

Special Feature This Issue
"Boston Antique & Classic Boat Festival"
"Disposing of Fiberglass Boats" - "Up All Night"

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messing about in **BOATS**

Volume 19 - Number 11

October 15, 2001



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Commentary...

Bob Hicks, Editor



On the way in to look over the Boston Antique & Classic Boat Festival, held in Salem this year only six miles from our home, we passed the ensemble in the photo below parked out in the gravel lot adjacent to the marina finger piers. It was a moment of *deja vu* for me, for here was someone's realization of a notion I had conceived back around 1986 or so. At that time I had become involved with a group called the National Woodie Club, devotees of the old wooden bodied beach wagons (aka station wagons) of the '20s through the '40s.

Then in the throes of my fixer-upper period, with my earliest effort, a 23' Ralph Winslow flush deck cutter already moved on after I had done a lot of restoration on it, I had acquired a 1947 Chris Craft 17' runabout (not a barrelback) together with most of its hardware, engine, etc. in need of a total restoration. By happenstance soon after, one of our readers in nearby Marblehead had a 1948 Ford woodie for sale at a price I could afford. It was, of course, also in need of a total restoration, but it was all there, if somewhat rusted out in the steel body and chassis.

Wow, I thought, what an equipe, a '47 mahogany Chris Craft speedboat on a trailer (period type maybe?) hauled by a '48 Ford woodie. All I had to do to realize this exciting vision was fix 'em up. I was capable of doing the mechanical and wood work at an amateur level, the sheet metal would need some outside assistance. I was still in my 50s and subject to youthful folly. What I actually had here was a spectacular example of reach exceeding grasp.

I was at the time also publishing (for hire) a monthly 16 page newsletter for the National Woodie Club, for they had been looking for someone to do this and I was in need of a fi-

nancial subsidy to help keep my early *MAIB* afloat. I was carrying out almost all of the production and mailing for both as well as my writing/editorial tasks. From where did I expect to find the time to realize the dream represented in these two well worn out toys?

Of course, I did not find the time, as years passed by I walked by them almost daily sitting in my sheds patiently awaiting their saviour. I pecked away from time to time at some details, but the whole vast project never really got going. I hadn't the time, as I have described, nor the money to pay someone else to do the work. Time poor and cash poor. I had only bought them because they were offered so cheaply, \$600 for the Chris Craft, \$1,200 for the Ford woodie. But, this layout of almost \$2,000 exhausted my play money.

What was I thinking? I had also at the time an old Stone Horse sloop I had salvaged from someone's front yard for \$500, all there and certainly restorable. And a pretty good Townie sloop. Hope springs eternal. Rational assessment of my limitations was not a factor, these were spontaneous irrational acts. In due course, after a number of years, they all found new owners, and I came out ahead on each financially so it was sort of a money in the bank thing.

And now in 2001, well beyond such temptations, here I am face to face with the results of the efforts and expenditures of someone with more drive (and probably more money) than I, who pressed on to complete his dream equipe. The '56 or thereabout Chevy pickup was immaculately turned out (with "Do Not Touch" signs on it, of course), and on the trailer was a beautiful mahogany outboard runabout. Not quite up to my pretensions with a woodie wagon and an inboard runabout, but nevertheless an accomplished achievement.



Looking Ahead...

Tony Davis brings us his annual photo coverage of his "Arey's Pond Cat Gathering".

Marion Naar shares with us a 1923 tale of a Severn River canoe trip she found amongst family papers in "A Pluvial Cruise"; Bradford Lyttle shares with us some views on "Adventures in Antique Boats"; Monte Rhodes reports on his adventures paddling at "Surf Fest 2001"; Robb White explains "Separating Men From Boys"; and Harold Taylor's Waterlogged series, Part 2, asks, "What's in a Name?"

Stu Hopkins reports on his "Good Old Catboat" restoration project; Craig O'Donnell sends along a fascinating discussion of "The Chinese Sail" by Bryan Platt; Weston Farmer's "Plans for a Man-Carrying Model Tug" will surely grab you; and Phil Bolger & Friends offer their design for a "Bowrider Power Cruiser".

On the Cover...

I personally fell for *Annie* on our visit to the Boston Antique & Classic Boat Festival, but there were many other nice old boats gathered there. My full report is featured in this issue.

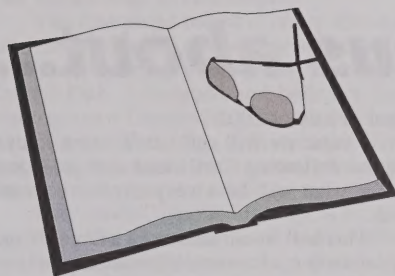
As the title implies, this is a beginner's book. In their sailing trip from San Diego to Baja, California, they had all the usual troubles and more, and have written (or confessed) at length about them. Such as, losing their skiff and motor, running aground, losing their anchorage, and even having their sailboat drift out to sea at night while they were on the beach!

At least the authors deserve credit for candor. They discuss at length the travail of having three people on a 30' boat and the emotional breakup that eventually occurred. The title, *Cruising 101*, is well chosen, it is a beginner's book. But like we Democrats used to say about Richard Nixon, "No one's life is ever completely wasted, you can always serve as a bad example." We can experience the shadenfreude (malicious joy at other's misfortune).

Another clue to the book's character is the subtitle, "Avoiding the Pitfalls of Paradise," which sounds sophomoric and over-dramatic. One can't make a pitfall in the ocean (no pits to fall into), and one should know paradise is not likely, even on a boat, and especially not on a very small boat with three modern (spoiled) Americans on board.

The book smacks of "New-Age-ishness," which to me means superficial, trendy, overstated psychobabble. Worse yet is its complete absence of humor. But trying to be fair, the book does address some worthy topics such as: how to scale down your lifestyle to live on less; how to prioritize which kinds of gear are really necessary; how to "enter into new personal relationships" (find new friends) in new ports; and how to get along with other people. I expect most old salts will say, "It's all common sense." Thus, dismiss the book's tips. I am inclined to agree.

I do agree however, that getting along with one's shipmates is often the most difficult task onboard. But whether or not it deserves so much chatter is debatable. Dogs know better how to do this than people. They yield, take naps, play, eat, drink, mate whenever possible, which is seldom, and back to



Book Review

Cruising 101

By Amy Sullivan &
Kevin Donnelly
Published 1997, Free Fall Press,
\$17.95

Reviewed by Jeff Douthwaite

napping. They do not bear grudges nor stay angry. They are grateful for small favors. They seem to find ways to like or ignore each other, or fight and get it over with. And they accept their place in the pecking order. The reserves of energy they store up from their numerous naps serves them well whenever they need their energies and helps them to enjoy life. Note how life is more beautiful after a nap. I suggest we can and should learn this *modus vivendi* from our dogs.

This subject of living in peace with our fellow man is more enjoyably discussed in *Unlikely Passages* by Reese Palley. He says

the main thing is, after you have chosen your crew to accept them, look for their good qualities, forgive their faults, and stop being critical. But to suspend our human judgment is very difficult, in fact, it seems inhuman. Thus the dilemma continues.

Palley is a very sexy fellow, too, for which he makes no apologies, even on a small boat, but this subject is surprisingly not discussed in *Cruising 101*, in contrast to most New Age books where sex is publicly examined in embarrassing, excessively steamy detail. As my father used to say, "There are some things a gentleman would much rather do, than discuss." Viva la privacy!

The issue of how to get along with our fellow man onboard remains unsolved. We moderns seem to offer up many words here, but I suspect not much of value. The older classical marine authors (Conrad, London, Melville, Dana, et. al.) seemed to understand that of course there was a problem here, but since no one knew how to solve it, forget it. In that I think they were more honest. Whereas the moderns in their psychobabble suggest they have a solution, but don't really.

I know it's not PC, but (here we go again) it seems to me marine books written or co-written by seapersons (women) are all too often lacking in necessary seamanship details, such as specifics about horsepower, equipment, tools, spares, facts about the ship, ballast, the sails and rigging, etc. In *Cruising 101* they refer to using their lead line but never to their fathometer, which I presume means they had none. The hp and size of their engine is never stated, nor what kinds of anchors, at least they did have two.

Vital details of their navigation down the coast of Southern California and Baja are lacking. The result is we can't learn much from such books. Instead, we have lots of tips about what to eat in Mexico and how to store food on board. And the continuing running psychobabble about how to get along, as if anyone really knows anything about that, except our dogs, and they aren't talking. Or writing. Yet.

Explore
Narrow Waters
with Dee Carstarphen

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Adventures & Experiences...

British Maritime Museums

My wife and I went to England in the Spring of 2001. In preparation for the trip, I used Peter Spectre's 1984 article to set an itinerary to visit a number of marine small boat museums. This proved to be a mistake as the small boat operations have vanished. The National Maritime Museum in Greenwich has no small boats left, the museum in Pool is gone and the one in Exeter is closed.

The Canal Museum in Ellesmere is going strong and, of course, Portsmouth and Bristol have good things to see. We missed the Liverpool Museum, which is good I am told. We decided not to backtrack because we were sure that the Greenwich Museum would satisfy my interests (wrong). Lord Nelson gets a lot of play everywhere and certainly seems to be the primo English hero, bigger than Robin Hood, etc.

So the moral of the story is to get current information before planning your overseas travel itinerary if you want to see *MAIB*-type stuff.

Joseph W. Spalding, Skaneateles, NY

Information of Interest...

Jim Has a Hull for You

Carl Kreigeskott built the first steamboat on our Express hull. Later, he wanted a bigger boat so I did the Mountain Girl and he fitted out the first one. Now he is after me again. He would like the Mountain Girl pulled out to 21' or a little more. We would also add a couple of inches of freeboard forward. The after part would remain the same.

The project has considerable appeal but I am getting older by the minute and more conservative. So I told him I would have to see some concrete interest and some money up front.

Here is the deal I have cooked up. Introductory price is \$3,500. Anybody who puts up \$1,000 down payment before we make the mold gets a \$250 discount off the introductory price. I have a hunch that the price will find its way to \$3,900 before long.

If you put up money and change your mind you get your money back as soon as we sell four hulls. These \$1,000 rights are tradeable but I am not suggesting that you buy up a bunch as an income proposition. Anybody who doesn't take delivery within two years but still wants a boat gets \$250 off the then current price.

Delivery costs are going up. We just spent \$600 on gas for the last run to the east coast. We are still very reasonable and the cost is not bad when split amongst two or three boats being delivered.

I have just run this off the top of my head and may have forgotten something. If you have questions, by all means get in touch. If you have doubts about our hulls, you will likely find several any of the larger meets.

First hulls will be available in the late spring of 2002. We will be going to the northwest in May of 2002 and delivering to the east

coast in July of 2002.

I think we will call her Western Lady. I suggest following Carl's lead and get signed up for what will be a very attractive steamboat.

This hull would also make a fantastic gaff topsail cutter, what is called nowadays a killer app. Also a super electric boat. Or, even an IC launch.

Jim Thayer, Grand Mesa Boatworks LLC, 15654 571/2 Rd., Collbran, CO 81624, (970) 487-3088, <jimthayerboats@hotmail.com>

Georgetown Wooden Boat Show

To foster and promote the enjoyment of classic wooden boats, the 12th Annual Georgetown (SC) Wooden Boat Show on October 20th brings together the finest vessels for display. Georgetown has been a working seaport for more than 250 years, and much of the area's history and culture has been linked to the sea. The Harbor Historical Association of Georgetown and the Goat Island Yacht Club sponsor the Wooden Boat Show to give both visitors and residents an appreciation for Georgetown's maritime history.

Boats will be exhibited on land and in the water at Francis Marion Park. Floating dinghy docks projecting into the Sampit River will be used for water displays. Dock space will be provided for larger vessels as well. Drafts up to 7' can be accommodated. Space will be provided for commercial and non-commercial exhibits that relate to the maritime theme of the show.

This year's Wooden Boat Challenge will have a new boat design, a 12' rowing skiff with a flat stern for motor mounting. Called the Georgetown Bateau, she was designed by Carruthers B. Coleman of Seaco Yacht Design, Lexington, Ky. Two-man boatbuilding teams will compete in building this skiff. Cash prizes will be awarded based on speed of construction, quality of work, and rowing ability. The competition will be held from 12n to 4pm. At 5pm the teams will compete in a rowing relay race on the Sampit River. The competition is open to any accomplished woodworker but will be limited to fifteen two-man teams.

In addition to the Boat Exhibit and the Challenge, exhibitors of maritime arts, crafts, models, or other related displays are included in the show, commercial or non-commercial.

Georgetown Wooden Boat Show, P.O. Box 2228 Georgetown, SC 29442, (877) 285-3888, www.woodenboatshow.com

Boating for Boatings' Sake

A somewhat disturbing trend in powerboating over the last few years has been "destination at all costs", disturbing in the sense that boating is, at least in part, about going rather than getting there.

At John Jay Marine, we are focused on the joy of boating for boating's sake, we believe that more nautical pleasure can be derived from the look of a graceful sheer line or the steady hum of a small diesel motoring across a quiet harbor rather than from the thrill of blasting along at 30+ knots.

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Mariner's Museum Exhibitions of Interest

The Mariner's Museum in Newport, News, Virginia has the following ongoing exhibitions scheduled through this year and into next, and thought perhaps readers might find some of interest.

Chris-Craft: The Affordable Dream. This gallery tells the distinctly American story of Chris Smith, a twentieth-century boatbuilder who rose from humble origins to build a phenomenally successful enterprise. Smith understood the growing middle class and their dreams of social status. His ads whispered of the Social Register and fashionable Newport and Miami Beach, tantalizing middle-class families with the "affordable dream" of boating, a world previously reserved for the elite. The Chris-Crafts in the exhibition are displayed among artifacts and settings evocative of their era. Through 2001.

Waters of Despair, Waters of Hope: African-Americans and the Chesapeake Bay. This exhibition explores the African-American impact on the maritime/naval economy of the Chesapeake Bay from 1750 to the present. From building slave-trading vessels to constructing the *SS United States*, African-American ties with regional waterways flow strong. That rich history is revealed in this exhibition, along with the understanding that a sense of freedom was felt by many African-Americans who worked the water. Through artifacts, photographs, engravings, publications, and manuscripts, visitors will see how slaves constructed ships, dug canals, harvested fish and oysters, and employed the rivers as a pathway to freedom. Through Fall 2001.

Women and the Sea. Women have always played important, if not well-known, roles in maritime history, as pirates and whalers' wives, Whitbread competitors, sailors in disguise, and heroines at the helm. Women and the Sea explores these varied roles and provides insight into the many female accomplishments associated with the sea. Through January 6, 2002.

Legend Has It. With approximately 35,000 artifacts in its collection, The Mariners' Museum enjoys one of the largest historic maritime collections in the world. Many of these artifacts have unique stories about how they were acquired, where or whom they came from, how they were used, and what they are made of. While many of these artifacts represent a historic person or event, some also tell unique stories. Using unusual nautical artifacts not often seen by the public, this exhibit tells

unforgettable legends and historic tales. Through April 14, 2002.

For further information on these call Justin Lyons at (757) 591-7738 or (800) 581-7245. The Mariners' Museum, 100 Museum Dr., Newport News, VA 23606

Opinions...

Catboats Require Good Judgement

In the September 1 issue Hugh Ware wonders if members of the Catboat Association are in agreement with the quote he dug up stating that catboats are especially easy to handle. Well I can tell you this about my personal reaction, I strongly disagree. Don't let the simple rig fool you, catboats require more good judgement and skill than the typical sloop.

The reason for this is the nature of the rig, it being a single sail which becomes dangerously unbalanced when overpowered. Catboaters must know when to reef, and how to do so quickly and under adverse conditions. They must not succumb to the macho temptation to carry too much sail for too long.

Sailing on and off of moorings can be more challenging as the catboat does not like to stay pointed into the wind. This necessitates smart sailhandling on the part of the crew to not lose control of the boat before leaving the mooring and after re-capturing it.

My *Grayling*, the 1898 Crosby cat featured in a series of *MAIB* articles in 1991, is looking as good as ever in her 104th year, and can be seen sailing in Boothbay, Maine waters. I keep her in until just before Thanksgiving, as fall is my favorite sailing season.

I am proud to have been a charter subscriber to *MAIB*, and have enjoyed this great little journal since its inception.

Douglas Goldhirsch, Trevett, ME

About Masthead Floats

While reading the article on masthead floats in the July 1 issue I wondered if in a knockdown the impact might cause the float described to disintegrate. Using poly bottles is a good idea but I have suggestions to make it a stronger assembly.

A long aluminum rod threaded at both ends can be run through the two bottles to hold them tightly to the wooden base. I've never found a good adhesive for polyethylene, duct tape would hold but the sun would soon destroy it. This leaves me with a hot melt glue to better bond the bottles to the base. Drilling a 1/32" hole in the bottom of each bottle would drain any water from rain that might leak in.

Maybe these modifications would help the float survive a knockdown. Try it.

Herbert Schneider, Western Springs, IL

Projects...

Running Low on Steam

I have some catboat plans advertised in this issue's Classifieds, plans that were very much studied when I bought them because at that time I didn't have the money or time to build. Now I am 75, have the time, but am running low on steam. I do have a Beetle Cat in the back yard ready for a rebuild, maybe this one will get into our bay next year.

L.E. Wallgren, Rockville, MD

The Varied Rigs of *Growthtiger*

The first photo below is of my fore-top-sail schooner model *Growthtiger* under sail on the Conservatory Water in New York City's Central Park. I designed and built her three years ago as a Thames barge, from which she metamorphosized into a Piscataqua River gundalow as pictured in the second photo, predecessor to her current schooner rig.

Her "model" length, tip to tip, is 8', deck length 6'. She carries 80lbs of inside ballast, lead sinkers in handy canvas bags. Without her



ballast she weighs only 25lbs so she's easy to launch and retrieve. The square topsail is actually a balanced lug, it's self tending and has no sheets or braces.

So far I've resisted RC. The bowsprit is spring loaded so the boat bounces off the pond's concrete walls if I'm not right there with my boat pole to fend her off.

Steve Tiebout, New York, NY



This Magazine...

Wake Up!

I read with interest and some disgust the feature article by Mr. Hornung in your August 1 issue ("An Adirondack Guideboat on the Snake River") as well as your personal commentary at the end.

I found the tone of the article by Mr. Hornung to be very arrogant and self-serving. It seems that, in today's society, Mr. Hornung seems to think he can do what he wants, wherever he wants, whenever he wants, all other factors be damned. While Mr. Hornung seems to have supreme confidence in his own capabilities, he seems unaware or oblivious to the fact that there are many recreational boat users who clearly place themselves in harm's way either through ignorance or lack of proper planning or inattentiveness. Any entity in either the private or public sector must take those types of situations into account. Based solely on the article, I would venture to say that Mr. Hornung did not do a stellar job of trip planning himself.

First, information about the lockage policy that he rails against was available on a public web site with attention drawn to it for easy visibility and access by anyone who chose to view it. So, there should not have been any surprises. Additionally, there was a Notice To Mariners published on the same policy. Options other than portaging around the dams were available to Mr. Hornung, as outlined in the public policy statement. If he had done his homework, he would have known that.

Secondly, it seems also that Mr. Hornung has little regard for his own safety. This is evidenced, in part, by the statements in his article that, only after he encountered strong winds on Day 2 of his venture, did he decide to get an updated weather forecast after-the-fact. His encounters with commercial barge and cruise ship traffic were predict-

able if he had done any research at all prior to his launching. So, he should not have been surprised. Under his "Conclusions and Lessons", he admits that the Snake River can be a dangerous place for small watercraft, especially unpowered craft. Drawing comparisons between the higher head dams and locks in the Northwest and the Erie Canal is really stretching the bounds of realism.

It's too bad that, like many other enthusiasts, Mr. Hornung chose to jump in with both feet and learn through the "school of hard knocks" rather than taking a prudent approach and researching the trip well before he began. Added to that, in your own commentary, you complain against those who even mention the "... great god safety..." as a valid consideration in formulation of public policy.

While I agree that it is very unfortunate that the communications aspect with Mr. Hornung during his venture was less than ideal, it's clear to me that the major hurdles he encountered were self-inflicted through poor research and planning and reacting after-the-fact to predictable situations as he encountered them. Similarly, you and your newsletter did no one any service by furthering his cause and not taking a serious look at what you are saying. Wake up!

William Wegman, Portland, OR

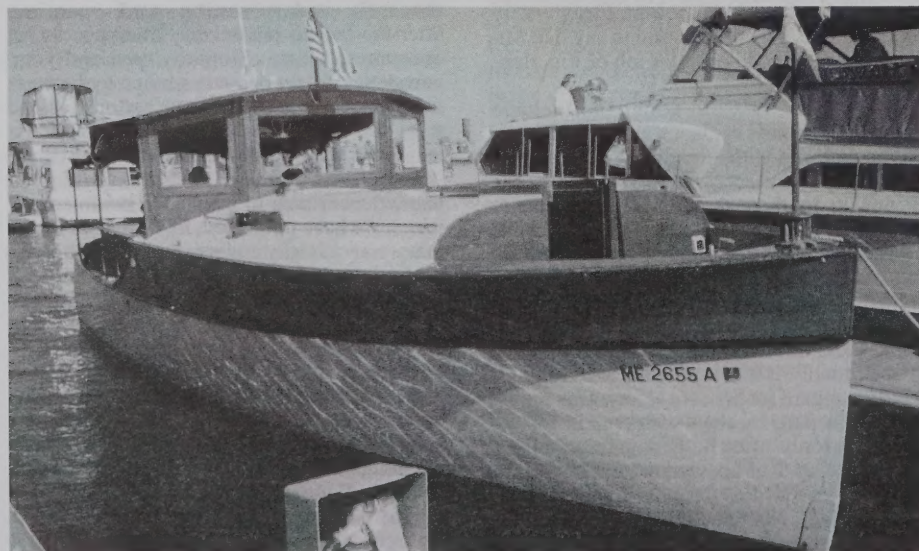
Editor Comments: While we will publish letters critical of articles or commentary which we have published, this does not mean that we necessarily endorse them. A commonplace attitude in critiques is the assumption by the writers that they have the right answers just because they are their viewpoints ("Wake up!"). Reader Wegman is welcome to express his viewpoint on our pages, but I remain unpersuaded, and I stand behind my remarks rejecting the viewpoint that an unmotorized boat is inherently unsafe, and support Jack Hornung's viewpoint regarding dealing with authority figures today who use "safety" as a rationale for imposing bureaucratic regulations that serve their own interests foremost.



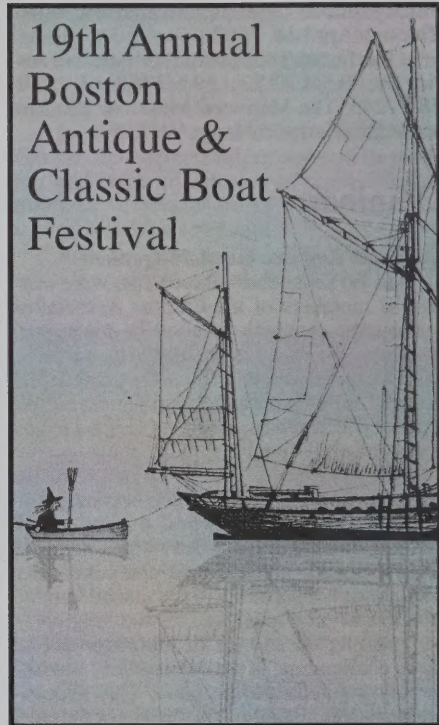
Well, I didn't vote for "Spectators' Choice", but if I had *Annie* would have taken all my votes, a lovely little yawl owned by John Crane of Chelmsford, MA. She's just the sort of "proper yacht" that hooked me way back when I envisioned a future of sailing about in such a cosy little cruiser. It didn't happen, through no fault of the boats I fell for then. The allure still tugs when I see a boat like her. She's a 24' double ended auxiliary gaff rigged yawl designed by Fenwick Williams in 1934, built by Arthur Brendze in Kennebunkport, ME in 1980. Her beam is 8'8" and she draws 4'. Power is a 2 cylinder Yanmar diesel.

Karen Stimpson's *Juniata* took the "Finest Interior" award. Karen lived aboard for a number of years on the dock next to her MITA office on the Portland, ME waterfront, perhaps more than usual motivation for achieving a "finest interior". *Juniata* is a 35' Consolidated express cruiser, carvel planked, built in 1927 by Consolidated Shipbuilding. She is powered today by a Westerbeke diesel. Karen acquired her in 1980.

Juniata has an interesting history according to her info placard: "In the 1920s *Juniata* was marketed as a "playboat" to playboys who commuted from Long Island to New York City. She was originally powered with a 180hp Speedway engine, and was considered fast for her time. There have been only three owners. The original owner had her for 22 years. Dr. Elwyn Chase of Yarmouth, Maine owned her for 38 years. I've had her for 20 years. I purchased her from Dr. Chase, after she had been sitting in a boatyard for 8 years, as living space in Portland Harbor. I lived on her for 16 years at Union Wharf. She has "winter walls" that enclose the cockpit off-season, making it a cozy little living room. I moved off the boat in 1996 to restore her and I've been cruising her on the Maine coast ever since. I've kept the boat pretty much the same as when I purchased her.



19th Annual Boston Antique & Classic Boat Festival



By Bob Hicks

In recent years Hugh Ware has been covering this annual gathering of good old boats for us, but this year he was travelling, so Jane and I drove the six miles over to historic old Salem to the Hawthorne Cove Marina on that city's waterfront, tucked in behind Nathaniel Hawthorne's House of Seven Gables and the oil tank farm of the Salem Harbor Power Station. Somehow, festival organizer Pat Wells had persuaded this marina to ask many of its slip tenants to move their boats for the weekend so the festival boats could move in, and those locally who enjoy looking over yesteryear's boats can thank them for the favor.

This festival has always made it clear that it welcomes and wants old classic and antique boats regardless of condition, no emphasis on perfection and polish, more on affection for their boats by their owners. We found this a really nice outlook, for we got to see good old boats that were obviously being maintained and enjoyed by owners who perhaps might never have the resources to fully restore their classics. When a boat owner can feel comfortable bringing in his old '60s cabin cruiser with the annual coat of varnish spread right over the rot in the house roof corner, the atmosphere is comfortable and friendly.

My usual method for covering such a gathering is to cruise back and forth to be sure I miss nothing and to allow coming upon the interesting happenstances that occur at random that might offer newsworthy material, photos or comments. This was simple at this event, just one long dock with the boats tied alongside and a shoreside tent sheltering a few trade exhibitors. It's a smallish festival, but there obviously are those who love it. Herewith a few photos to perhaps convey something of its ambience.



The *Lewis H. Story*, the Essex (MA) Shipbuilding Museum's "tall ship" a 32' replica pinky schooner built in 1997 by local builder Harold Burnham, was on the docks, part of her making the scene at many Massachusetts North Shore maritime gatherings. She carried off "Best Reproduction" laurels, not surprising, Harold doesn't mess around with any of this modern stuff when he builds a traditional boat.

Ah, what to do with the tender? *Wanderer*, a 1938 26' Seabird yawl owned by Arthur Berube of North Andover, MA, had hers hung over her port quarter while the ubiquitous outboard occupied the starboard side. Thomas Fleming Day, what would you think of this?

Penthouses were in evidence even in this "antique and classic" fleet. *Recovery* is a 1967 Chris Craft 35' cruiser owned by Thomas McNeely of Dedham, MA. Somehow I had the feeling that the penthouse (flying bridge?) was not stock in 1967. I much preferred the veranda approach on *Lady Jessica*, a 1964 40' Owens owned by Gregory and Corinne Hadden of Melrose, MA. Those rattan settees looked so inviting even from below on the dock and the penthouse structure itself appeared to be an integral part of the original boat, it didn't have that stuck-on look.



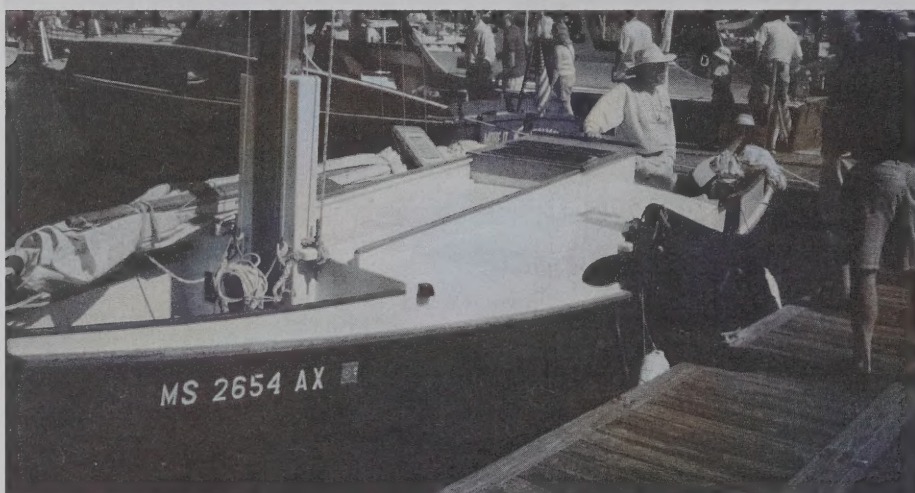
The crew of the *Buccaneer* dressed for the part, Bob Casion, family and friends from Hampton Falls, NH. *Buccaneer* is an Essex (MA) pinky schooner design from the 1830s built in 1965. She is 56' long by 13' beam by 6' 10" draft. Casion has been slowly restoring her since he acquired her in 1998 and states that she is "a diamond in the rough".



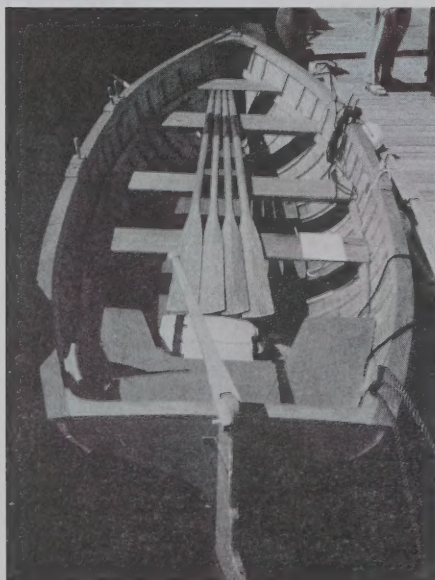


Morning in Maine is a Pete Culler design, a 46' ketch that appears to be in the charter trade out of Rockland, Maine, judging from the prominently displayed sign on the dock. At the bottom of all the interesting boat info was the hustle, ranging from "Boat & Breakfast" and "Meals on Keels" to overnight dinner cruises, special charters like weddings, all that. She's earning her keep as "the prettiest ketch in the schooner fleet".

The interesting boat info tells us that she is 45'2" lod, 36'5" lwl, 12' beam, 6' draft, 945sf sail area, 31,000lbs displacement, built in 1970 by Concordia, designed by Pete Culler.

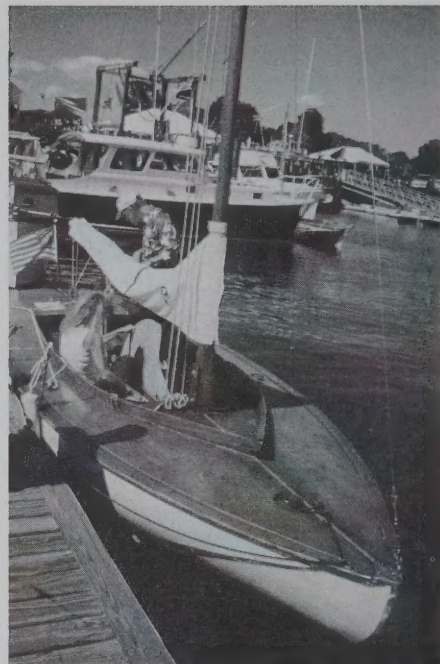


What's this? A Bolger boat in an antique & classic boat festival? Yep. Owner John Gerty explained qualifying to be there as, "well I'm an antique, anyway." John and Pat have been all over, trailer sailing their 23' Martha Jane with the Shallow Water Sailors. She was built in 1990 by Richard Cullison of Silver Spring, MD. They were right by the head of the docks where they attracted much attention.



The National Park Service's Salem Maritime Historic Site is just down the street from where the show took place, but there wasn't room for their "tall ship", the replica 1790s Salem merchantman *Friendship*, so they brought over her jolly boat which we reported on in the August 15 issue ("ROMEOS at Work").

Maggie O, a 1970 Strawberry Banke built Piscataqua River wherry owned by Eric Olson of Salem, was upstaged for the "Best Hand Powered Boat" by John Harkness' Chaisson Swampscott dory (I didn't get a photo of her, she was an on-land display I somehow missed). The beautifully maintained lapstrake traditional design just begged to be rowed away.



Rum Shark, a 1955 Celebrity 19' sloop, owned by prominent local marine artist Racket Shreve of Salem, was judged to be "Best in Original Equipment - Sail". She epitomized a major aspect of this show, recognition of classic boats being enjoyed without first undergoing "better than new" restorations. Racket's been too busy sailing to ever do that.

Results

Best Sailboat

Skye: 1956 Concordia 39' yawl built by Abeking & Rasmussen, Lemwerder, Germany. Owners, Wayne and Kim George, Marblehead, MA.

Best Powerboat

Chautauqua: 1926 Lawley 38' cruiser built by George Lawley & Sons, Dorchester, MA. Owner, G. Linwood Cross, South Portland, ME.

Best Hand-Powered Boat

Francis: 1998 Chaisson Swampscott 20' dory built by John Harkness, Marblehead, MA. Owner, John Harkness, Marblehead, MA.



Best Reproduction

Lewis H. Story: 1997 Chebacco 32' schooner built by Harold Burnham et al., Essex, MA/. Owner, Essex Shipbuilding Museum, Essex, MA.

Best Workboat

MS-923: 1989 16' Lowell's power dory built by Lowell's Boat Shop, Amesbury, MA. Owners, Tom and Leslie Sullivan, Braintree, MA.

Best Restoration by Owner

Tannis: 1937 38' Friendship sloop built by W.S. Carter, Friendship, ME. Owner, Tohn Cronin, Sturbridge, MA.

Best Sail in Original Condition

Rum Shark: 1955 Celebrity 19' sloop built by Stan Evanson, Holland. Owner, Racket Shreve of Salem, MA.

Best Power in Original Condition

La Petite Fleur: 1962 Lyman 24' sleeper runabout built by Lyman Boatworks, Sandusky, OH. Owner, Ralph Osgood, Middleton, MA.

Finest Interior

Juniata: 1927 351 New York Consolidated commuter built by Consolidated Shipbuilding Corp., Morris Heights, NY. Owner, Karen Stimpson, Portland, ME.

Most Appropriately Dressed Crew

Ponemah: 1936 Elco 38' Cruisette built by Elco, Bayonne, NJ. Owner, Betsy Levick, Rockport, MA.

Best Land to Sea Display

Miss Dorothy: 1955 Penn Yan 14' runabout built by Penn Yan, Penn Yan, NY. Owner Biff Michaud, Salem, MA.

Outstanding Production Boat

Make It Snappy: 1959 Chris Craft 30' cabin cruiser built by Chris Craft. Owners, Scott and Celeste Wilson of South Boston, MA.

Best Restoration in Progress

Ponemah: 1936 Elco 38' Cruisette built by Elco, E. Bayonne, NJ. Owner, Betsy Levick, Rockport, MA.

Best Cabin Boy

Miss Rachel: 1955 replica of Joshua Slocum's *Spray* 37' sloop built by Ken MacArthur and Fred Ebinger, Rowley/Ipswich, MA. Owner, Fred Ebinger, Ipswich, MA.

Best Party Boat

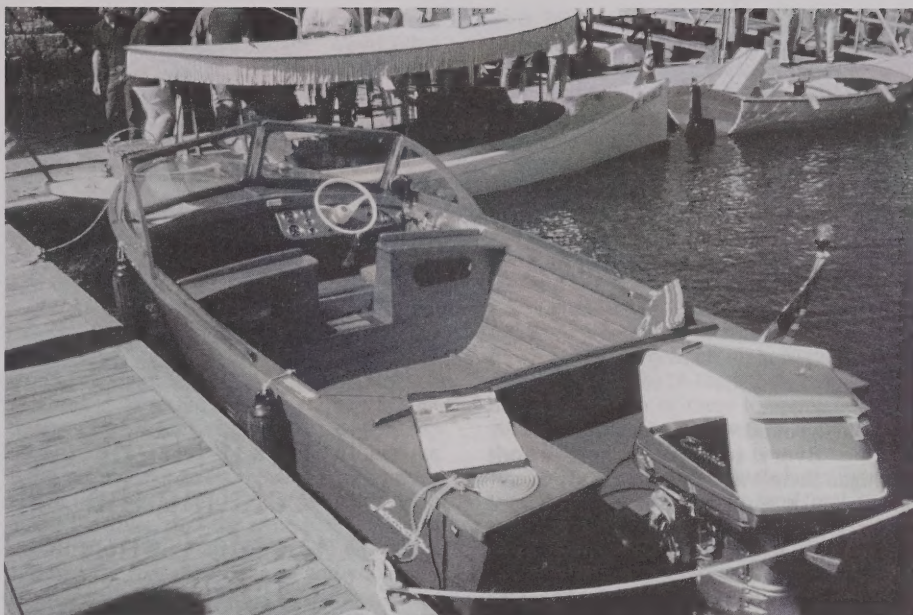
Bluefish: 1954 Fessenden sport fisherman built by Phil Fessenden, Ipswich, MA. Owner, Phil Pelletier, Salem, MA.

Old Faithful To the Show

Old Glory: 1918 Lawley 58' canoe stern power cruiser built by George Lawley, Dorchester, MA. Owners, Bill Skinner and Viking Gustafson, Winthrop, MA.

Spectators' Choice

Old Glory: 1918 Lawley 58' canoe stern power cruiser built by George Lawley, Dorchester, MA. Owners, Bill Skinner and Viking Gustafson, Winthrop, MA.



Compass Rose, a restored 1960 Lyman 18' outboard runabout owned by Robert and Carol Smith of Marblehead, reminded me of my neglected dream of doing something similar with the 1956 White 19' outboard runabout still down back of my barn. Guilt flooded in, here was a monument to tenacity of purpose which resulted in the Smiths enjoying the fruits of their labors cruising around in Marblehead's yacht filled harbor viewing the fleet on summer evenings. The outboard is an immaculate 1960 Evinrude Starflite, gorgeous period styling.



Deane and Virginia Allen's steamboat, *Joe Nichols*, was awarded "Spectators' Choice 2nd Runner Up". The boat is named for the builder of her engine in 1890, an engine restored in 1995 by the grandson of the builder. The boat itself was built in Las Vegas, NV in 1993 by James Kavanaugh, based on a fiberglass Elliott Bay Steamboat bare hull. When I dropped by steam was not up, as they were not going anywhere. The posted specs told us that *Joe Nichols* is 23' long, burns kerosene in the boiler, and gets up to 5-6 knots. The Allens follow the steamboat gathering circuit, a messing about in boats subculture with very dedicated participants who enjoy, according to the Allen's motto, "Getting from here to there in style and grace."



Background

Every summer in northwoods Michigan there's an "extreme family event" that several up north communities get charged up for. It's called the AuSable Canoe Marathon.

For over 50 years now, in late July canoe teams charge down from the headwaters of the AuSable river in Grayling, the center of the state, for 120 miles east to Oscoda on the shore of Lake Huron, to try to win a share of the \$50,000 purse. On the way, the race passes through Mio and several other towns, but mostly it winds its way through the wilderness and cottages of the AuSable National Forest.

The race, which includes upwards of 70 teams, takes about 20 hours to finish. It starts at 9pm in downtown Grayling with a wild run down a gauntlet of spectators to the narrow, twisty river as it passes through town. The race proceeds all night long through the forest until dawn finds most of the paddlers on the backwaters of several large dams that make up much of the lower half of the course.

It's the longest and toughest of all the canoe marathons in the world. And it's the only one that runs all night long. Only the toughest, craziest pro racers dare to enter this race. It's the pinnacle of any paddling career.

First-timers rarely finish. And any finish is respectable. People take years to get to know the course, to understand what racing through the night involves, to learn how to navigate the vast, unmarked backwaters by compass and map, at full speed. They use bow lights when they have to, but amazingly many prefer to paddle in the dark, detecting the ripples of objects with honed night vision. It's hard for a civilian to even imagine how they do it. It seems perfectly dark out! The moon sometimes helps. The faint glow of the night sky against the tree line, making a dark wall on either side, helps mark the course of the river.

The racers come from all over, some from overseas. But most are locals. The other major areas are French Canada, New England, Wisconsin and Minnesota.

It's also called the world's toughest spectator race. 50,000 people pack Grayling to watch the start. As soon as the racers run, carrying their canoes, the half-mile from town to the river, the spectators start a race of their own. They dash in a wild horde to get a good look at the racers as they blast away, fighting for position in the tight, twisty, shallow waterway wending through the cottages in town. The race-watchers are now fully charged, and for many a long, wild, complicated night begins. The whole herd then turns and runs for their cars. The spectator race is part auto rally

"Up All Night": Spectating the AuSable Canoe Marathon

They're not kidding when
they call it "the world's
toughest spectator race"!

By Jeff Potter, publisher of
Out Your Backdoor,
an alternative adventure magazine

and part orienteering as everyone grabs their maps and plans out which bridge or riverbank they'll drive to next to watch the racers...and the big, nightlong party begins.

Upwards of 100,000 people watch the race during its long run down to the Great Lake. Hundred jam the bridges to get a quick, dim look at their heroes. Loud music and bright lights go with the traffic jams. Plenty of police. It's mainly known as a wild, drunk night and there are wrecks to go with it.

So, what have we gotten ourselves into? Where did this race come from? Not many from downstate know about it, but it's the biggest event of the year for the Up North people. It's sponsored by almost every business in the area.

Why Would I Know About It?

I've known about this race for decades, ever since I started sport canoeing. As soon as you start paddling long and hard around this state, someone mentions the Marathon.

And just the mention is enough to give you a thrill and a scare.

I did two six-hour mountain triathlons. But 20 hours? I have a small idea of what might happen. It's not a pretty picture.

I said I was going up to watch the Marathon quite a few times. Something always got in the way. Maybe the staying up all night part had something to do with it.

Peer Pressure Pays Off!

This year my friend Tim is starting to catch the canoe racing bug. He said C'mon, let's go up and watch! And so I finally did it. We went up and watched. And what a sight we saw!

We brought my old woodstrip C2 racer. On the drive up, we wondered why people were flashing their headlights at us. Kids in minivans were turning in their seats and waving at us. Do they think we're racers? We were

hours from Grayling yet the fever was catching us already. We were canoeists, we had a canoe, thus we were kings this weekend!

Race Day!

So here we are. We get off the freeway and start into Grayling. A half-hour later, we creep over the river bridge. We see the banners and the hordes already marking out their seating places on the hillside. Campers, beer tents, people everywhere.

We find out that there are Challenge Races during the day for citizen racers. We sign up our old wood pro boat that we'd brought along just for fun, in case. I haven't paddled yet this year, but who couldn't race on a day like today? We've caught the bug.

We watch the parade and buy hats and t-shirts. Big groups are everywhere wearing t-shirts supporting their favorite teams. Lots of people, young and old are wearing them. It's like seeing people in Detroit Red Wings outfits. I've never seen outdoor sports with FANS like this! Little kids came up to us and said "Hey mister, are you a racer?" I wished I was.

We finally did our hour-long Challenge race. It was fun. We didn't totally botch the job. Hundreds of people lined the route down through town, cheering us on and out into the woods. We paddled out then back up into town. We finished where the Marathon would start. We rounded the bend and saw thousands of people in the stands and on the hillside and they all cheered for us! The announcers announced us and there was rock'n'roll music. They treated us like stars.

Pre Race Frenzy & Heroes

I grabbed my favorite sports book: "The AuSable Marathon: Experience the Tradition: the First 50 Years." It's full of amazing race stories and history and tons of wonderful photos from all the years, through all the developments of the canoe—from old fashioned 100-pound canvas boat with a 2-pound beavertail paddle to today's 26-pound carbon fibre wonder craft with 7-ounce paddle. But despite all the changes you can see the common streak running through the paddlers the twinkle in the eye of someone who's big enough for the job. Some show pure fierceness.

It was time to introduce the racers. In one part of the mob near the river I started to see tougher people gathering. The crowd would go nuts every so often as the DJ's introduced another team and the racers would parade down the dock and wave. Over to the side I recognized Serge Corbin, the #1 racer of all time. I took my heritage book over and asked him for his autograph. He was totally calm in the midst of the storm.

Then I saw Solomon Carriere. He's an Indian from Saskatchewan. He often wins with Serge, but he paddles with lots of different people. Sol paddles for his living as hunting guide. He also works in the mines. Sol won one year, with a week's notice. He seems easy going, somewhat plain, no particular muscle to him. It was a thrill to see him hanging out, calm, with his partner, Bruce Barton. I went up to Sol and asked for his autograph. Sure, he said. Then I got a sense of his power. It emanated from his face. His face is smooth and full, but up close you see that it's all muscle, ready for a long haul at high speed. People have their strengths in different areas, but this seemed unusual to me. The capacity you don't see in him in photos hit me when I met him in person.

I saw old Al Widing, Sr., at 75, the oldest racer. He's also done it the most, 35 times.

Then I saw little Matt Rimer, only 16 years old—his baby fat all chiseled into a wrestler physique, but still looking like a kid. Matt got top 10 last year in his first Marathon with partner Tim Triebold. Tim is a lively, fiery fellow in his 40's.

All 67 teams were introduced down at the river and the rock music started playing and the paddlers ran back up the street to town. The crowds massed along the road all the way down to the river. The cops cleared the way.

Ready, Set....

I saw a man raise the flag in the distance. All the teams and canoes are lined up in front of the Post Office. Boom! The cannon and the flag dropped, the racers picked up their boats and ran like the devil. The crowd goes nuts. Here they come! Around the corner, the teams keep coming, and they disappear down to the tiny put-in at the river. The crowd turns on its heels and a new phase of the day begins.

Now everyone is running in a mad dash to see how the first few minutes of the start sorts out from various yards through town. Running, almost full-contact, screaming. We get to someone's backyard and stop. Thousands line the waterway, out of breath leaning on their knees. Then in the distance we hear cheering, whistles and bells rolling towards us. Here they come! Flying down the river in their black carbon and golden kevlar boats. Elbow to elbow, paddles clashing, waves leaping. They blast past. They keep coming. It takes about 5 minutes for them all to come on by.

Then we all turn on our heels again and run to our cars. We blast away. Out of town, down a dirt road, but then not to the bridge where everyone else goes, but we follow our friends and take a cut-off and go back into a campground. We hit a trail then go to what we're told is a nice riverbank. It is. All rooty and dirt and full of people. We find a seat, and wait. It's getting dark.

The World's Toughest Spectating Begins!

Suddenly a quarter mile up the dark river, flash bulbs start popping. Suddenly a roar through the woods, bells, whistles, screaming. And here they come! A dark, blazing shadow.

No headlight on yet. Dip-dip-dip, and the lead boat is past. 80 strokes a minute. Wow! What a lead already! It's Corbin-Kolka all right! Then darkness again. Everyone leans forward to see, to hear. Another roar from upstream. Here come two boats tight together! Wow! It's infectious, everyone cheers. Go! go! go! Flashlights shine on the hulls, on the logos, the numbers, the first names under each paddler's side. I see flashing paddles. An arm in the glow. And then they're gone.

I see a boat trying to pass another hit a low stump and turn sideways, then get sorted out. It's really dark! How does anyone see? "Yeah, that's the question, eh," laugh some of the old hands. You go by the ripples, they say. It seems clear to me that this is one of those things where it works best if you've grown up on this river. They say that most times the lights are more of an annoyance. When a team sees a light ahead of them, it just pulls them down the river, and the team ahead doesn't need to encourage that. Without a light, a team can be fifty feet ahead of you and you don't know they're there. That's why most teams wear black and stay as dark as they can.

What Does a 20-Hour Canoe Race Look Like?

We can already tell that this is going to be memorable. What they say is right: watching this race is going to be a challenge. Tim and I will be driving 150 miles tonight.

It's neat to see how the crowd relates to the drama that's so slowly unfolding. No one treats any racer different from any other. There isn't the winner then the losers. This is a Big Picture race. At the same time, the race historian says that the top 5 sprint times from the day before are 80% accurate predictors of how the race will end up! That makes the race a foregone conclusion, right? Heck, we already know that Serge and Jeff will likely do very well. Sure, illness or trouble could knock them out or shake things up. But at the top, that doesn't happen so often. So where's the drama? I think it's like a live radio sport. Only in this case, you can participate in keeping up with the action.

Several local radio stations keep up with live on-site reports all night long. And action did happen. Between bridges you could hear reports as the gaps between boats gradually

shift. When you get to a bridge, you get to be surprised when one boat shows up ahead of a bunch of others. Also, many of the boats represented unique stories. How would the first mixed-sex team do? The first women's boat? Here comes the oldest paddler! Here come the teenagers! Here comes the father-and-son! The father-and-daughter! They're both first-timers in this next boat...and look how good they're doing! Here come some Frenchies! Some Brits! Hey, these guys have never got the top ten, and here they are in 8th already!

I guess it's also just the idea that all these folks were paddling so smooth, in the dark, like a bat out of hell, all night long, from the center of the state to the big lake. It's a race that you have to be there to appreciate. You get to drive it, eat along with it. It's a race for the woods.

We really notice the quiet except for when there's cheering. We notice how fresh the air smells. The piney spicey northwoods scent. Solitude, purity and frenzy all mixed together.

A Night of Bridges and Junk Food

After dinner we headed back out to the woods, downstream about 30 miles. We didn't quite grasp that the race takes HOURS to pass any point. We felt pressured by the pace of the winners rushing downstream and wanted to see them go by. We hit a few bridges, trying to see different parts of the pack. Soon, it's 1 a.m. We find a good place to stand in the quiet woods by a bridge to wait for the racers. Pretty soon way upstream we see camera flashes way upriver, then gently bobbing lights. The leaders have already been by, but here comes the chase pack! Noise and yelling. Then they're gone.

We didn't need any help in knowing when the young ones came paddling past! Their high school classmates were out in force, staying up all night, screaming and cheering for the local boys.

4 a.m. finds us on a bridge in another county. Trucks drive by with weary pit crews, usually driven by the wives. Teens run by with flashlights, blinkers, reflective vests, all helping out Dad and his pal, carrying food and sipper bottles, wearing waders, headlamps. The scene has a disaster response air to it, with the pitch black humid night, the hustling workers, walkie talkies squawking, squad car lights



flashing.

People start coming up to me asking for data! They see I'm keeping a chart. Boats go past. Oh-oh, a top boat no longer appears. Radio word comes along that they've dropped out due to a back injury. A dozen boat numbers are listed as dropped out so far. One lead group, just 20 minutes back from the leaders, has blown apart. The tough old guys who were in it are now firmly ahead.

I have a quiet visit with Forest Haines, an older paddler. He holds some Marathon top results and records. He notes that it's getting a bit light and that he always gets tired after the sun comes up. I wonder if he means when he's spectating or racing...or both! We're all now feeling the distance. He says that the 2nd place boat is doing right well: It took John Sullivan 8 races and he's finally finding his groove. It's his time. Like I said, it's a big picture race.

A Critical Moment

Tim and I take off for a big dam portage. It's just light. Tim is nodding off, head drooping as I drive. We get to the dam and find our friend's vehicles camped out in strategic spots. We park. I wake up an hour later to hubbub. It's a lovely morning. The racers are coming in! We get out our lawnchairs and go sit on the dam, at the take-out. A mile off we see blades flashing over the swamp grass at the edge of the horizon. It's a huge backwater. Here come the leaders across the open water. 80 strokes a minute. Serge and Jeff. They hit the beach kinda stone-faced. Serge almost falls in as he steps into overly deep water. Their crew swaps their feed bottles, gives them splits. They shoulder the boat and run off down the hill, with the crowd cheering, clapping and drinking coffee and eating donuts. More boats come in after about ten minutes.

After an hour of watching, boats come in, one glides to the beach. The bow paddler drops his chin, his arms sag. He steps out and falls into the water. People rush down. "Don't touch him or he's DQ'ed!" an official shouts. His partner rushes forward. He's passed out. The hell with the rules. They pull him to the grassy side beach and get the canoe out of the way. He's French. No one can talk to him, not even his partner. He's eventually revived and led away. We hear that he was dehydrated, suffering diabetic shock, hadn't had enough to eat, had high blood pressure, and had too many pills.

An hour later, boats are still coming in. Two hit the beach together. One team bursts forward in a run. The crowd goes nuts. The other leaps to follow and stalls out, a paddler's

knee sags, he teeters. The crowd gasps then urges them on. Come on! Just keep moving! One foot in front of the other! But the move has happened. The hanger-on team is dropped. An older guy says "Dang did you see them run! That's my boy! He won't say quit! They're both Marines!" And it's true. They weren't winning this race, but they fought back the cobwebs and got fierce and were outta there like pistol shots. After 10 hours of racing?

The Grand Finale

We're getting hungry now. A whole day of junk food, a night of candy bars and Mountain Dew. Ugh. We finally get to Oscoda

...The cheering had already started. The announcers were going nuts. It's noon and here come the winners! We make our way through the finish line crowd. And then there they were, with mikes and cameras around them. They looked a bit drawn but just fine. Jeff is as lucid as before the race, talking about race history for the TV.

We went on the bridge over the finishing stretch. The river is wide here. Industrial, with concrete wall banks. The racers had really paddled to the sea. Here comes another! They finish to ear-splitting cheers and go to the take-out. They flop into the water and lay there. One guy isn't moving much. Someone is talking to him. He gets carried off. His teammate lolls in the water, soaking, splashing his face. Helpers carry the boat away.

Here comes the result of a big painful final sprint. Bruce and Sol had been lagging behind a team for the whole race. But they are now a minute up on their rivals. That's what a big hour-long canoe sprint like they can dish out will do for you. They finish and roll into the water and unweight their bodies, floating, done. Bruce finally leaves. I see Solomon waiting in the water by a seawall. What's he up to, Mr. Quiet Guy. The beaten rivals come in next. Quite a crowd of people are in the water. The teammates are shaking hands, their crew is congratulating them above the din. Things start to clear out a bit. Sol gets up and goes over to one of them, talks into his ear, shakes his hand.

More boats come in. Racers splash each other at the finish, loll in the river, swim around. It's like some kind of church baptism scene. All these people struck by the fact that they finished, just sitting in the river, staring.

We hear that it appears that a total of 17 boats dropped out. Probably most of the first-timers and out-of-towners. Tom says that if you're not from around here, you just can't imagine what will be required.

Here comes the youngsters' boat. You can see them looking big-eyed despite being so wasted. The crowd goes nuts. Go Colin! Go Brad! The announcer is shouting They're home! They're home! Bring em on home! They splash each other with their paddles. Then they go play in the water. They seem more surprised, and relieved, that they're actually here than the other finishers. Kids dive off the bridge and flock into the water to join them.

Seeing the paddlers coming down through town, on that last big waterway. Seeing those kids who tried so hard. Seeing the paddlers wobbly as they get out one last time. Being around their families, neighbors and townspeople, and all the areas in between, all connected together, that was really something. Paddlers of all ages, kings for one peak sea-

son of the summer.

Then we drove home. I was tired for a few days. Eyes shutting in the afternoon. No wonder they call it the World's Toughest Spectator Race.

Handsign

I looked at the details of my race history book again. I started to see more drama in the stats than I had before actually being there.

I noticed that Butch Stockton's rise to a winning career began with his first race at age 20 with a partner named Wayne Stockton, age 33. Then I noticed that Butch's nephew Brett's rise to an even longer streak of wins began at age 15 with a partner named...Wayne Stockton, age 39. Maybe Brett's dad, huh? Anyway, he was taking out the boys and showing them the right way to start. But I don't see much on Wayne other than that.

Then I notice that Rick Joy, ranked #6 of all time, has raced almost 20 times and has never won, not even ever 2nd. He's had 10 thirds and fourths. The racers ahead of him all have multiple wins. Rick just keeps doing well. I wonder if he keeps looking to unlock that riddle. Or does he just paddle? Like Solomon seems to. It seems like lots of paddlers just paddle with who they'd like to, from year to year.

I saw that Big John Baker's career went longer than I could even imagine. Started with a 9th in 1964, then a 4th in 1990! ...And 11th in 1991 before retiring.

I saw that Butch had "DNF" as his last race. Dang. I noticed that Brett's last 3 races were firsts, then he was done. I didn't see either of those old ski bums at this race.

Since the big race, Tim has been training in my old stripper boat with some pals in Ann Arbor, with the help of some top marathon racers. Last week, one of the new guys, Doug, actually bought a carbon fiber race boat that he and Tim are using that presently. They did a race this weekend. They're shooting for the Marathon already! Crazy guys!

Postscript

The day after the race, I told a friend about our experience. My pal told me in turn about a movie he just watched with a teenager, 'American Beauty.' The kid loved it, had seen it 4 times. My pal was dismayed by the cynicism in it, the attempt to show horror as something with a superficial beauty. Sure, it can be alluring to those who relate to the desperation, yet what does it point to for a solution? A teen I know has seen 'Fight Club' 4 times. It seems like both movies are about dissolution. About broken communication between people and families. There's no point, so why not fight. Sure, some things need destroying. But then they need repairing. And you can't do it by way of watching movies over and over. You need to act in life, connected with others, family, neighbors, people of all ages and types. If you can do that, you might be on the right track.

We need celebrations and special events where inspirational, connected values are shown for all to see, are put on center stage, and where anyone who's simply willing and determined can participate. But not for profit, not for entertainment. As a test, an example to see and to show. Things can get pretty far out there, life can get hectic, the test can be extreme...and still be rooted. With the help of friends and family, people can still find their way back home. A canoe race can be as good as way to do it as any.



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Waterlogged

Part 1

By Harold Taylor

Foreword

For the larger part of my life, since the close of World War II, my family lived and grew up on an old farm. A deciding factor in choosing this location was the lovely lake adjoining the west side of the property, nearly a half-mile from the house. We took full advantage of this lake, and in good weather few days passed that some of us were not either in it or on it.

The opportunities for boating were most welcome. We had a succession of watercraft, none of them high-tech or sophisticated. I believe that at one time we had at least five boats of various kinds.

Back in the '60s we moved to an urban location, and during idle hours I took to jotting down some of the adventures we had on the water. Now at age 77 I'm still involved in a small way with a 14' sailing Garvey. Even that can be a challenge for old bones.

If anyone chances to read these tales, I hope they will feel free to skip any that do not seem of interest. If any reader is a literary critic, well, enough said.

Harold S. Taylor

The Friendly Enemy

Beads of perspiration stood out on the brow of the sick child, and the soggy sheets made him uncomfortable. The day, hot and sultry with excessive humidity, made each breath a chore. Then, as if a prayer had been answered, a cloud, dark and with ragged edges, blotted out the merciless sun. A crisp, cool breeze stirred the leaves outside the window, and life-giving drops of water fell and covered the town and surrounding countryside.

As the wind drove off the humid air mass, the sick child stirred in welcome relief. He inhaled deeply, and the fever began to wane. In a few minutes the sun was back, but not a punishing instrument of torture this time. It was more a smiling beneficent agent, and the atmosphere was deliciously cool.

The breeze remained, and it was friendly. This same breeze, which the physicist would dismiss as simply air in motion, is not to be dismissed so lightly. It wears many faces and is capricious. Its friendly blessing can become deadly dangerous to life itself.

To the sailing enthusiast, his favorite hobby depends absolutely on wind. It stirs him and challenges him. It dares him to pit his puny strength and wits against its awesome power. He knows that his friend, Aeolus, will rise up and crush him without compunction. Probably the uncertainty of the wind is one of the factors that make the sailor love it so.

Properly harnessed (as if anyone could harness such irresistible force), wind works for man. It still drives windmills, hauls water, generates electricity, and provides relief from heat.

On the other side, the unfriendly one, winter gales lash the coastlines. Snow, borne on northers, smothers large portions of the earth. At such times, the moaning and shrieking is like that of disembodied spirits of evil, plaguing man and animal alike, even taking away life if counter measures are not successful. The same winds, considerably attenuated, usher in the change of seasons. Winter is characterized as a bitter old man with coldness in his being. Spring is a delightful maiden who comes tripping across the land, awakening all the dormant life which has been as if dead.

So the wind, which punishes and kills in winter, finally results in the resurrection of springtime. It stays kindly throughout the growing season and, as old age, makes an appearance with autumn's chill breezes, though still sprightly and merry, foretelling the suffering to come.

Picture yourself beside a quiet New England lake in August. The day is golden and life is never so sweet. Kids are behaving like fish, in and out of the water all the time. Little boats are here and there, being rowed or paddled, skipping about with outboards, or just letting the breeze fill the sails. Such perfection is glorious, and of all too short duration.

At the same time, way down in the Caribbean, there is also a golden sun, a blinding hot sun. A breeze starts and, as if wondering what to do, it begins to circle, casting about for a destination. It gathers speed and force. Before many hours elapse, this circling mass of air has gathered a great momentum. No longer without purpose, it moves northward. Its path becomes strewn with destruction. The killer hurricane is fully developed and does more damage than any invading army could. In a matter of three or four days our peaceful New England lakeside is a shambles of fallen trees, wrecked boats, crushed homes and cottages, tangled power lines, and maimed and impoverished people.

But like its predecessors, it passes, and peace returns. Before long, life is back to normal, and on a hot day, we begin to wish for wind again. We shall be satisfied with some, not too much, please.

Now we have seen all the aspects of our schizophrenic friend, Aeolus. He is not a friend, and we must not trust him, but use him we will, and enjoy it too, up to a point.

(To Be Continued)

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Robert B. Gustafson of Hamburg Cove on the Connecticut River, took John's first Tuesday Night Boatbuilding Class. A career Navy officer and submarine captain, Bob had built a 12' outboard skiff and was interested in tools. He knew John as a "a good writer" and followed him in the *Maine Coast Fisherman*. "I used to cut the articles out. When I read about the class I signed up right away. John said at the first session that it was an experiment and they would give it a try." He added, "John, and his assistant from Ireland, Syl Costelloe, worked on the Chamberlain dory skiff during the week and then they showed the class what they had done."

All aspects of its construction were covered. They completed the steps and we observed. They showed us the tools that were necessary, how to sharpen them, how to construct the backbone, the lofting and then the construction. John told a lot of stories. He was an excellent instructor. He was a boatbuilder. He knew how to teach." Bob purchased tools recommended by John and although he never built another boat, he still uses the skills he learned and the tools in model ship building.

Barry Thomas took John's first Thursday class. He was living in Duxbury, an hour and a half drive from Mystic. He read about the class in the *National Fisherman* and had his wife Dorothy call the museum. He was building his first boat, a 14-foot Fred Goeller designed Sea Mew, and needed to caulk her. During the first class Barry asked John how to caulk. "I needed to know now," Barry said. "John stopped and showed the whole class how to on the caulking form." Barry was elated. He added, "the class was outstanding, unlike anything I had experienced. I would relive the class on the drive home, then wake Dottie and repeat every detail to her. I was afraid of forgetting something."

During a Boathandling Class, *Morsel* runs upriver with Bryan Hammond at the helm (Sharon Brown Photograph).

Row Mystic Seaport's Chamberlain Dory Skiff, *Harry Williams*, at The Boathouse

Part 2

By Sharon Brown

Barry had learned boatbuilding from Chapelle and building the Sea Mew. When John showed the class how to spile, he was amazed. He couldn't believe how simple it was. He recalls looking up from John's demonstration and making eye contact with Maynard Bray who was thinking the same thing. John asked the class members to write down any questions or aspects that they wished covered. Barry was interested in adzing. And John adzed for the class. "John could chase a shaving down the piece of wood with the adze. And how to hold it, that was the lesson."

Thus more than 30 people had a close perspective on the construction of *Harry Williams* and were intently involved in each step of her assembly. John carved a half model (Accession No. 1995.129.3) from the lines which he published in 1951 and then redrew them in detail specifically for amateur construction in 1971 (first available from Ships Plans in July 1972). In preparation for the classes he lofted her upstairs in the Gray Boat Shop and drew the patterns for the three sawn frames which act as station molds while down below Syl prepared the set up.

Together they began construction, cutting two 7/8" pine planks to shape for the bottom and cleating them together. They cut the transom from yellow pine and rabbeted the white oak stem and attached both to the bottom with the frames. The Les Olin photograph from the first class Tuesday, January 12 shows the boat upside down in molds with the stem and transom attached as John demonstrates adzing for the seated class members at the front of the Gray Boat Shop. The 1/2" white pine lapstrake planking (five strakes) was copper rivet fastened, beginning with the garboards which were in place by the fourth week. She was right side up in late February with three planks on port and four on starboard. By the eighth week the planking was complete, and Syl and John were rivetting the steam bent white oak frames in place and scribing the sheer or deck bevel. The interior work remained, *i.e.*, risers, thwarts, knees, gunwhales, floor gratings, and rowlock pads. After class, Syl completed the construction and painting, and she debuted at the second Small Craft Workshop June 5 and 6, 1971 along with the *Lawton*. These were hallowed beginnings for a small boat with so many having a vested interest in the outcome.

It was a time of high productivity in the shop. The peapod which was set up on on the backbone with stems attached on March 3, 1971 was getting her waterline in October and was photographed finished on the back door ramp in December of 1971. And in a period overlapping the construction of both the Chamberlain and the peapod, in less than six months from January 18 to June 12, 1971 John, Syl, and student Chris Lane built a reproduction of Robie Ames salmon wherry for the Adirondack Museum, which was delivered to Blue Mountain Lake by J. Revell Carr prior to the June 15 opening of the Museum.

Inspired by life-time rowing enthusiast, Bulkeley Smith Sr., of Hamden, Connecticut, John addressed "the urgent need for a suitable general purpose utility rowboat for beginners to learn to row in" (*National Fisherman* December 1968), he encouraged discussion among his readers, and he invited Smith, a Scout since 1919, to make a presentation at the first Rowing Workshop. Subsequent to the launch of the Chamberlain dory skiff in 1971, he invited national representatives of the Boy Scouts of America to Mystic on November 18, 1971 to consider various models, suitable for camps for young people.

Under the title, "Skiff Scouted", John reported in his February 1972 Comments column (*National Fisherman*) that his guests "tried out the 13' Chamberlain dory skiff built during the classes in recreational boatbuilding held at the Seaport last winter [Jan-April 1971], with a view to its adoption as a Scout approved rowboat" and she passed the test. The Russell Fowler photograph showed Bulkeley Smith rowing John, Mart P. Bushnell, Health and Safety Services, B.S.A., and Henry Henning, Supply Division, B.S.A. in *Harry Williams*. Henning, from the Scouts national office in New Brunswick, N.J. reported, "It is a little beauty and I fell in love with it. With such a craft, I think we could greatly improve the rowing techniques of Scouts in many camps, which certainly could be encouraged to adopt your boat which every good oarsman deserves". John concluded that it would be necessary for Henning to find a manufacturer who would build the model in fiberglass to keep maintenance costs down for



the Scout Camps, and that about 500-600 would be needed initially.

At the end of his keynote address to the tenth annual meeting of the Catboat Association in January 1972, John Gardner's slides included one of the Chamberlain dory skiff. "This boat we built in the small craft workshop during the past winter. It was part of the demonstrations in our boatbuilding class. It is a 13 1/2' Chamberlain dory skiff, designed and used in Marblehead, and since that time you may have read that the Boy Scouts have approved it. ... And you can see that it's a good sea boat, rows very well. This one has been on the waterfront and used all summer by Seaport staff and others. But you can see that even a child, small as that can handle it perfectly." While only the 13-foot model was available at the time, John was also referring to the expanded 14-foot model already familiar to readers of his *National Fisherman* columns. In the fall of 1972, J. Revell Carr made arrangements to lend *Harry Williams* to the Boy Scouts for three weeks for the purpose of making a prototype mold.

In January of 1974, Naval Architect Rob Pittaway completed drawings of a proposed sail plan for the 13' Chamberlain, sloop rigged with a total sail area of 83 square feet.

The July-August 1976 issue of Mystic Seaport's *Wind Rose* contains an advertisement for the sale of 14' sailing models of Chamberlain dory skiffs, later referred to as "Marblehead Dory Skiffs". Priced at \$1,295, the proceeds were to be applied to an experimental boatbuilding program at the museum. Val Danforth and Barry Thomas, of the Small Boat Shop, built five hulls from John's plans which were re-drawn by Allison Pyott in November and December of 1976 when she worked with Rob Pittaway upstairs in the shop.

John Gardner widened the patterns for the molds, to give the sailing model more beam, but below the load waterline, the hull shape is essentially unchanged, and retains its superior rowing qualities (see also, *Building Classic Small Craft, Volume 1*, 1977, Chapter 5). One of the boats, built in 1977, was purchased by Stuart Parnes of the Curatorial Department, launched on July 4th, and named *Morsel*. Later she was sold to John Hudson of the same department, and ultimately in the fall of 1992 to Jennifer Johnson, who donated her to Mystic's Boathouse where she has been available to rent since 1998.

Plans for the 13' Chamberlain dory skiff (1971.238) and the 14' Marblehead skiff (MISC. 18) are available to purchase at Museum Watercraft Plans Collection, Mystic Seaport, P. O. Box 6000, Mystic, CT 06355-0990. John revised and redrew the 13' plans for *The Dory Book* in August 1977.

John Gardner's vision included the collection of original designs and their documentation, followed by the construction of copies. He chronicled our cultural history told through small boats. To keep the skills alive he promoted the use of boats, and advocated building new ones when they wore out. Without use a boat is merely a container and the handling characteristics are part of the language of the design, and our maritime history.

John Gardner is no longer with us (1905-1995) but at Mystic Seaport's Boathouse on Lighthouse Point you have a unique opportunity to benefit from his work. You can row the Chamberlain dory skiff *Harry Williams*, the peapod, and the Marblehead Dory Skiff *Mor-*



Steve Jones' Chamberlain built by Barry Thomas rests at her home dock in West Mystic. Her simple paint scheme accentuates her clean, classic lines (Sharon Brown Photograph).

In December, near their Stonington, Connecticut home, Mark and Sally Snyder pose in their Chamberlain dory skiff *Sally Ann* (Sharon Brown Photograph).



sel, all three linked in the literature, and the history of small craft, passed from steward to steward.

Examples of the 13' Model:

Barry Thomas built a Chamberlain dory skiff in Duxbury after taking John's class and before he came to work at Mystic Seaport's Shipyard in May of 1972. He and Dottie used her as a tender for their Winter Harbor 21, towing her with the Chamberlain when necessary. John's plans for the Chamberlain call for 1/2" planking but Barry built her with 7/16" pine and cedar, a little lighter, and without the in-

termediate steamed frames and no floorboards.

Eleanor Watson, who became the lead interpreter in the Small Boat Shop when Barry Thomas was the supervisor, bought the Chamberlain from Barry in the 1970's. He had the Herreshoff ketch *Quiet Tune* and needed a dinghy. "I owned a Dyer Dhow. We swapped and I paid an extra \$300. for the Chamberlain," Eleanor related. "I don't remember her having a name. I didn't give her a name." As with Barry, she was simply "the Chamberlain." Eleanor and family used her in Noank, Connecticut where they kept her on a clothesline mooring in Beebe Cove. The boat developed

a split garboard and in 1982 or '83 Eleanor, after offering her to a couple of young boatbuilders, lost track of her until "I discovered her sitting upright by the firehouse in Noank full of water and debris. I was angry. Eventually it disappeared."

In 1992, author and professor, Steve Jones, was looking for a boat to row on the river and read an ad for a boat available in Wequetequok. When he went to look at it the boat was already sold. Chagrined, he went back to tell the man that he would give him the money immediately if the prospective buyer did not return. Sure enough, the seller showed up at his West Mystic boatyard, and Steve went directly to the house for the money, \$350. He rowed his "new" boat home from Wequetequok to West Mystic, under the Mason's Island bridge, and along the way he encountered a number of Egrets.

Finally, the Chamberlain dory which was launched in Duxbury in 1972, acquired a name, *Egret*. I first saw this boat, when Steve rowed up to The Boathouse in the summer of 1992, and drew alongside the *Harry Williams*, a beautiful pair, and an example of a link in the chain. *Egret* resides today in Steve's boatyard where Barry now acknowledges her origins and sees her frequently.

Marine surveyor, and backyard builder, Robert M. Harris, of Berkley, Michigan, shared photographs of his 1973 built 13' 6" Chamberlain, launched in Lake Superior and published in the August 1973 issue of *National Fisherman*. Underway, she attracted a lot of interest from admirers, and Harris rightly boasted, "She rows like a dream." John reiterated the history of the design including the following: "This Chamberlain dory skiff was built from lines and details of the skiff we built the winter before last in our evening classes in recreational boatbuilding at Mystic Seaport,

and which was subsequently tested and approved by the Boy Scouts of America. ...

Building plans may be obtained from the Curatorial Dept., Mystic Seaport... for \$2 plus \$1 handling charge. This is the same boat as the Parimar skiff in two versions,—one for rowing, the other for sailing—now being built in fiberglass by Parker River Marine."

A hand laid up fiberglass rendition of Chamberlain's dory skiff was offered by Parker River Marine, Inc. of Newbury, Massachusetts. In 1970 Pert Lowell who was the general manager of the Parker River Yacht Yard was asked by the owner Alexander Clarke to head up the project. According to Ralph Johnson of the Pert Lowell Company (personal communication, June 2001), Pert drove up to Swampscott and measured an original 13' 6" Chamberlain Dory Skiff. He and Harold Eaton, built a wooden plug in 1970 and from this made fiberglass copies called the Parimar Dory Skiff. Their marketing literature proclaims that the 600 lb. lapstrake fiberglass model will handle a 3 hp. motor, and "It has all the characteristics of the wooden boats and with a very minimum of maintenance will last indefinitely, and with never a leak problem as was prevalent in the wood boats." They built about 30 boats, including a sailing model.

In 1982 Bret Laurent was attending the spring semester of the Williams Mystic college program at Mystic Seaport. He met boatbuilder Barry Thomas, and went to work for him in the Museum's Boat Shop two afternoons a week. In the winter of 1982 he built the 13' 4" Chamberlain in his father's studio in York, Maine from plans available at Mystic Seaport. It was Bret's third boat and he was learning boat building on his own. He built her as a tender to his shad boat. To make her lighter, he used 3/8" planking with sawn frames only, and fastened the garboard with pot nails, "not the best as you can imagine."

She "really moved," rowing well with two people, but she had a very short life for a boat of her type, due to a compilation of factors, i.e., her light planking, lack of intermediate steam bent frames, the pot nail fastening of her garboard, and the puncturing of her hull on a piling at her Noank dock. Bret worked with Barry Thomas for about five years, starting in the shop in 1983, and over this period he built other boats on his own, including a magnificent L. Francis Herreshoff designed canoe yawl, the 28-foot Rozinante, and a double ended 12' 6" Swampscott tender (from lines on p. 255 in *The Dory Book*, and pictured in *Classic Small Craft You Can Build* by John Gardner 1993), built in The Boathouse over the winter of 1989-1990.

Bob and Mindy Drew of North Branford, Connecticut, took John's boatbuilding class at Mystic Seaport, and built a 13' 4" Chamberlain Dory from *The Dory Book*. Planked in 1/2" Atlantic white cedar on white oak frames, with a teak transom, the boat was launched in June 1989. A photograph of this boat was published in John Gardner's May 1990 *National Fisherman* Comments column.

Phil Kendrick's boat, *T.B.O.P.*, is 12' 2" long with a beam of 4' 5" and draft of 6" or 2' 6" with the daggerboard down. He built her in 1990 from Chapter 25 of *The Dory Book* of 1/8" marine plywood on thin stringers with Kevlar reinforcing and laminated ribs. He shortened the hull to reduce weight and increased beam for stability. He rigged her with a modified sprit rig, where the sprit is sleeved

into the sail, with a gooseneck fitting at the mast, and a loose footed boom. She carries 74 square feet of sail and carries two if the crew sits tucked low in the bow. From their South Berwick, Maine home, Phil and his wife Simone can top their boat to rivers, bays and the ocean of their home state, and to the John Gardner Small Craft Workshop in Mystic each June since 1990.

John Gardner used Kendrick's design in his 1992 article in *WoodenBoat* on "Balancing The Rig of a Small Sailboat" which was later incorporated in his book, *Classic Small Craft You Can Build* (1993, Mystic Seaport) and she was captured by Editor Bob Hicks on the cover of the August 1, 1999 issue of this magazine (*M. A. I. B.*). Phil, who has a fondness for Winnie The Pooh stories, sees in his lightly built hull and the development of her shape, a kinship with Pooh's umbrella, hence her name, *T.B.O.P.*, The Brain Of Pooh.

Mark Snyder of Stonington, Connecticut took the 10-week boatbuilding class from Barry Thomas and Wade Smith in the spring of 1997 and built his 13' 4" classic Chamberlain dory skiff from the plans available through the Ships Plans Division and used *The Dory Book* as a reference (p. 257). He planked her in white pine on red oak frames and brought her first to the John Gardner Small Craft Workshop in 1997 as a work in progress. She debuted at the 1998 workshop when Mark rowed her to Mason's Island from his Lord's Point Home. His first boat, Mark named her *Sally Ann*, after his wife Sally. The Snyders use her for pleasure and fishing, and posed in her for their 1998 Christmas Card.

In the mid-eighties, when Allan Kirk and Rupert Hopkins were looking for a stock boat for their Plimsoll Line at their North shore Long Island boatbuilding shop, they chose the 13' Chamberlain dory skiff. Ralph A. Notaristefano, then editor of the Traditional Small Craft Association's periodical, *The Ash Breeze*, reviewed the boat for *Small Boat Journal* (No. 55, 1987). Intended to be a showcase model, the boat was planked in 1/2" select northern white cedar, with gunwales, frames and stem of white oak, and thwarts of varnished cherry. The dimensions reported were 13' 5" x 4' 3", draft 6" (board up), 4" (board down), weight 200 lbs, and sail area 72 square feet.

The "heavily edited" article states: "Gardner and Rob Pittaway drew up another set of plans from an original Chamberlain dory skiff in Mystic Seaport Museum's small craft collection. It was from these plans that the Plimsoll Line's dory skiff was built." These plans are not known by Ships Plans, or by Rob Pittaway, and were never mentioned by John Gardner. Rupert Hopkins says the boat was commissioned by Merrill Brown who did not like the jib on the original sloop rig which Rob drew and Hopkins modified the sail plan for a sprit rig and moved the centerboard trunk to accommodate the differences in center of lateral resistance and effort (personal communication, July 2001). Notaristefano still has high acclaim for the boat going so far as to state, "She saved my life" (personal communication, June 2001).

During sea trials in Newport's Harbor, Notaristefano was blinded by something caught in his eye, and required medical attention on shore. "That boat was wonderful. She didn't go over. She was stable. And she allowed me to stand up and wave in a stiff chop

This Chamberlain, built by Bret Laurent in 1982, rests in a Pawcatuck yard where she is the focus of adventure for her young crew (Sharon Brown Photograph).



in blustery conditions [to attract the chase boat]. I was impressed." Similarly Hopkins and his wife "absolutely loved that boat. It was a great skiff for swimming. You could pull the boat down and put one leg over the side and roll it back up." Unfortunately the boat was lost in a barn fire and suffered an early demise.

In 1986 an original 13' 6" Chamberlain dory skiff (Accession No. 1986.3) was donated to Mystic Seaport by Mrs. John Robinson. The boat was built in the early 1930's for her husband, John Robinson, of John Alden's design office. He used her for his Alden designed yawl *Shag* based in Salem, Massachusetts until 1945. It was then used for lobstering, fishing and recreation in Walpole, Maine until Robinson's death in 1969.

Examples of the 14' Model:

In the December 1968 issue of the *National Fisherman*, John published the first installment in a series on building the 14' Chamberlain dory skiff, which was continued in the January, February, and April issues of 1969. The lines were traditional but the construction adapted for plywood, epoxy, and polypropylene tape reinforcement of the plank seams. Mark M. McChesney of West Palm Beach, Florida laid the boat down and began construction before the series was complete. He launched *Wee One* in 1970 and John's July 1970 column in *National Fisherman* included three photographs of her rigged for sail with board and a Sunfish sailing rig. McChesney praised her handling in chop with 7-1/2' spoons, and she was featured in Chapter 27 of *The Dory Book* (1978, 1988 Reprint).

John's March 1971 Comments column in the *National Fisherman* included a photograph of a 14' Marblehead dory skiff built by Bob Geissel, in Maryland in the spring of 1970 from the lines published in the *National Fisherman*. Geissel "built the boat in conventional lapstrake because I wanted to master this technique. It is a lovely boat and a joy to row. My wife and I have rowed quite a few miles on the Chesapeake. ... I have been fishing in the ocean with the skiff a number of times, and have even gone through the surf."

Christopher Cunningham of Edmonds, Washington built the 14' Marblehead skiff using plans from Mystic Seaport and reference to *The Dory Book* (*National Fisherman*, September 1979). Cunningham launched *Gamine* in February of 1979. She has plywood garboards on a Douglas fir bottom, with two red cedar planks above, three sawn frames, seven pairs of steam-bent oak frames, Honduras mahogany transom, and spruce spars with cotton sails. "She rows and sails beautifully. I am especially pleased with her ability to work to windward," he asserted. Later, in John's Comments column (*National Fisherman* June 1981) Cunningham described making "some modifications." He added a bowsprit, a small flying jib, a demountable topmast and a club headed topsail! "Pleased with the new rig and its jumble of halyards, sheets and downhauls, I loaded *Gamine* with a few provisions and headed north, with no particular destination in mind."

Cunningham praised *Gamine's* performance over 35 days and 700 miles up the coast of British Columbia to Prince Rupert, just shy of the Alaskan border. Not only did he row against prevailing winds and wicked tides, but he sailed her wing-and-wing with scandalized

sail before a Force 6 southeasterly with the outflow of the Skeena River and the tide against the wind generating steep waves which *Gamine* rode with Cunningham sitting on the transom. Although he was impressed with her performance, he loaded *Gamine* on a "south bound van" for the return voyage.

Howard Benedict of Martinez, California built a glued Brunzeel plywood version of the 14' model from *Building Classic Small Craft* which was featured in John Gardner's Comments column in the May 1980 issue of the *National Fisherman*. *Murre*, as he named her, is now owned by friend Bob Laws who received her as a gift on his 60th birthday, and she is kept at the Inverness Yacht Club. Recently used in a fly fishing ad, Benedict took the boat as far north as Quadra Island in the Canadian Gulf Islands. The boat first caught my attention in a photograph of it on a car top rack taken from above, from a hotel room in Victoria, British Columbia. As Bob stated, "I had purchased John's book, *Building Classic Small Craft* and the Chamberlain in Chapter 5 intrigued me. This was in the late 70's.

I built Chapter 5 in a 1911 garage buried in the bank below the house. With a 2' wide bench along one side there was very little room for me and the hull. I didn't feel that I had the expertise to build a lapstrake version, having built no more than six El Toro's with it's short hard chined hull. So I butted the three strakes and fiberglass taped them inside the hull. My eldest son covered the exterior with glass cloth and white Imron. ... The hull is 6 mil. okoume plywood, ribs and stem are fir veneer glue laminated; transom, thwarts and trim are Honduras mahogany." A woodshop teacher, Benedict had at his disposal a complete range of tools and machines. He started in April 1978 and finished the hull and a pair of Pete Culler oars by the end of the school year in 1979. Benedict recently stated (personal communi-

cation, 1999), "When my wife was still alive we took *Murre* to many of the Sacramento Chapter [T.S.C.A.] rows in the 'Delta' and I used her to explore the shores, mudflats and creeks of Tomales Bay."

John's Comments column in the September 1984 issue of the *National Fisherman* contains a photograph of a 14' Chamberlain dory built by Vasily Apostolides of Athens, Greece, which he completed in March 1983. Vasily spent 330 hours building the boat of traditional sawn lumber for a friend who was "very satisfied" with the boat, whether rowed or sailed. Vasily concluded that his next boat, another 14' Chamberlain, or a 17' Dion dory, would be lighter, and easier to build if he used marine plywood. John was prompted to add, "Chamberlain skiffs have now been built all over the world. This boat first saw print in the old *Maine Coast Fisherman*."

Professional boatbuilder, J. Lee Scarbrough of Pittsboro, North Carolina had to take two months off in order to finish the 14' Marblehead dory skiff whose backbone sat set up, stalled in his shop for six years. It was worth it according to these words John quoted in his *National Fisherman* Comments column in December 1985. "I usually get to the Cape for a month every summer, where for the past few years my wife and I have taken day jaunts and explored just about every creek, bay and marsh area on the Cape. And one spring we loaded her down with gear and food and took the whole family camping for a week on an island off the coast of North Carolina. The skiff was used throughout the week for fishing, running the inlet and exploring the marshes under oars as well as making a re-supply trip. She is a joy to row and sail just because she is so darn pretty. And she is strongly constructed; there's no reason why my grandchildren shouldn't be using her."

In his March 1986 *National Fisherman*

In a fresh southwesterly breeze, Phil Kendrick heads *T. B. O. P.* into the Shipyard dock, alongside the schooner *Amistad* (Sharon Brown Photograph).



column, John published an inquiry from Louis Pelletier of Salem, Massachusetts who was "thinking about building a 14' Chamberlain dory skiff set up to sail," and looking for "a source of hackmatack knees for frames." John advised that hackmatack knees were scarce on the commercial market, and that builders would need to dig their own hackmatack roots from trees still growing in abundance in eastern Maine and Canada. He also suggested that while other ways of dory framing are not so neat, they are just as strong. Pelletier proved his mettle as a boatbuilder having earlier completed a 19' Banks dory from the lines of the 1884 Portsmouth Navy Yard dory in *The Dory Book* and the *National Fisherman* (September 1975).

In 1988 Huw Evans of Dyfed, Wales completed a 14' Chamberlain from John's lines published in *Classic Small Craft, Vol. I*. Evans, a part time commercial fisherman using a dory he built, was involved in Welch coast lifesaving patrols and competitive rowing in working craft. His boat was featured in John's October 1988 Comments column in *National*

Fisherman where he referred to Evans as a "demon boatbuilder" as he had just set up the molds for the 14' sailing Whitehall, his 5th boatbuilding project from *Classic Small Craft, Vol. I*.

Postscript

For sure other Chamberlain and Marblehead dory skiffs have been built, but it is not as easy to track them as it once was by reading John Gardner's monthly *National Fisherman* columns. Plans for the 13' 4" model are given to each participant in the boatbuilding classes and *Harry Williams* has been rowed and carefully studied by builders and dreamers both. At the last John Gardner Small Craft Workshop, Dan Wilder of Cambridge, Massachusetts brought *Lizzie* a 14' Marblehead dory skiff built in Windam, New Hampshire by him and his dad Russ from Seaport plans in 1998. Dan and Russ took the boatbuilding classes from Barry Thomas and Bill Sauerbrey in 1993. They sail *Lizzie* on Lake Winnepesaukee. And a recent Boathouse visitor Paul Genoa of Ashburn, Virginia caught

sight of *Harry Williams* and shared with us his restoration of a modified sailing Chamberlain dory skiff of unknown origin.

Even teenagers with cell phones and access to U. S. C. G. Academy sponsored rowing clinics using \$35,000 40-foot 230 lb. carbon fiber 8+'s are not immune to the charms of *Harry Williams*. As on a recent Tuesday evening when the tedium of concentrating in a light air Beetle Cat race leads them to head back to the mooring. After buttoning her up they row the Chaisson dory tender back to The Boathouse. From my vantage point on the committee boat, a John Gardner designed, 16' semi-dory, I see them bolt up the steps, emerging with another set of oars and PFD. They pick up an extra passenger who has been watching us from the dock. All three are sliding seat devotees. I watch them depart the dock rowing *Harry Williams* in tandem up river, around Lighthouse Point, and out of sight. As it should be. I am confident that sometime in the future they will be telling others about her charms.

Best Instruction Manual and easy to build marvellous good looking skiff! Thank you ever so much for the whale of a time that I'm having. Guess that she is the first one being assembled on a balcony at a third floor. The \$200 mark not reached yet. Got left-aside Sunfish sail and spars. Restitched sail. Piece of cake! Will tell you how I'm scrounging along before I'm jailed.

Materials and Construction:

Plywood made in Argentina from local woods currently used in marine applications, at an outrageous price. Went to a construction lumber yard. Found surplus imported AC fir ply with outer thick plies. Five 1/4" and one 1/2", about to be thrown away. Extended cost \$45.

I've had spared 1" x 3" pine and 2" x 12" spruce, don't ask me how and for how long.

Spared too lots of 3/4" stainless steel screws, and 24 plus larger ones. 3/4" bolts aplenty in tool box. 1/4" and 1/2" nylon rope about 200' each. Rudder fittings found stainless stuff suitable for the project in tool box #2.

A friend gave me 1 gallon of epoxy he was about to throw away because he abhorred the stuff after five years spent (his words) while home building his 35' ketch. Epoxy in mint condition. Also gave me about 25 yards of 2" wide fiberglass tape and cloth to fiberglass the bottom. Worms here too! I didn't install chines. In tool box #3 lots of plastic electric wire ties and 100' of stainless steel wire of the proper gauge to stitch in case ties gave up. Epoxy fillers according to your instructions. Got pulverized limestone at a garden supply store a block away. Other filler was flour found at the kitchen. I do all the cooking, my wife absolutely sure I was nuts, but the stuff works.

Latex/acrylic exterior paint, Sherwin Williams "Prolatex" glossy light ochre for the sides and a very light dull gray for the interior (can't stand sun glare). Paint provided by our parish priest after I helped him to paint Saint Carmen Church walls and towers (including the spires). The Lord was kind, I didn't fall down. In my youth, in addition to sailing, I

Another \$200 Sailboat Completed

By Hector Atilio Silvetti
Buenos Aires, Argentina

(From correspondence with designer Dave Carnell)



went mountain climbing.

Installed the "Carnell Flange" and painted it glossy olive green, Father Patrick providing a pint of it too of course. Flanges proved to be an assets. I wonder how on earth you got the idea. It's wonderful!

Ground tackle no problem. Cleats made as per your sketch from hardwood cutoffs kept just in case in tool box #1. Lowered skiff from balcony using a two part purchase hung from 5th floor and borrowing the condominium firehose to be used as a sling. No problems. Got skiff whistling through the entrance door.

First sail in mild weather. Wind about 5 knots. Did all the tricks in the book. She responded magnificently! After 12 hours of sailing reluctantly returned. I could keep sailing

more and more.

Second sail in gusty wind. From all points of the compass. Up to 20 knots. Going up over and down. Pretty content and without panic. Crews from bigger yachts looking agape at us while we were having the time of our lives.

Although BA is about at the same Southern Latitude as NC, in winter we do not see any snow. Last snowfall recorded was in 1918! The surface of BA is about 75 square miles. Too many high buildings, few parks and by the River Plate. The latter is muddy, full of mud, clay and sand. About 20% of that rubbish per cubic yard.

My wife Annie is in love with your "Featherwind", her famous statement, "She's a beauty, let's continue sailing." We have now covered many miles and exploring creeks in the Delta. Each sail in your \$200 Sailboat is a source of never ending joy and peace of mind.

However, to sail in winter or to the Uruguayan shores a little shelter as a small cuddly would allow us a week or so of comfort while being there. Annie thinks that Phil Bolger's "Otter II" described in *Different Boats* could be a good choice.

An "Otter" was found abandoned in a shed at the backyard of a friend who acquired a small house last weekend. I've found out that it ought to be a Phil Bolger's "Otter", referred to in *Different Boats* but disclosed that it was the former one instead. My friend decided that it could be nice to complete it and have a go as he is without a sailboat of his own. The hull is sound, being under cover for years. However, sails, rudder and leeboard are missing. Spars in mint condition. He thinks that it a whale of an opportunity to go messing about in boats again. It's all he can afford! He has been sailing with me in my "Featherwind a la Carnell" and was looking forward to building one himself before he bought the cottage by the River Plate. The funny thing is that he bought the house and didn't look at the shed!

One final word: She is really a high performance sailboat, not a cheap one indeed! How about a \$200 skiff messabout?

9Use Photo from Nutmeg \$200 Sailboat classified ad center column top)

My favorite aid to navigation is a set of ranges, you know, where they set up two beacons so that they line up when you are in the middle of the channel. Regular channel markers, at intersections like the mouths of rivers and other inlets where the right way switches from one channel to another with the damned buoys on the other side, are apt to confuse gullible people like me. But, if I can finally recognize the ranges from all those other markers, I'll head on in. Of course, I am not fool enough to stupidly run completely out of the river and up on the bank at the foot of the low range like some people do when they miss the dogleg in the channel where they were supposed to change ranges.

Speaking of stupid things, one time I agreed to help this old mean doctor bring a brand new big deal sports fisherman up from Myers; him (the captain) and me (the flunky). That was the stupid part. The whole trip was miserable. For one thing, the damned thing cut off on us before we got out of Pine Island Sound, and we had to anchor and wait for the mechanic from the factory to come fix it. I already knew exactly what was wrong, but this doctor insisted that it was a factory problem and the factory needed to be spoken rudely to and bossed around.

Finally the man came and made his obeisance, and we headed out into the Gulf. It was hot and dead calm and the captain decided to head straight across the Gulf of Mexico to the pass between Dog and St. George Islands (East Pass). He left me with the boat while he went down to his "Nav Station" with his dividers, parallel rule, Loran, and all to plot the course. It took him about two hours to figure out exactly, to a tenth of a degree, what the heading should be which, marvelously, the boat was already on. Well, maybe not within a tenth of a degree, but we were heading for the pass, until the damned thing cut off again.

One of the 50 gauges (I think it was the transmission oil pressure gauge, and I have never seen one that worked for very long on any boat since 350 pulsating pounds per spare inch worth of hot oil is kind of hard on a Bourbon tube) on the dashboard wasn't acting right, and the captain insisted that we stop and see what was what. So we idled down and he, cussing the factory for their incompetence, began to fiddle with little wires and tubes up under the dash.

Finally, he realized that his knowledge of human wiring and plumbing did not carry over to this mess and, after checking the oil in the engine and transmission and the water in the heat exchanger, we got underway again. Or tried to. As soon as I advanced the throttle, the engine cut off and refused to re-start. He was fit to be tied and fixing to call the Coast Guard and give them hell, but I finally convinced him that I could figure out what was wrong and get us going again if he would quit all that raging and fuming so close to me.

Wasn't anything wrong with it, but a little piece of trash in one of the injection pump plungers had it locked up so the governor couldn't advance the rack. It was a Caterpillar engine with individual injection pumps down in the "V" and I had to take them off, one at the time, until I found which one was stuck. A little piece of aluminum in the spiral groove, probably from the machining of the canister of the final filter, wouldn't happen again in a hundred years. What the mechanic had done back in Pine Island Sound was to wiggle the

Ranges

By Robb White

rack until the little thing fell back into the groove, and I might have done that, too, but I certainly didn't want that furious captain all over my ass when it came unwiggled again, so I fixed the damned man's engine.

It ran fine all the rest of the way across the Gulf, but I was getting tired of the captain by the time we got to where we could see some lights. Though the boat was running, all the accessories were on the fritz. The Loran was lying, the gauges were, too, the radar was showing static, the air conditioner and refrigerator wouldn't run, the stove was leaking fuel on the floor of the galley, the damned electric toilet was full and wouldn't pump out, and that captain, Jesus, what a miserable way to have to live.

So, he started to navigate us through the pass. I don't know why in hell he didn't just take the wheel himself instead of ordering me around like in an old submarine movie. I ain't been through that pass but about ten jillion times, and I could have just held the wheel perfectly stationary until we got to the place to turn into the Intracoastal Waterway. I mean it is a perfectly straight shot, four miles wide and 30' deep. "Two degrees right rudder," my ass. Fortunately he was way up on the flying bridge with the binoculars looking for the buoys and couldn't tell that I was ignoring the instructions he was shouting down at me.

Back then (this was 30 years ago) those damned buoys were all in a straight line, all red, all on the east side of the channel, and actually just a hazard to navigation because all you needed was the old Crooked River light, one of those old iron-legged, gate lens lighthouses that only flashed right if you were in the channel. Now that it is out of service, you have to run over there amongst those buoys unless there is enough light to see the unlit end of one of the islands.

After you get inside, there is a short little section of ICW (the easternmost terminus of that thing in the north Gulf) to the Carrabelle River, most exquisitely set up by two ranges that lead you straight to where the ranges into the river line up. The river ranges are a little fast blinking thing stuck in the mud of the riverbank and a slow blinking light on a tall tower up in the trees. The confluence of the ICW and the mouth of the river is a confusing thing if you try to follow the channel markers.

They have to dredge all the time and there are spoil bank markers all over the place in addition to the channel markers. It is a pleasure boat trap now that Tallahassee has discovered poor little old Carrabelle. Sometimes there'll be three or four of them lobbyists stuck out there on those bars, with that doctor, all night long. I wonder who gets tired of whom first.

When I bought my lot over on the island there were plenty to choose from. Living over here is tough if you expect all the high-tech amenities to keep working. Even relatively low-tech amenities like electricity and running water ain't reliable in this environment. Back before all these big wheeler-dealers made it their business to demonstrate their complete dominion over nature on this island, it wasn't all that popular a dwelling place. After all, it

ain't nothing but a sandbar, and one of these days a real hurricane is going to come along and sweep it clean of all these federally-insured, towering Victorian mansions with their satellite dishes and our little plywood shanty.

Back when I was looking at all the identical possibilities for a place to build our house, the one that appealed was, can you believe it, the one right exactly in line with the Carrabelle River ranges. It is amazing how accurate they are. I can sit right here on my side of the sofa and see the little, low quick-flash lined up exactly with the old, high, slow, long-flash. If I sit on my wife's side, they ain't right anymore. When I get in my dotage, if I can still see, I'll probably think I am right in the middle of the channel and heading on in one more time. I hope I am too addled to remember that damned doctor who I left way back trying to boss his crew through East Pass.

The doctor wanted me to slow down and poke along from marker to marker, but I was ready to get the hell off of his boat so I began to mutiny and watch my good old Crooked River Light and ignore the fury. I would have pushed up on the west end of Dog Island, jumped off the bow of the boat, and walked home but I wanted my check.

He started to come down off the roof to straighten his crew out but, just as he was fixing to swing his ass around (where was my slingshot?) to back down the ladder, I saw the first set of ranges for the channel to the mouth of the river, I whipped that thing into the ICW so hard that it scared him back up there. Then I showed that old man just how to bring a big, wide, fast boat into a little, narrow, slow river, a thing that I cuss other people for doing now. Even way back then I felt bad about all the ghost crabs I washed off the spoil bank, but I was ready to get my skiff, go home, and get in my bed.

As soon as we were idling in the no-wake zone, and he felt comfortable turning loose of the railing, he came boiling down off the roof with a bunch of noise. "We are in the Carrabelle," I stated as a matter of fact, "and if you don't calm yourself down enough to write me my check, right now, I am going to park this thing over there with them oysters." I don't want y'all to think that I am prejudiced against doctors.

My own young doctor is a fine man (used to be an Eagle Scout, can't beat that) and my old one was too (I don't know if he was an Eagle Scout or not, but he did go to school with Lum and Abner). Some of my customers are doctors, wonderful people. It is just this old bastard. He is still around and just as bad a pain in the ass as ever. My disclaimer of prejudice does not include lobbyists though.

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Beginning in 1998, I started to offer strip epoxy canoe-making classes for the general public. "Going public" presented a major challenge. I wanted to be mobile and bring the program to a variety of locations. This meant having a strongback and stations that I could easily transport. These also needed to be suited for quick set-up and break-down. Previously I had been using the standard wood 2' x 6' and plywood strongback. It had warped despite careful selection of kiln dried wood.

You can imagine my resistance to transporting one of these. It was too long for my van so it would have to go on top. I didn't have the luxury of waiting for non-warping

Strip Building Canoes

By Caleb Davis

perfect weather, so I needed another solution. That's when I came up with using a 14' aluminum ladder. I thought this might be of interest to other potential builders, so here are some things that make this method work well

for me.

First, let's define a few terms to clear up any confusion for those of you that haven't done this before, but may want to build a canoe. Strip built canoes are boats that are made of strips of wood (cedar, pine, etc.), usually 1/4" x 3/4" that are glued and later epoxied over a desired shape. The shape is created by using a flat surface (strongback) to which the stations are attached at regular intervals (usually 1'). These stations represent the exact shape of the desired boat at that location. By surfacing all of these stations, you get a skin of strip wood that is the desired shape. Later the hull is popped off the stations and the inside is given the same epoxy glass treatment. Adding the gunwales, seats, decks, and thwarts, complete the canoe.

By using an aluminum ladder as the strongback, I get a light, straight, warp resistant surface that I can put on two sawhorses. I then cut two lengths of 3/4" plywood, 8' and 6', with a width 2" greater than the ladder width. This gives me my 1" overhang on each side of the ladder, which is needed for clamping space. Finally, I butt-end clamp the 6' and 8' plywood to the ladder and use a chalk line to determine the centerline of the strongback. I use a saw to create a small groove for this line, as it is important for setting up my stations at a later time.

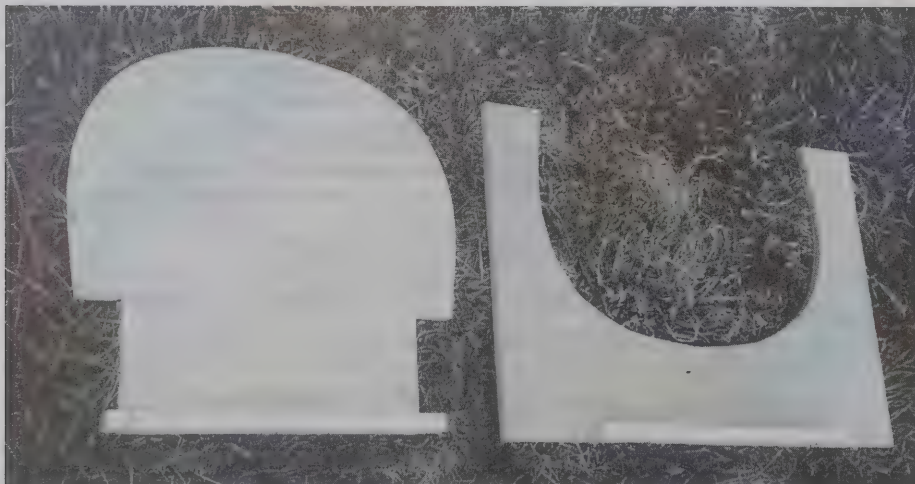
The stations I also cut from 3/4" plywood. I cut the base several inches less than the width of the strongback plywood top. At the base of each station I glue and screw a piece of wood 1" x 1-1/2" by the full width of the plywood top of the strongback. This gives me something to clamp to. The stations can then be C-clamped to the strongback at any desired location. I determine the square center of each station and mark both the top and the bottom so that I can quickly place any station centered on the centerline groove of the plywood strongback top.

One other thing that I do is to cut three reverse stations to be clamped on the strongback when I turn the canoe over. Take the center station match cutaway and make this into a reverse station. Also do this for plus and minus station 4. It makes a perfect cradle for your boat when you need to work on the inside.

I find that there are several advantages to this method. I have already mentioned that the use of a ladder gives you something that is light, straight, and warp resistant. The cost of the ladder and plywood top is not much more than the cost of a well-made, all-wood strongback. You can easily dismantle and store the stations and then you will have a good ladder to use when you are not building a canoe. The overhang feature allows you to easily set up and dismantle, without having to permanently fix any station. It also allows you to subtly change the shape and length of a canoe by moving any station at will. Finally, there is the cost of the 30 3" C-clamps, but these can also be used in attaching the gunwales and other parts of your canoe, so it is an expense which you have already incurred.

If you have any questions, please feel free to contact me at 603-532-5992 or tremolo@together.net. For more information about Caleb's activities, check out www.wcha.org/builders/tremolo or www.traditionalflatwater.org.

Caleb Davis, 489 Thorndike Pond Rd., Jaffrey, NH 03452



Harry Bryan Fan

By John Longbottom



I am a Harry Bryan fan, completed my Daisy a year ago, shown under sail (notice perfect fit of Dabbler sail). This boat weighs 90lbs constructed of 1/4" ply.

My 18' Handy Billy is also constructed of 1/4" okume and weighs approximately 350lbs. *WoodenBoat* said you could not construct bottoms from plywood. Well, as shown in picture the bottom was laid out with 9" planks. It probably is not perfect but I think it is as well shaped as a solid planked boat. The Handy Billy will not be in the water until next April since the motor and steering are now on my 17' Simmons Sea Skiff (also 1/4" ply). Now five years old this boat held up well kept in the water all summer (uncovered), although the sun has taken its toll.

John Longbottom, 417 Birdwood Ave., Haddonfield NJ 08033





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Oh No!! Not Another Mini Tri!!

By Gerard Van Wyk

Yup! It seems we are everlastingly at it! I suppose it's because they're relatively easy and inexpensive to build, they are so exciting to sail, and they come in all mini-sizes, for all needs.

We have tried all different ways to attach the amas and akas to various small sailboats and kayaks and have found each to have some serious problems. Among these are: 1) The amas developed stress related leaks; 2) the amas were too light; 3) too heavy; 4) too long; 5) too short; and 6) took far too long to assemble. The process needed improvement.

We now believe we have the best answer to our particular needs. This system can be completely made with lumberyard stock or utilizing marine grade lumber and plywood. The akas are easy to acquire aluminum tube. The amas are solid foam, sheathed with plywood, and can be built without a marine architect's genius.

The big plus to this design concept is that it can be completely assembled with only one 5/16 nut runner.

There is another wonderful aspect to these handy little trimarans, the sails and even the fiberglass masts are dirt cheap. They are the sails and rigs that those body-perfect young people have replaced on their sailboards. I bought five of these very nice Dacron sails for \$50. The dealer was so happy to get rid of them that he even threw in a wishbone for \$5.

This, our final mini-tri, uses a CLC Millbank kayak for its main hull. It is only 15' long and both light and strong; the rudder system works like a charm for great hands-free sailing. Our grandchildren love this little boat. Messing about is FUN!!

I have a two-page drawing and a two-page instruction manual that will make an easy job of turning your kayak or canoe into one of these simply built and easily sailed mini trimarans. If you have this on your mind it will save you a heap of time and a bundle of money. I will mail it immediately for \$17.95, prepaid.

See you on the water!

Gerard Van Wyk, 4253 Redbush Dr., Grand Rapids, MI 49418



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Yes, that big guy pulling his fancy little boat is going to blow your oars off! However, if you set up your pushboat right, you can pull, too, from the same position going in the opposite direction (double-ended boat required) and maybe in the second race blow his oars off! Back strap and biceps will be faster than belly and push, but after a few months of pushing, not by much.

This pushing on oars was not any bright new idea on my part, but resulted from dire necessity if I were to continue messing about in boats after recovery from a broken neck and subsequent inability to look over my shoulder. After a year or more of this pushing, my capabilities with a 13' 50-lb. Grumman Bruisewater Canoe are as follows. (No you don't do solo J-stroke on big water and make much headway, you row). Stopping briefly for a gulp of Gatorade every 30 minutes, I can maintain 3 mph for many hours without tiring. I can easily attain 5 mph but cannot maintain this pace over 20 minutes.

When wind, waves, and current on this big St. Johns River have me in trouble, I reverse direction and pull, lining up markers from whence I came and hope I don't bash into any Bayliners. Oops, lily pads again, hard to row in lily pads! I'm 67 years old, 5'7", 155 lbs., just trying to hang in there and mess about. Wish I had one of Kaulback's or Callanan's guideboats, I could fly! Too spendy for "poor little me."

Setting Up a Pushboat

I'm no expert on boats and hull design (Robb White I ain't, but he's my hero), just an old geezer who's been messing about in boats for over 60 years with some opinionated ideas on what works and what don't work as to boats.

The Boat

I suppose you could try this with just about any fairly small and light boat, even a Honky Drowner, but if you are interested in making headway and not a stationary exercise machine, such things as transoms in the water, heavy weight, wide beam, high freeboard, deep draft, or V-hull should not be considered. A canoe 12' to 18' in length will row very nicely, or anything else with similar double-ended waterline shape and a beam of 32" to 40".

A push and pull hull would be best if symmetrical (same bow and stern), but an asymmetrical hull would work sacrificing some efficiency and destroying what's left of your traditional values, not to mention what the snoots would think about your not knowing bow from stern. Or just bite the bullet (never mind what she is saying) and get that gorgeous Adirondack Guideboat Stripper.

Push on Your Oars!

By Curtis Nichols

Rowing Seat and Oarlock Sockets

This is critical, it must be right and seldom is as built, but it's not difficult to accomplish for most of us messabouts. The seat must be 7" to 8" below the gunnel, and a solid backrest is almost a necessity to push against with your butt while pushing on the oars. If the seat is too high, your legs will interfere with getting the oars out of the water on the back stroke. Allow plenty of room for wake, roll, and chop. Down in the bilge, guide boat style, you will get used to it, and your weight being low does wonders for stability.

Ideal positions for the seat and oarlock sockets for a slim person my size and solo are as follows. Most important is the relationship of the seat to the oarlock sockets which, in my case, is 20" from the forward lower edge of the backrest where it joins the rear edge of the seat to the socket center forward. A larger person or big belly needs more distance, a smaller person less. If you don't have a miserable center thwart like I do, mount the sockets to the outside rail 4" to 6" forward of the boat center and the seat the proper distance aft. If you have that miserable thwart, you will need minimum 14" thwart to socket to prevent bashing your knuckles. Too far aft with the seat and the bow is too high, but not a serious problem.

Put all your heavy stuff that you carry anyway up there and a bag of sand or lead shot. Another person or your golden retriever works, too. The boat won't track right with the bow way up high, it's best when nearly level. I'm always solo and trim with 25 lbs. of lead shot in a good bag right in the bow and an oversize mushroom anchor with 4' of chain and 100' of rode in a plastic bucket up there, too (you should carry an anchor anyway), and my stuff. It's just right. Most symmetrical canoes will work this way by just lowering the bow seat and rowing the boat backwards, even a big three-seater. The hull doesn't care about direction.

Last But Not Least, the Oars

These are the other part of your propulsion engine and getting them right will make rowing (push or pull) a whole lot easier. Not throwing tradition to the wind this time, I like my oars guide boat style, long and pinned or clamped, but horns and leathers work also. I don't overlap the handles. Using lightweight oars this is not necessary and, like horns and leathers, I find it to be a distraction, but to each his own on these. Oar length is very important, longer equals fewer strokes for distance traveled and, without getting carried away, the longer the better. Beam width, freeboard, and your ability will determine your ideal length. In my opinion anything under 6' is a little dinky oar.

Assuming a pretty good rower, I will say a low freeboard boat with 34" to 36" beam and length under 16' should have 6-1/2' to 7' oars, a 38" to 40" beam and 16' to 18' in length 7' to 8' oars, and so on. My oars are a drastic departure from tradition and I like them better than any in my long past. They are big state of the art spoon blade and anodized aluminum

shaft, very light and efficient, and 6-1/2' long Brie Craft oars from Gardner Callanan, the guideboat builder in Industry, Pennsylvania. Really good oars do make a big difference.

A final word on pushing your good oars, the oar blades need to be angled 2 to 3 degrees so they have a slight tendency to surface rather than dive. You won't notice this surfacing tendency, but you surely will notice any tendency to dive when you bring them up at the end of the power stroke where your arms are extended. Angled correctly the oars just take care of themselves, well almost.

This is not for everyone. Pull away all that you can and want to, but for some stiff-necked old messabouts, disabled persons, or just anyone interested in doing something different and seeing where you're going, this does indeed work. There is no trick machinery required. The Adirondack guideboat being referred to here is (very loosely) a canoe that was designed to be rowed and, in my opinion, the very best choice for this purpose. It is very seaworthy, very slippery and fast, safe, and won't flip.

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One of the delights of having a stand at a boat show is the number of visitors who come along to chat about their ideas for small boats, fittings, and equipment. A point which arose at the Wooden Boat Show was the reluctance of some people to become involved in the math of small boat design, "it is just too complicated," as one visitor said.

Well, it may look that way but it really is fairly straightforward if you work through the process methodically, making sure you understand each stage before going on to the next. One of the problems seems to be the method of calculating the underwater volume of a boat, basically length x breadth x depth, but complicated by the fact that the normal boat has a very irregular underwater shape.

Disregarding computer programs, there are still several ways that this volume can be calculated, one of which was given in No. 3. It is also possible to obtain a fairly accurate determination of the underwater volume by a more simple approximation that is probably good enough for most small craft during the initial stages of the design. It will be worthwhile going into greater detail at a later stage, especially if the craft is going to be built, when failure could prove both disappointing and expensive.

Let us recap what we are talking about here. If our loaded dinghy weighs 700 lbs., it will displace 700 lbs. of water when it is floating. There is a difference in fresh and salt water, but let us ignore this and consider only salt water which weighs about 64 lb. per cubic foot. Thus our 700 lb. dinghy will displace 700/64 cubic feet of water, which equals 10.94 cubic feet, say 11 cubic feet, so we need an underwater volume of this amount.

What cannot be avoided is having to determine the areas of at least some underwater cross sections. If you refer to the sketch of the dinghy in No. 3 you will see that it was simple to work out the areas at each station because only triangles were involved; i.e., the area in each case is simply the beam x half the depth; this was deliberate for the purpose of the article. One of the limitations of the method using the Simpson Multipliers is the requirement for a specific number of intervals between the stations in order to obtain the correct sequence of multipliers. However, it is possible to work from any odd number of stations spaced along the waterline. The more stations you have, the

Back to the Drawing Board (formerly Design Rules – OK!)

Part 7

By Dennis Davis

Reprinted from *Afloat!*

greater the accuracy of this method.

Again taking the sketch in No. 3, if the areas are added together and doubled (remember, for the method shown only half the area was required) we get $3.17 \times 2 = 6.34$ square feet. Multiply this by the interval between the stations, 15 in this case, then by 64 to obtain the displacement in pounds. Thus $6.34 \times 1.5 \times 64 = 608.64$, say 609 lbs., which compares with 620 lbs. using the more accurate method; i.e., less than 2% difference. And this short-hand method will work for any number of stations, the more you choose to use, the more accurate the result. Bear in mind, however, that accuracy also depends upon how carefully the areas are worked.

To find the longitudinal centre of buoyancy (LCB), just multiply each individual area by the distance it is away from the station nearest the centre; add these sums together (one sum forward of centre and one aft), take the smaller from the larger, and divide by the total sum of the areas. Multiply the answer by 12 to get the result in inches.

Enough of numbers, let's get back to where we were at the end of the last design article (No. 6), shapes. We saw then how important both the cross-sectional shape of the hull and its keel line rocker were to stability. Remember, we are still considering unballasted craft. That is, the craft has no very relevant quantity of inert ballast but relies upon its crew to act as movable ballast.

The question of stability relates to form stability, mentioned last time, and also to the centre of gravity of the loaded craft. We saw that if the hull was curved both longitudinally and athwartships, then stability was generally improved over a flat bottomed hull, in part because such a shape results in a lower center of

gravity.

Since, all other things being equal, we want the fastest; i.e., the most easily propelled craft, then the best cross section is a semi-circle for a person-powered craft which cannot aspire to planing; we shall look at why it cannot aspire later. The semi-circle has the least wetted surface area for a given displacement, hence its choice for speed. The problem is a complete lack of initial stability so a craft with such a shape will require careful balancing at all times.

Sculling shells get around this to a degree by having long sculls that act like outriggers and provide some stabilizing effect. Racing canoes and kayaks have a near semi-circular cross section below the waterline with flare above it so when the craft is heeled it tends to become more stable, my own DK kayak designs are a less radical version of this philosophy. A possibility which has not been much considered would be to have a catamaran configuration, fairly easy to arrange for rowing but less so for paddling.

For person powered craft cross sectional shape is a compromise between a semi-circle on one side and a rectangular box shape on the other, with constructional needs having to be taken into account, too.

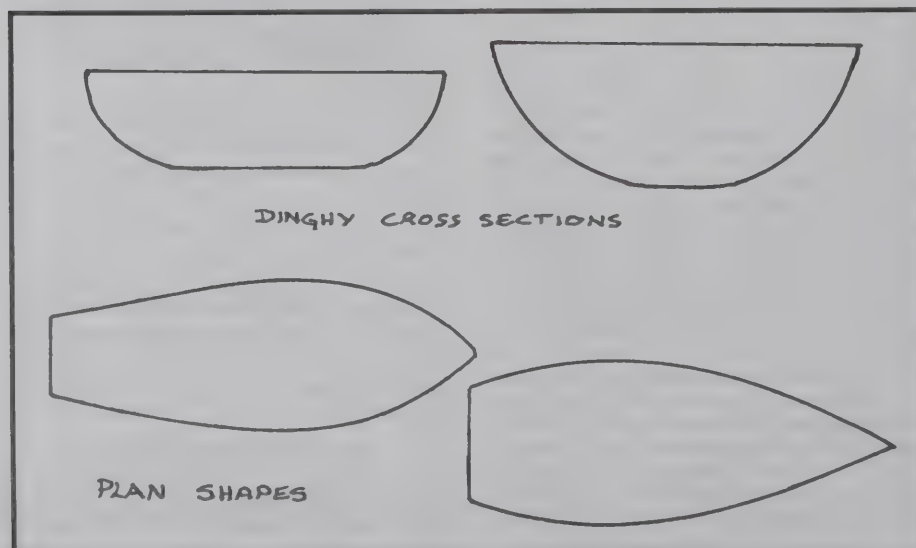
Sailing craft, as was touched upon earlier, are rather more complicated since sustained wind pressure can be made to provoke a suitable hull to plane. The boat planes when it overcomes the resistance of its own bow wave to actually rise on to this wave.

At this point the hull length is no longer a limiting factor in the speed attainable; the resulting speed being a function of hull shape, wind speed, and sea state. Person powered craft cannot be provided with enough energy to overcome the wave resistance sufficiently to plane other than possibly for very short periods of time. Thus the sailing craft, if it is going to be built light enough, should be designed to take advantage of the possibility of planing under the right conditions. It is, after all, great fun!

To understand this we shall have to look at the wave making propensities of hulls. When a boat passes through water, however propelled, it has to displace constantly a mass of water the equivalent to its own weight. (Yes, I know these terms are being used loosely, but the meaning should be clear.) The faster it goes forward, the quicker the water has to be displaced and then return to fill the space behind the hull. In order to make way for the hull, or more correctly, the underwater section of the hull, the water has to flow past the hull, both below and alongside.

Since every craft, no matter how well shaped, must have some thickness at the bows, water is displaced downward, upward, and sideways. Watch any craft going forward and you will see this demonstrated. This creates a bow wave, the water then flows past the hull to the stern where a second wave is formed as the water leaves the hull, thus the craft, as it approaches its maximum hull speed, sits between its own bow and stern wave. The longer the waterline length, the longer the wave length and the faster the boat.

At this point with displacement craft; i.e., craft not designed to plane, adding more power, either in the form of additional sail area or opening the engine throttle, will not increase the speed other than by a very small amount but, with a great increase in fuel consumption

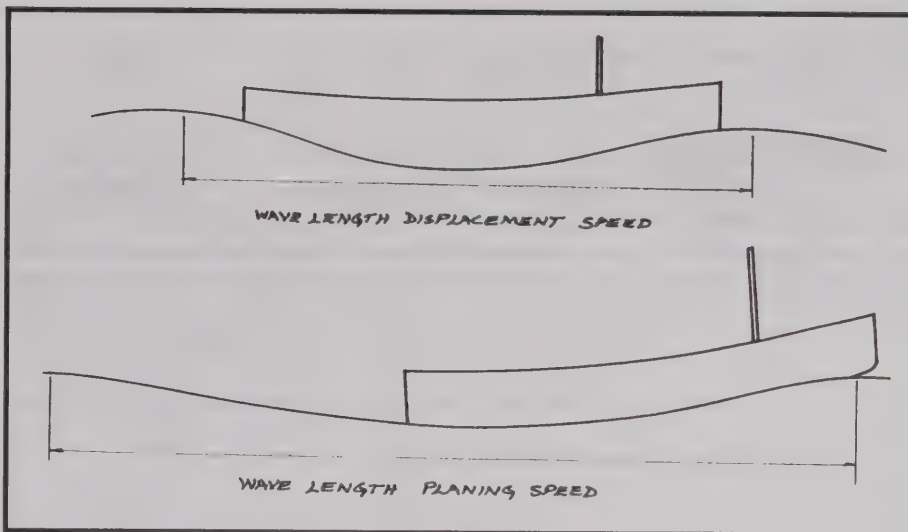


or heeling and probably weather helm in the case of a sailing boat. The designer of displacement craft attempts to minimize the wave making properties of the hull so making it easily driven whether by sail or power.

There have been differing thoughts on how to achieve this ever since boats began to be designed. One theory suggested full, bluff bows to shoulder the water away with a long, gentle run aft to allow the water to flow past with a minimum of effort once the bows had broken through. However, these days even quite large yachts tend toward the opposite theory with a sharp entry and wide, flat after body to promote the possibility of planing should the right conditions occur.

Such craft have to be sailed upright, for once they begin to heel their speed potential is reduced and too much heel will make them difficult to steer, which may result in them broaching. Most modern sailing dinghies have taken this form, and it is worthwhile looking carefully at older dinghies and comparing them with the latest to see how they have changed. Looking at a development class of dinghies can be particularly rewarding in this respect. Of course, the way they are sailed has changed too with many modern dinghies having their crews trapezing rather than sitting in the boat or merely on the gunwale.

Even planing dinghies cannot plane until the right conditions occur, so they have also to be designed to sail well as light displacement craft. The choice seems to be between flat hulls that sit on the water, and hulls with an almost semi-circular underwater shape with considerable flare above the waterline to give the maximum beam allowable in the class



rules. Both types sail fast and plane easily providing the latter type has a flat planing after body.

If you have taken the opportunity to look at some hulls you will already be able to fit some dinghy class names to the two shapes described above.

Remember, we have been discussing speed, or ease of propulsion, so the cruising dinghy which has to have other attributes too may not fit happily into the categories considered here. In fact, many of the dinghies popularly used for cruising are also class dinghies which are raced so many of them will plane

but if they are well loaded with goodies will require a stronger wind, which may threaten gear breakage, before achieving a plane.

(To Be Continued)

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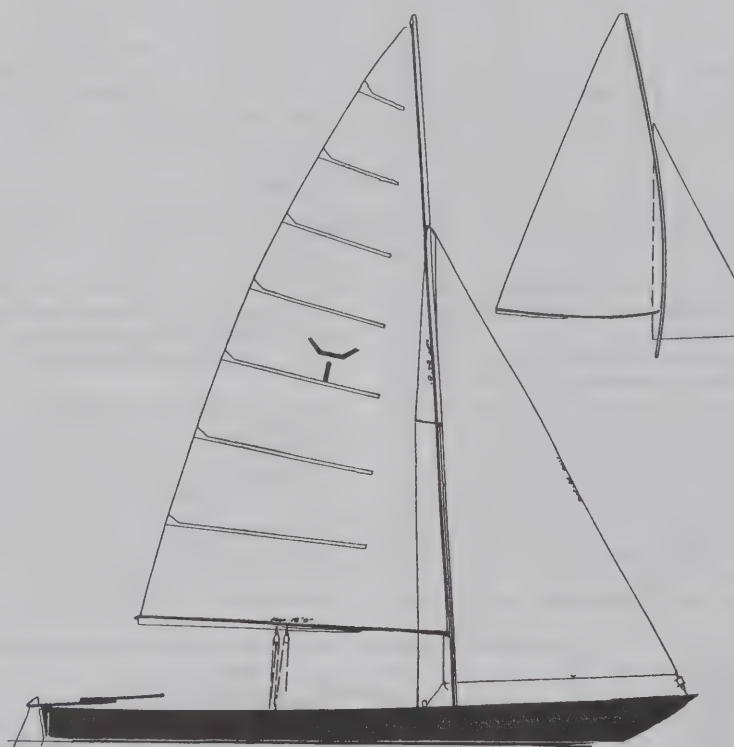


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Bolger on Design

Racing Clipper Dory Design #194

25'6" x 6'4"



The type called clipper dories raced as a class at Marblehead, Massachusetts, for a few years after 1900. They were mostly built in neighboring Swampscott and were a development of the working Swampscott dories, which were distinguished by rounded sides in place of the straight-flaring sides of the classical "banks dory." They were used as beach boats; they did not have to nest on the decks of vessels, and the rounded sides gave them more capacity and stability under sail than a straight side.

After a while they began to be used as pleasure boats, then to be casually raced, then hotly raced. As that happened, their design gradually changed to make them sail better (or faster at any rate). The basic dory shape with its narrow and short bottom makes a slow and tricky sailboat. The rounded sides were the first step, which went on to more strongly rounded sides until they were nearly upright at the gunwales, and the flat bottom gradually grew narrower until it became just a keel plank.

As this went on they were given bigger sail plans, with active crews hiking out to keep them on their feet. The next step was to make the stern wider, to increase the stability on a given length. Then the rake of the stern was reduced, because the sharply raked rudder axis wasn't the best arrangement in a boat intended to be sailed upright by an active crew. After this process had been carried to its logical conclusion, the result was boats like the Town Class, which were (and are, as a few of them are still being built) decent, smart-sailing sloops which would never be recognized as dories by anybody unfamiliar with their evolution.

There's a lesson in all this for people who admire dories. They are essentially a rowing type designed to carry varying loads in rough water. The Swampscott Dory was originally a surfboat and some of them had pointed sterns instead of the dory "tombstone." As long as they were used as workboats they were not intended to be fast-sailing and not meant to need strenuous crew action to sail. The sailing rig was not quite a makeshift, but sailing performance was subordinated to other requirements.

When yachtsmen started to race them, they at first kept the narrow stern meant for rowing deep-loaded, but this kept them from ever sailing as fast as their big rigs and ath-

letic crews suggested. A big modern dinghy like a Flying Dutchman, or plenty of much smaller modern dinghies, would have sailed right by them whenever there was any weight in the wind. But they were spectacular and graceful and who is to say that a pleasure boat has to be an optimum shape for speed?

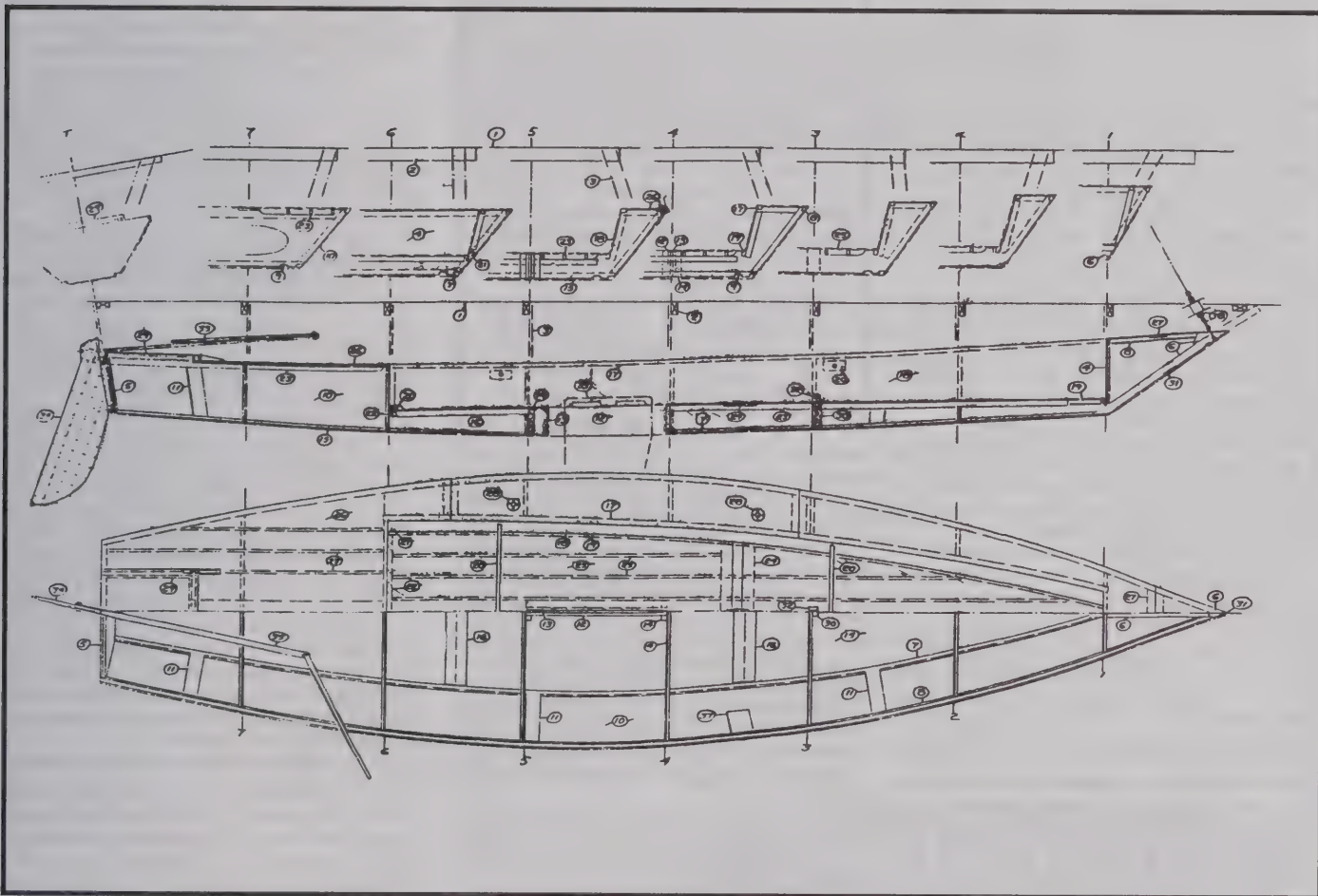
The boat shown here was designed for the late Jim Orrell who made a fetish of dories. He thought there were people who would be interested in a very fast sailing dory to be sailed by energetic crews. The dory flare of the sides would allow the crew to hike out efficiently. Since the boat was intended to be built by amateurs, we reverted to the straight

flare as easier to build than the round sides. We widened the bottom to stiffen her under sail and give her some area to plane on. We're not aware of any boat built to these plans, but a very similar hull a couple of feet shorter is claimed to have sailed over a measured course at 16 knots. That must have been an exhilarating but very scary run!

The racing rig is meant to be sailed "bendy," mast and boom curving to flatten the mainsail in strong wind. The smaller rig was less demanding and fragile for less strenuous sailing by less dedicated crews. At something like 40 years distance in time, I don't remember why we went for such a long boat. Prob-

ably the idea was to make it as striking as possible, but it was bound to keep it from becoming popular with amateur builders. Our 23-1/2' Light Schooner, quite a few of which have been built (one of them made the 16-knot run), is handicapped by its length and we've been scheming a simple way to fold the bow over so that it will fit in a garage.

Plans of the Clipper Dory, Design #194, are available for \$125 ppd. from Phil Bolger & Friends, Inc., 66 Atlantic St., Gloucester, MA 01939-1627. It is not an "instant boat" and requires lofting. We think the Light Schooner, Design #395, is a much better choice at the same price.



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The Rhode Island Department of Environmental Management is working with a marine salvager in the state who is considering purchasing a "proprietary" fiberglass processing system currently being developed in Florida. This process will yield a granulated fiberglass material that can apparently be incorporated into other, as yet unnamed, products.

Four questions:

1. Has anyone ever heard of a process that can grind fiberglass boats (or other fiberglass stuff) into reusable material? If so, where can one get information on the process?

2. What kind of manufacturing processes might be able to reuse a fiberglass material such as that described above? What are the barriers to reusing this type of material?

3. Do states have any policies, regulations, or laws governing the processing or landfilling of fiberglass material?

4. Does anyone know of a national association of boat manufacturers? Is that association, or any other association, looking at the growing problem of spent fiberglass?

This is a growing issue with coastal states. In Rhode Island, we have two major boat salvagers who assist distressed vessels, with only one who will assist uninsured vessels. When they assist a vessel, salvage law requires the owner to pay the bill on the spot. If s/he can't pay the bill (which can be pretty steep when you're pulling a boat off rocks), the salvager takes a first line lien on the boat (aka no cash, no boat). The salvager we're working with has amassed a big pile of boats in his storage yard and is looking for some recycling options. With the growing boating industry, this may be a large problem looming on the horizon for coastal states.

Minnesota has a large boat manufacturing industry (along with skis, jetskis, spas, hottubs, and snowmobiles, all of which use fiber reinforced polyester (FRP) in their manufacture) that creates a large FRP waste stream. To illustrate, in the early '90s one Minnesota county applied to my office to expand its landfill. This expansion was justified by showing that over 30% of the new waste to go into this cell would be FRP scrap from local industry.

The OEA did fund a technical and economic feasibility study (copies available upon request for free) into this area. As a result of this project, a Minnesota manufacturer received a NICE3 grant to develop and commercialize a FRP recovery system. Many other similar ventures are ongoing around the country mainly within large FRP waste producers.

That is the background, now let me try to answer your questions as best I can.

1. Has anyone ever heard of a process that can grind fiberglass boats (or other fiberglass stuff) into reusable material? If so, where can I get information on the process? Grinding it is easy. In the abovementioned study it was found that a variety of size-reduction technologies can be used on the material. However, this does not mean that it is (re)usable. This begs your second question.

2. What kind of manufacturing processes might be able to reuse a fiberglass material such as that described above? What are the barriers to reusing this type of material? The material has value as a filler and bulking agent in bulk-molded compounds, FRP application systems, and in other aesthetically-forgiving processes. The Florida manufacturer you men-

Disposing of Fiberglass Boats

By Bob Whittier

After considering your Commentary last spring about an attempt to remove an abandoned fiberglass boat from a local riverbank, I contacted my Congressman to inquire if the EPA had any sort of guidelines for this. The following is an edited version of the information that I received from him.

Dear Mr. Whittier,

Thank you for writing about the disposal of fiberglass boats. We are in agreement on the need to address this problem.

Enclosed is information from the Environmental Protection Agency's website. Although there isn't any official guidance for how to discard old boats, the enclosed material contains ideas from individuals on possible ways to recycle the material, as well as contacts in other states who are working on this issue.

Please let me know if you have any further ideas for how to tackle this issue. Thank you for bringing it to my attention. I hope you continue to stay in touch.

William D. Delahunt

tion has a variety of "products" but I don't know how many of these are actually saleable commodities. The system being developed under the NICE3 grant will only address industrial scrap and will allow it to be reintroduced into the spray process.

The barriers to using this material, particularly old boats, is the inability to deconstruct the product so the whole product is shredded/ground/hammermilled and the material stream is less than pure. There are technical and economic barriers to reusing the material and a lack of markets for the product and the end-products, also. For the industrial scrap the barrier is still technical in reapplying it.

There was a facility in Ontario, Phoenix Recycling or Recovery, that was a product of the automotive industry. It was taking their FRP scrap and making automotive parts. It has, I think, shut its doors. Other large FRP scrap producers continue to explore utilizing their own internal wastestream.

3. Do states have any policies, regulations, or laws governing the processing or landfilling of fiberglass material? No specific ones. It is MSW in Minnesota.

4. Does anyone know of a national association of boat manufacturers? Is that association, or any other association looking at the growing problem of spent fiberglass? The Composite Fabricators Association (in DC of course) is the most applicable I have found.

The CBOT Recyclables Exchange is a centralized exchange for recovered materials designed to remove some uncertainties from this difficult marketplace. Originally launched in October 1995, as an electronic bulletin board system, it is now completely Internet-based and has a much more reasonable pricing structure than it used to (it was

\$1,000 to join it now costs \$10). While the main items for trading on the Exchange are paper, plastic, glass, and tires, there is an option to list miscellaneous items (everything from PVC to refrigerants) that do not have the same standards development as the main commodities.

The CBOT Recyclables Exchange provides a free "preview" function that allows web surfers to view which recyclable commodities are available in both sell and buy sections. Three separate sell positions are listed for fiberglass. Unfortunately the only details you get under the free preview function are the specifications of the sell listing and the state in which the seller is located. To get the rest of the info you have to ante up the \$10 registration fee and then about \$2 per listing.

The Clean Washington Center appears to concentrate on the waste material generated during manufacture. Nevertheless, results and information from it could still be of value for dealing with the end of life material. The following project description does not list an estimated completion date:

Recycling Scrap Fiberglass Composite Waste Materials in Plastic Boat Manufacture: The purpose of this project is to develop methods to recycle fiberglass composite waste materials generated in boat manufacturing operations. The project will seek to determine appropriate grinding techniques and fiber sizes for scrap fiberglass reinforced plastic. Two product applications will then be evaluated.

First, fiberglass composite waste will be tested as a filler for nonstructural molding and casting epoxy compounds. Second, the waste will be tested as a reinforcement in order to gain some structural properties when incorporated into an epoxy molding compound for compression molded stringers. This compound will be formulated to meet density, strength, and other material properties requirements. If polyester filled epoxy is accepted in the boat industry, an unlimited number of other markets (e.g., shower stalls, spas and hot tubs, and outdoor furniture) will create significant value for these recycled materials.

The administrator for the Hazardous Waste Management program in Florida, suggests this contact: Gary Powers, Project Director, Portside Development, Inc. 17051 Highway 31, Fort Myers, FL 33905, phone (800) 276-1331, fax 941 694-7883, email <boatparts@gnn.com>. He gave a short paper recently entitled "Protection of Waterways and Water Aquifer Through Marine Salvaging", wherein he explained a new process they have developed to totally grind the fiberglass boat and make a reusable fiberglass material.

One company is attempting to use a ground fiberglass fill material in its manufacture of fiberglass ductwork for ventilation purposes. A potential barrier in using an excess fill of fiberglass mixture is brittleness.

There used to be a fiberglass insulation manufacturing plant owned by the Carborundum Company located in Niagara Falls, New York which had in-plant processes making ancillary products of the fiberglass materials of sub-performance quality or returned goods.

The Recycler's World Web site is at www.recycle.net/recycle/Glass/fiber/index.html.

Molded fiberglass, also known as fiber re-enforced polyester, recycling operations are mostly plant specific. The variation in chemicals and additives used from one FRP plant to the next make the commingling of these streams potentially hazardous and impossible to recover. A study into the technical and economic feasibility of FRP recovery was done a number of years ago, but since the publication of the report, the technology has evolved and is much further advanced.

A company called Resource Recycling, Inc. in Elkhart, Indiana were taking material from the manufactured housing and recreational vehicle industry (which is big in Elkhart) and processing the material. Their original plans to grind it for use as friction material and sound-deadening material did not work out as well as they had planned. They have struggled (but seem to have turned things around) in getting the material accepted in overseas markets. How cost effective it would be to transport FRP to Indiana is questionable, it might serve as a market to some of your folks.

A site which has proved useful with previous fiberglass-related questions is run by the Pacific Northwest Pollution Prevention Resource Center: www.pprc.org/pprc/sbap/fiber.html. Other fiberglass sources include: Fiberglass Fabrication Industry Resources at www.pprc.org/pprc/sbap/fiber.html. CWC in its "Advanced Composites" file lists the following recyclers: Plas-tex, Inc. Ft. Worth, TX; Phoenix Fiberglass, Inc., Toronto, ON; CGA, Sanford, ME; Amour Fiber Core, Inc., Sultan, WA (remanufacturer).

Maryland's Natural Resources Police are interested in exploring options for recycling fiberglass boats. The following questions are raised: 1. What technology is used to recycle the fiberglass? 2. Is the project on a pilot basis or on a commercial level? 3. What is the end use of the fiberglass?

The JTR Web site, specifically: www.epa.gov/jtr/netshare/fiber.htm is a starting point. Information under the heading Sheet

Molding Compound or SMC is also of possible assistance. *Plastics News* ran some articles several years ago on SMC recycling. It's also an issue in the auto industry, which drove the interest. The term fiberglass can be used to refer to at least three different product classifications: Battled insulation as used in homes; fiber optical applications; and fiberglass-reinforced plastic, aka SMC.

MasterCraft Boats have a recycler for the fiberglass scrap that also serves several other boat building operations in the Knoxville/East Tennessee region.

I have supplied this summary of the information I received from my Congressman as general information only about the problem of fiberglass boat salvaging/recycling, not as a specific guide to detailed information.

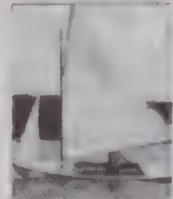


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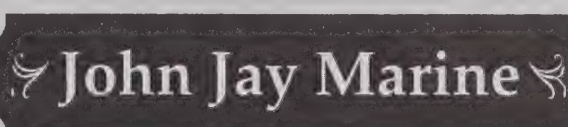
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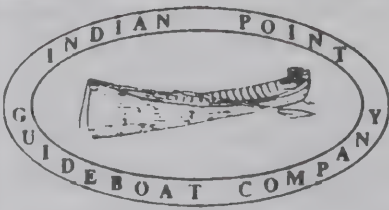
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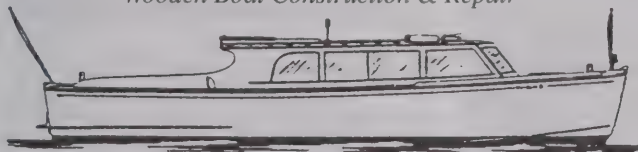
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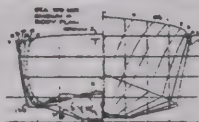
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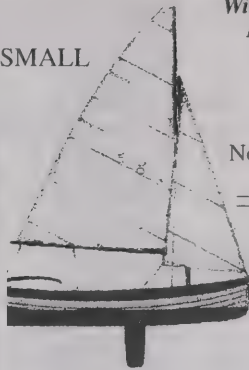


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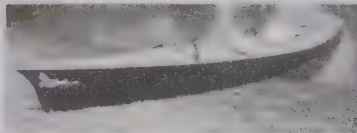
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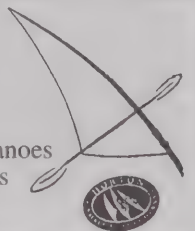
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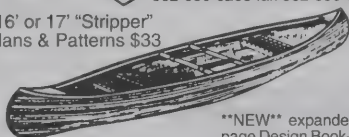
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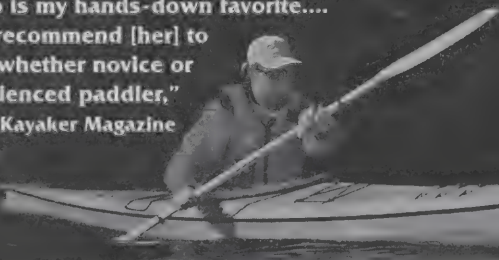
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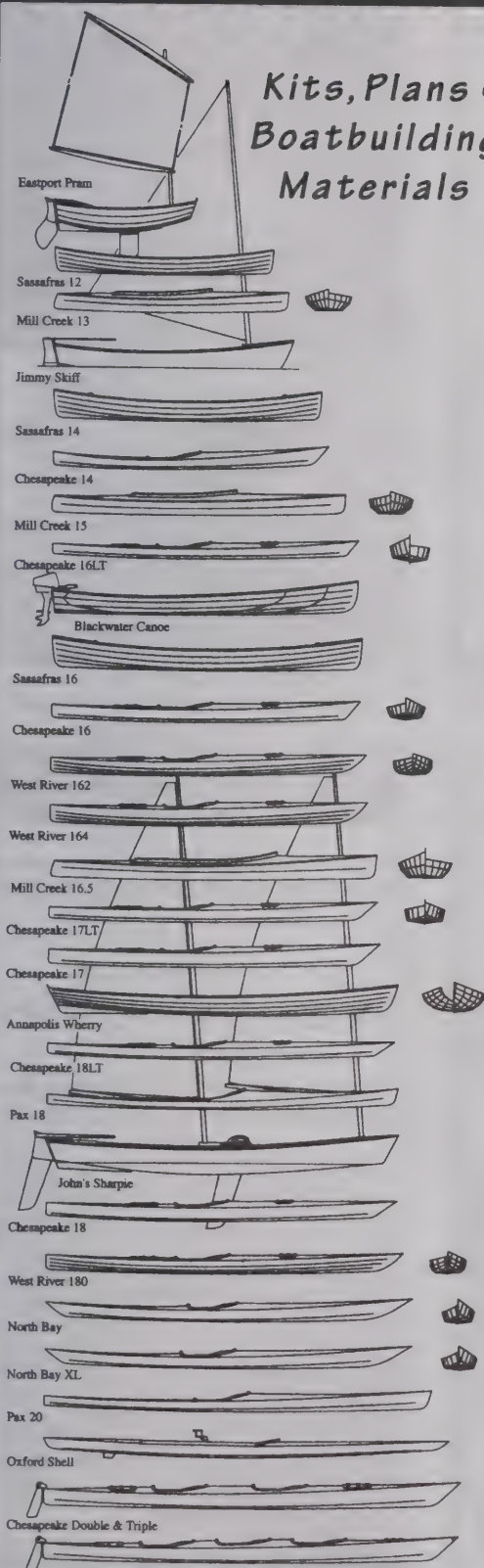
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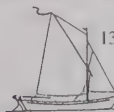


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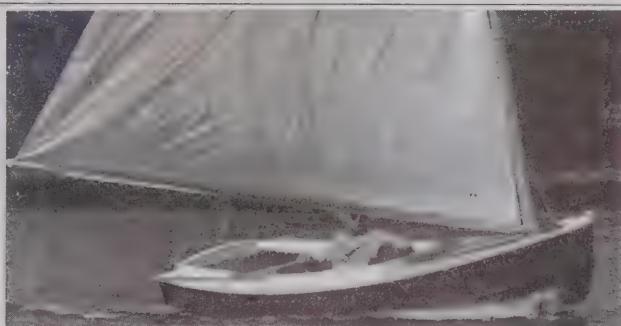
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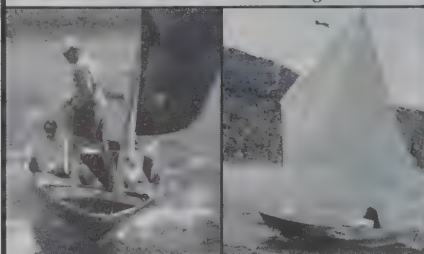
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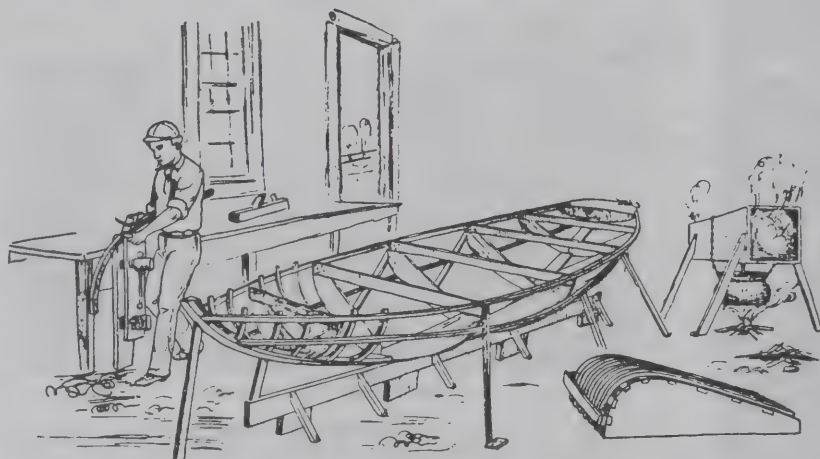
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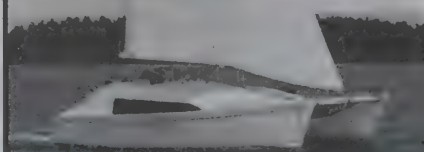
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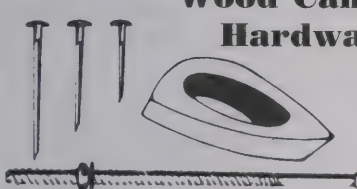
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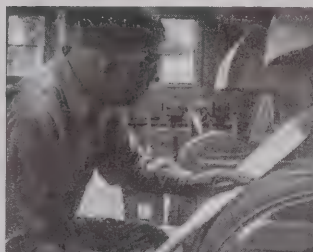
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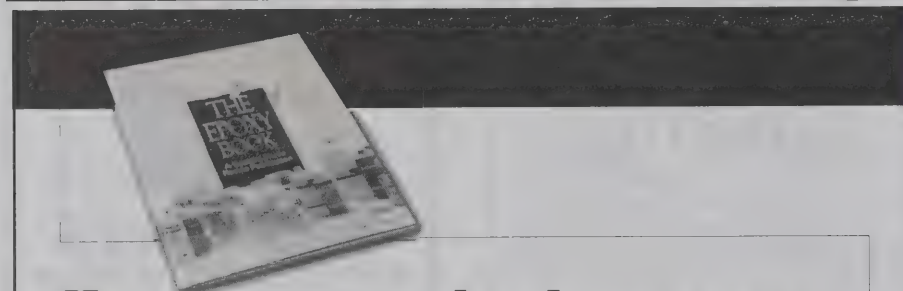
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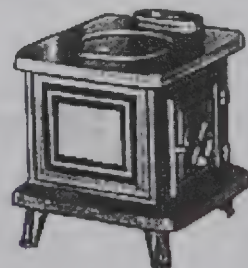
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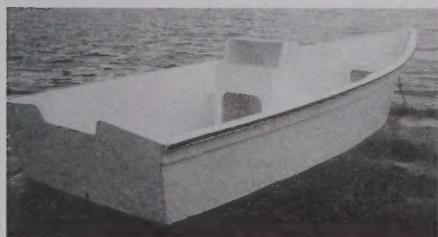
Windrider 16, w/trlr. New Sail & mast ext. Over \$5,000 replacement value, asking \$2,500. JOE LA GRASSO, Fenton, MI, (810) 750-9188, <LAGRASSOJ@AOL.com> (TF)

Piping Plover, classic 12' rowing tender. Hand laid fg hull, positive flotation, extensive hand fitted teak trim, bronze hrdwre, stable & ltwt at 95lbs. This boat is 1 of only 23 blt by Davis Bros. Marine in Westport Point, MA. Shaw & Tenney flat blade spruce oars w/leathers. A beautiful classic tender in exc cond. Asking \$1,950. BILL LAMBOT, Old Lyme, CT, (860) 434-0722 home, (860) 236-9998 Hartford office. (11)

14' C-Lark, fast little FG daysailer w/trlr. Hull & rig like new, sails nd some mending but otherwise not bad. Located nr Corning/Bath, NY. \$495. DON STUCKE, Campbell, NY, (607) 527-4997. (11)

Sea Pearl 21 Cat Ketch, '87 dk blue hull, tanbark sails new '98, sail covers, 2.5hp Nissan OB, new convertible cabin, water ballast tanks, leebeds, trlr, etc. \$6,500. DOUG THOMPSON, Lincolnville, ME, (207) 763-4491. (11)

Boreal Design & Wilderness Systems Kayaks, we are now new regional dealer. Still dealer for Old Town canoes & kayaks going back over 50 years! Hundreds are on display at our store. FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)



16' Custom Sea Skiff, center console, 67" beam, epoxy, FG. My 25th sea skiff. Brand new boat, fast, pretty, blt to last lifetime. \$1,600. BILL GREENOUGH, Newington, CT, (860) 953-4410. (11)

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30' Cape Dory Cutter, '85, meticulously cared for example of Carl Alberg's 4'2" draft full keel 30' cruising sailboat. In 2-1/2 yrs I've owned this yacht I have put in thousands of dollars in upgrades. The Universal M-18 diesel has only 900hrs. The gelcoat is orig & looks grt. The dodger, bimini & sail covers are new, as are the barrier coat, bottom paint, rigging, Ray 4000+ autopilot & too much more to list. Located FL east coast. Arthritis forces sale, offered far below my cost at \$40,900. JOHN MC CARTHY, Satellite Beach, FL, (321) 773-8791, <<http://www.natureswing.com/cape-dory>> (12)



Westerly Nomad, 22', tri-keels, MD1 diesel engine, 3 sails (main, genoa on jib furler, spinnaker), Trowbridge trlr. In gd cond. Located Nantucket Island, MA. \$6,000US. FRED HEAP, Nantucket, MA, (508) 228-9904, <FFHEAP@yahoo.com> (1)



Simmons Sea Skiff, 8/01, Honda 25, fishfinder, compass, bimini. \$15,700. RAINER KERN, Rosenberg, TX, (281) 342-2692. (11)



23' Bolger Retriever, blt by David Montgomery, launched '98, featured in *MAIB* 8/15/98. 90hp 4 cyle Honda, propane htr & stove, electr refrigerator & microwave, GPS, radio, hydraulic steering, 6-1/2' hdrm. All windows & doors screened. Cozy river cruiser w/tandem trlr. Asking \$29,000. PAUL CONNOLLY, Milwaukee, WI, (414) 270-0231. (11)

Classic 16' Wood Sloop, full keel, cuddy, OB, trlr. Surveyed, insured. \$7,000. HOLT VIBBER, Waterford, CT, (860) 442-7376. (11)



Hampton Flatlie Skiff, 16' classic wooden daysailer. Always indoors on galv trlr. Built to Howard I. Chapelle lines & specifications. Exc sailing characteristics. \$6,000OBO. PAUL CASSARINO, Windsor, CT 06095, (860) 688-5562. (11)



Tony's "Tug-A-Lug", LOA 15'3", beam, 7'4", hdm 6', draft 20". Powered by GE 10hp 36v electric reversible motor w/solid state controller. 36v onboard automatic battery charger w/25' 110v short recharge cable. Attractive large teak ship's wheel. Compass, 36v ammeter, voltmeter, twin horns. Ignition switch & throttle controls on the console. Separate 12v battery electrical system. Dock lines & anchor w/100' line. Large solid brass ship's bell. 2 fwd cabin windows open for ventilation. 20" x 24" fwd hatch. Cabin door fitted w/porthole & security lock. Fire extinguisher. Large formica countertop in cabin & folding formica-top table in cockpit. Lots of storage bins in cabin. Removable white bimini summer top over aft cockpit. Folding wood mast w/cross arm; flag lines. Approx weight 1250lbs, on new custom-built Magnum trlr totals 2070lbs. Loads & off-loads easily, tows nicely. Easily carries 2-6 people & handles well on local lakes. Slow but very maneuverable. Clear title. This crowd pleaser is an environmental jewel, no fumes, no noise, no fuel, no pollution. Just quiet, leisurely pleasure boating. \$12,750.

MORINE BINGELIS, 8509 Greenflint Ln., Austin, TX 78759, (512) 345-1537. (11)

27' x 9' St. Pierre Dory, hull only. Solid FG. Never been in water. Located under cover in NW VT. \$2,200US. JON KNUDSON, Box 47, Alburg, VT 05440, (802) 796-3050, (352) 688-7507 aft 10/1. (11)

'99 Bauer, 12.5' x 6', gunter rig. Too many options to list. Galv Gator trlr, new 2hp Honda. \$6,000. JOHN SUTHERLAND, Mt. Laurel, NJ, (856) 234-7270 home, (856) 423-0301 business. (11)

'83 Freedom 21, shoal draft model, full batten main & staysail. '93 6hp Evinrude w/alternator. \$4,000 PENN PFAUTZ, Middletown, N J, (732) 957-0474, <ppfautz@home.com> (12)

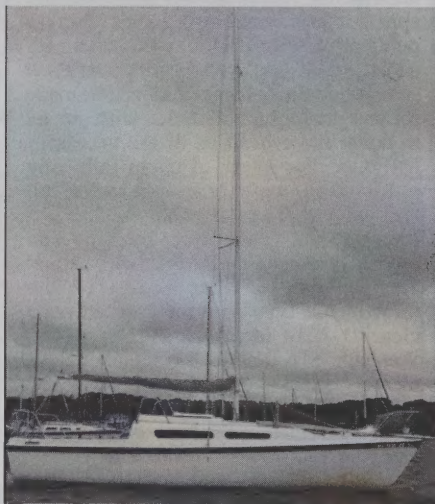
19' Lightning, '50s w/sails & rigging. \$750. JOHN HINCKLEY, Gloucester, MA, (978) 283-2286. (12)



16' Diesel Launch, blt by Molly's Cove Boatworks '83. 7'8" beam, 22" draft, self bailing. Dark green Imron hull, teak trim, towing bitts, lifting rings. Powered by 2 cyl Yanmar 2-QM-20-H w/2:1 reduction gear. Bimini, mooring cover, trlr. In pristine cond. \$7,000. H.S. THOMPSON, Harbor Hts., FL, (941) 625-9720. (11)

10' Sailing Dinghy, \$190. ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (11P)

25' MacGregor, '85 swing keel w/10hp Evinrude & trlr. Main, jib, genoa. Equipped & ready to sail away w/lots of new stuff. Mooring pd through 10/31 in Cataumet on Cape Cod. \$4,200 OBO. STEVE LAYDEN, P.O. Box 3203, Bourne, MA 02532, (508) 274-6010, <snizort@netzero.net> (12) **PHOTO (last run in #08)**



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Folding Double Kayak, used but in gd cond. GIG STEWART, P.O. Box 17, Conway, MI 49722, (231) 347-3427. (11)

Used 14'-15' Catboat, for TLC project. FG preferred. Must be trailerable. W.R. COWELL, Santa Barbara, CA, (805) 563-5302, <jane@murrays.com> (12)

SAILS & RIGGING FOR SALE

37' Aluminum Mast, w/2 Lewmar #8 winches attached. Standing rigging (gd cond) & running rigging (so-so cond) include. Single spreader w/ mounted floodlight, VHF antenna w/wiring. Asking \$750. NATE CAREY, Grantham, NH, (603) 643-3658 ext 108, (603) 863-2915. (11)

White Poly tarp Sail Kits. Construct a sail in about 4 hrs. No sewing required. DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106. (11P)

New Gaff Sail, for small boat. Used 1 time, sold the boat. Luff 110", foot 98", leech 182", head 52". Pd \$462, sell for \$150 plus UPS shipping. HENRY MADDOX, Blakeley, GA, (229) 723-5866 anytime, <h_maddox@yahoo.com> (12)

SAILS & RIGGING WANTED

Grumman Canoe Sail Rig, or Grumman Sportboat sail rig. T. FRANKO, P.O. Box 687, Lyndonville, VT 05851, (802) 626-5906, <tjfranko@earthlink.net> (11)

Turnabout Sail, in gd cond. Fred Ebinger, Ipswich, MA, (978) 356-7416. (12)

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75lb Mushroom Anchor, w/15' of 3/8" chain. \$35. MAT LEUPOLD, 246 Old Connecticut Path, Wayland, MA 01778-3114, (508) 358-4897. (11)

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Chrysler OB, 20hp/L5, tiller. \$350. **Other OBs**, 5hp, 7hp, 20hp. ROBERT O'NEILL, Brick, NJ, (732) 477-1107 (11P)

Morin Hand Bearing Compass, hockey puck style w/bulkhead mount, vinyl case. New cond, never used. \$60 + shipping. DIANTHA MORSE, Meriden, CT, (203) 235-9614. (12)

"Life's Too Short to Own an Ugly Boat" Bumper Sticker, \$1.50 ea, add \$1 postage for up to 20. SOUTHPORT ISLAND MARINE, P.O. Box 320, Southport, ME 04576, (207) 633-6009. (14P)



GEAR WANTED

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

BOOKS & PLANS FOR SALE



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

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

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

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

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00. GLEN-L, Box 1804/MAI, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258 www.Glen-L.com (TFP)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6"x4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

Boats, Oars & Rowing, by R.D. "Pete" Culler, '78 Int'l Marine Publ. Vy gd cond. w/DJ. Out of print classic work on recreational rowing; choosing boat, making oars, selecting oarlocks, learning to row. \$25 incl insured mailing. PAUL LEFEBVRE, 1615 SW 58 Ave., Gainesville, FL 32608, (352) 376-4977, <lefebvre@bellsouth.net> (12)

17'1" Cruising Plywood Catboat Plans, by Charles Wittholz, v-bottom, trailerable cruiser w/accommodations for 2. Unused plans, 5 sheets. \$55. L.E. WALLGREN, Rockville, MD, (301) 929-1918. (12)

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

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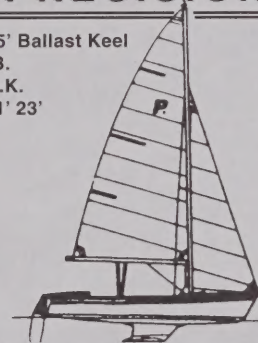
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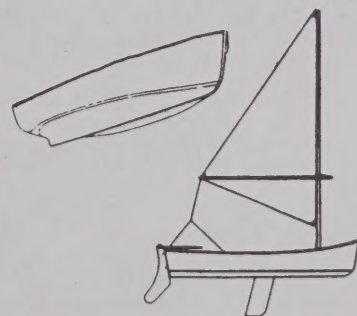
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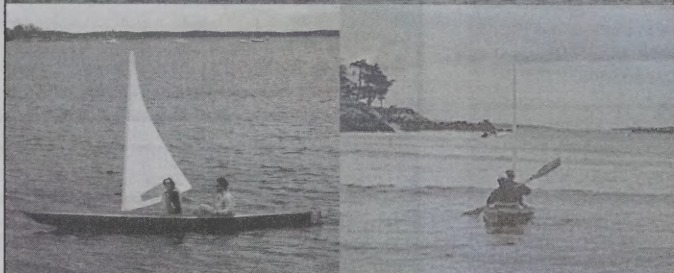
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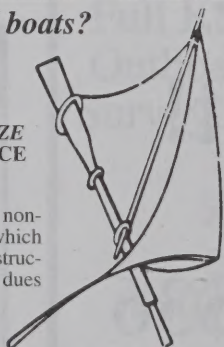
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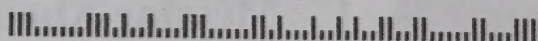
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