Manual \$2.00, "How to Fiberglass" Video \$32.95. GLEN-L, Box 1804/MA9, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 562/630-6258, fax 562/630-6280, www.glen-l.com (99P)



Narrow Waters

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)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (99P)

Tom McGrath Classic, The Odd-A-Tea, wandering the New England coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated. A few left, \$12 ea. (TF) BEV MC GRATH, 50 Green St., Lynn, MA 01904.

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

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

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

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)

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

Copies of Small Boat Journal: Pilot Issue, and 1st 15 issues in orig format (Vol 1: No.1-12, Vol 2: 1-3), plus Nos. 16-18, 21, 22, 25, 26, 29, 32, 34-36, 38,39, 41-45, 51,52, 54-58, 61-63, 67-9, 71-72. A total of 52 issues; \$10 singly (except for the first 16 issues) or \$420 for the lot, ppd. Also, Nos. 1,2,3, 4, & 6 of *The Mariner's Catalog*. \$12 ea ppd. A. BENNETT WILSON, JR., PO Box 380, Topping, VA 23169; (804) 758-0850, <abennett@crosslink.net (13)



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

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

BOOKS & PLANS WANTED

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

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

MARINE RELATED ITEMS FOR SALE

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

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

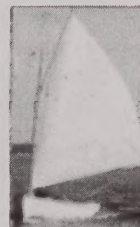
Sail with Cape Cod's own Tall Ship, Schooner *Larinda*, ASTA member and just back from extended trip to ports in the Chesapeake, is looking for volunteer crew members and paying passengers/trainees for upcoming trips. Also accepting positions for TallShips 2000. Plan now! Call for additional info. CAPT. LARRY MAHAN, Marstons mills, MA, (508) 428-8728, <tslarinda@cape cod.net (24P)

Unique Books

Skiffs, Catboats, Marine Engine History & More
Write for Free Catalog

Devereux Books
P.O. Box 503
Marblehead, MA 01945
www.devereuxbooks.com

New from Compass Classic Yachts 14' CLASSIC CAT



Good looks •
Easy handling •
Speed •
Versatility •
Forgiveness •
LOA 14' •
Beam 7' •
Draft 10' •

• Seats •
• Cockpit room •
• Comfort •
• Stability •
• Low maintenance •
• Affordable price •
• SA 130 sq. ft. •
• Displacement 600# •

Fiberglass construction • Varnished wood trim



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

When America's Cup Charters
restored the renowned "INTREPID"
they didn't use just any epoxy.

They used

US 22
SS 20



1-888-627-3769 or

www.masepoxies.com

1501 Sherman Avenue, Pennsauken, NJ 08110

(609) 663-2541

www.americascupcharters.com

Photo by L. Hill

SeaPearl 21

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

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

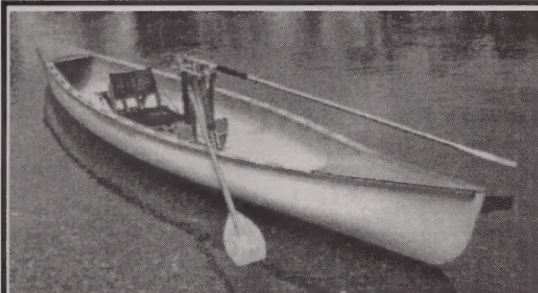
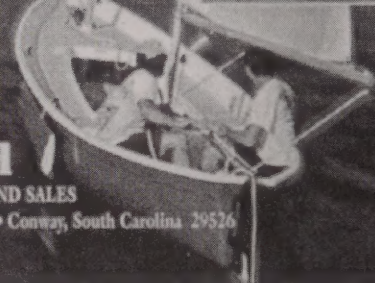
For Literature or to Receive
"The Not Quite
Professional Video"
on the Sea Pearl 21

CALL TOLL FREE:
1 (888) 881-80AT

SeaPearl

MANUFACTURING AND SALES

1144 Windy Hill Drive • Conway, South Carolina 29526



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

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

All Terrain Boat Dolly

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

MC/Visa
\$149.95
Plus S&H



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

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

POSTMASTER: CHANGE SERVICE REQUESTED

XVII-13

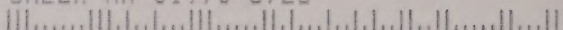
messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

*****AUTO**5-DIGIT 01970

51 P7

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



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