

Special Feature This Issue
"Houseboats You Can Build"
"The Old Elco...Symphony in Wood"

PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM, MA 01970



messing about in **BOATS**

Volume 19 - Number 16

January 1, 2002



3V
771
M47

messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 19 - Number 16
January 1, 2002



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

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

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

Circulation inquiries and problems: contact Roberta Freeman, Office Support Services, 978-777-3557, e-mail: officesupport@mediaone.net

Looking Ahead...

John Conway is back with another of his *Buckrammer* adventure tales in "The Last Shall Be First"; Lionel Taylor relates his experiences in "Singlehanded in a Fog"; Mark Steele describes the private passion of the model sailor in "The Frantic Pace of Leisure"; The Atlantic Challenge Foundation summarizes its 2001 progress readying for "The Atlantic Challenge Festival 2002"; and John Potts brings us Part 4 of his "Circumnavigation 2001".

Terry Lesh reports on "Building Moondance"; John Thomson's cartop cruising sailboat; Norm Benedict recalls his experiences of some years ago in "Boat Salvaging for the Amateur"; and Mark Fisher offers two articles, "Trying Out the Rudder" and "Dinghy Swinging".

Jim Betts introduces his latest design, "River Rats"; Phil Thiel introduces his "L'Ark, a Four Berth Plywood Canal Cruiser"; we begin a third series on design with "Ted Brewer Presents a Primer on Yacht Design"; and Phil Bolger & Friends offer us a detailed discussion on an "Anchor Davit".

Commentary...

Bob Hicks, Editor



Starting off the new year with a houseboat on the cover does not imply we will next be bringing you Martha Stewart with ways of making it a perfect place in which to live. The houseboats that occasionally make it onto our pages are closer to the shanty than the megahome of 2001. We've had occasional tales from readers like Tim O'Brien about travels on local waters in homebuilt houseboats, shantyboat travels downstream on rivers, and designers like Phil Thiel have regaled us about the charms of canal boats, but we've not gone on from this level to the consumer megahouseboats we understand are built in Kentucky as megahomes afloat for the affluent on inland lakes and reservoirs, any more than we've allowed our small boat interests to extend to include today's consumer megaboats, sail or power.

Accommodations have always been a major part of the designing of "cruising" boats, sail or power. Powerboats can be more successfully fitted out with living space than sailboats as their reliance on engine power can move along much roomier hulls that are wide and tall. Much ado has gone into fitting living quarters belowdecks on basically unsuitable sailboats. The inherent shape of a sailboat provides minimal living space below until they get up near the 40 footer size. Many have nevertheless, moved onboard smaller sailboats in pursuit of this dream of a full time life afloat.

Years ago a modest little magazine like this one came to our attention, entitled as I recall, perhaps not quite accurately, *Homaflote*. It was the journal of the Homaflote Association serving the needs of those who lived aboard conventional cruising boats. Today it still exists as *Living Aboard* and seems to never run out of topics of interest to its faithful readership.

The whole point of the living aboard on cruising sailboats is that home can go wherever the skipper wishes to be, as most of the long distance coastal cruising or across oceans, in particular to the South Seas paradise of the cruising sailor's dreams, is done on cruising sailboats. The fuel needs (and reliability of supplies in far corners of the globe) tend to discourage long distance liveaboard cruising in powerboats.

Houseboats come at fulfilling the dream of living aboard from another direction. They are not intended to go cruising, certainly not on the unprotected waters of major lakes, coastlines, or the high seas. They are places to

live parked on some favorite relatively protected waters and are only occasionally moved from one anchorage to another (if at all) for a change of scenery. Their houselike design and minimal power (usually small outboards) render them unsuitable for anything else.

Berk Eastman states that his "24' Cape Codder houseboat is permanently tied up in the Oceanside, California harbor marina," and that "we spend most weekends aboard and cruise the harbor with kayaks and little tugboats (which Berk also offers designs for home builders to satisfy THAT obsession). With this houseboat he is able to indulge in owning waterfront property at far less cost than purchasing coastal real estate.

Smaller alternatives that are trailerable, such as Tim O'Brien's home built which he uses to cruise local protected rivers and saltmarsh bays where he can camp in secluded spots, or Berk's Aqua Casa designs, resemble the old river shantyboats more, or today's travel vans or trailers. Enroute to the chosen put in they actually function as travel trailers.

The houselike construction of houseboats lends itself to home building by those with basic carpentry skills, whereas the compound curves required of boats intended to be able to go places often defeat the amateur builder. They thus appeal to those who have acquired that yearning to have a home on the water who are otherwise not boat people at all. What's desired here is more of a camping sort of experience in comfortable shelter on sparkling waters.

It has often occurred to me on local outings in my area when I see thousands of today's consumer boats (there are about 5,000 such boats docked on the waterfronts, or moored nearby, of the five communities, which encompass Salem Sound) tied at the marina docks on wonderful summer days, or rafted up partying at a nearby island anchorage four miles from those marina docks, that the folks who have bought these boats have, at heart, only really wanted waterfront property which they could enjoy in the summer and not be burdened with year round costs of ownership of shoreside property.

The majority are powerboats, which so resemble land cruising motorhomes, that non-boaters can achieve instant gratification without being intimidated by prospects of having to learn any new skills in order to be on the water. So here am I seeing in actuality "closet" houseboaters?

On the Cover...

Berk Eastman's enchanting new houseboat design, the Cape Codder, grabbed us enough to feature it in this issue even though houseboating is not a form of messing about in boats in which we're likely to ever indulge.

This past fall, readers Bob Whittier and John Stilgoe have commented on these pages about the dangers to small craft posed by today's ever more powerful, faster powerboats out on the water in the hands of automobile drivers. Now two news clippings have come to us which cast some light on how the boating business is stimulating this menace on the pages of mass media.

I do not think this is an act of cynical exploitation, I really believe the newspaper writers and the boat industry people they quote have no idea what their commercial hustling to landlubbers of bigger more powerful boats, which closely parallel today's automobiles in operation, can mean to those who boat in smaller, quieter ways. I have edited the clippings to focus on the issues.

It's Time to Own a Boat

In the first clipping a dealer interview elicited the following information:

Whether it's for fishing, water sports, or just for fun, there's nothing quite like owning a boat. More than half the buyers are over 50. They're mainly two-income families, and at least one of their kids has already finished college; their siblings are nearly through. So they now have both the money and the leisure time to enjoy boat ownership.

Although the majority are first-time boat owners, some are returning to a pastime they pursued earlier. They forgot the boat when they started a family, and they haven't boated for 20 years. Now more than ever before, it's time they owned a boat.

These days, the most popular boats are sports/fishing runabouts. Models from several manufacturers range from 14' to 30' in length, the most popular are around 20'. A typical model has a capacity of eight, it's large enough to walk around the cockpit area, but with a draft of only a bit more than a foot, it can venture into shallow water. That makes it possible to pull up on a beach for a picnic, or on a sandbar to go clamming. They're easy to operate, and they can go on rivers and lakes, bays or even the open ocean.

And they're affordable for most active adults. A typical boat has a price tag around \$28,000, fully equipped with a 130hp to 150hp motor, a trailer, and electronic equipment including a radio, compass and depth finder. After a 10 percent down payment, the package would cost just \$255 a month, over 15 years. Insurance is also inexpensive, less than \$300 per year provides full coverage.

Made of fiberglass, boats of this type are light and fuel-efficient, and they require little maintenance. They're easy to transport, so you can go out on the bay one weekend, and the river or lake the next.

The dealer interviewed advises all new boat owners to take a short Coast Guard Auxiliary course or its commercial equivalent. They teach you the fundamentals of safe boat operation, he says.

"Boating is a great adventure," he adds. "It's a vacation every weekend."

Ah, now note the scary parts. "The majority are first-time boat owners, or they haven't boated for 20 years." No experience afloat at all, or not in today's conditions and boats. "The most popular boats are around 20' with a capacity of eight, but with a draft of only a bit more than a foot, they can venture



Selling Danger On the Water

By Bob Hicks

into shallow water." Eight people aboard a 20 footer partying while headed for your favorite paddling or rowing spot you thought was safe from such intrusions. "They're easy to operate." Hey, anyone can go boating. "A price tag around \$28,000 fully equipped with a 130hp to 150hp motor." Priced like today's automobiles with the same sort of horsepower, but free of the regulations which govern automobile operation on the highways. "10 percent down payment, cost just \$255 a month." Anyone can get on the water this way on the cheap. "The dealer advises all new boat owners to take a short Coast Guard Auxiliary course." Today's instant gratification culture's painless substitute for hard earned experience.

Now let's go on to a news item expressing a boat dealers' views on today's engines, there may be more scary things hidden in his message.

New Motors Rev Up The Market

One of the most competitive markets in boating these days is re-powering, as much as 30 to 40 percent of the business. The reason is the new four-stroke engines which are cleaner burning, quieter, have greater range and are easier to maintain. Every manufacturer has been developing them with higher and higher horsepower.

The direct injected 2-stroke engines offer major fuel efficiency and higher performance, especially at the higher horsepower range 4-strokes have not achieved as yet. The latter range from 9.9 to 130hp. The size and weight of the 4-stroke engines is one reason the manufacturers have been coming along slowly with the high horsepower engines. A 115hp four-stroke sells for as much as \$7,800.

The modern fiberglass hull will last longer than the engine the boat came with. Deciding on what to re-power with is often a case of what a boater wants out of his engine. There is more torque in the four-stroke in the low end so it's good for towing water skiers and better for trolling slowly.

New EPA regulations are being phased in up to the year 2006. Two methods of meeting EPA 2006 compliance are direct-injected two-strokes and four-strokes. All the major manufacturers have direct-injected two-stroke engines and they all have smaller four-strokes

which haven't been able to achieve higher horsepower yet. But that's coming soon.

There are up to 130hp four-strokes on the market now, others are in the 70hp range. Above 70hp horsepower it's the direct-injected two-stroke for the higher horsepower. There are 150hp, 175hp and 200hp direct-injected engines. Direct-injected two-stroke engines may be here to stay because they have better acceleration, they are quicker and faster than the four-strokes.

The prices of four-strokes are comparable to direct-injected two-strokes of similar horsepower. A basic 70hp four-stroke lists for \$6,900 while a 75hp direct-injected two-stroke lists at \$7,200.

Repowering an outboard may be done for more horsepower or better technology. It appears the four-stroke outboard is a better technology.

What's scary in this apparently positive discussion of how the four-stroke engines are coming in with lesser environmental and cultural (quieter) impacts is that inadequate horsepower is a still viewed as a limitation. "It's the power stupid," seems to be the overriding issue, like "we need lots of it". Couple this with the attitudes about boating described in the first clipping and one can envision the water overrun with high powered "automobiles afloat" driven by operators unfettered by operator training, licensing, or restraints on where they can go and at what speeds with their 200hp powerplants.

Perhaps impending hard times may dampen the immediate impact of onrushing technology afloat, technology cost lots of money and that may be in short supply for a while for buying expensive toys.

Wind Products

SKIMMER 45

FEATURES

LARGE 45 SQUARE FOOT SAIL
 COMPLETELY PORTABLE
 FAST RIGGING ACTION
 HIGH STRENGTH TUBING
 MARINE QUALITY THROUGHOUT

America's Largest Iceboat Manufacturer

Wind Products
 2485 Rosstown Road
 Wellsville, PA 17365
 (717) 432-1074
windproducts@email.com

SEND \$1 for
brochure

ANTIQUE & CLASSIC BOATING

Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13624, (315) 686-BOAT (2628), <hqcs@acbs.org>, <www.acbs.org>
Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Chris Craft Antique Boat Club, Inc., d/b/a Antique Boat Club, 217 S. Adams St., Tallahassee, FL 32301-1708, (850) 224-2628, www.chris-craft.org, <wwright@netally.com>
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242, (978) 281-4440.
N.E. Chapter Antique & Classic Boat Soc., 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400, (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.
The Thompson Dockside, 10061 Riverside Dr., PMB 143, Toluca Lake, CA 91602.

BOATBUILDING INSTRUCTION

Adirondack Boat Building & Water Skills School, PO Box 146, Raquette Lake, NY 13436, (315) 354-5311, <sagamore@telenet.net>
Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445, (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 903-4284, www.chesapeakeboatsbayou.ckt1.com.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913, (978) 388-0162.
Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282, (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123, (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Washington County Technical College, RR1 Box 22C, River Rd., Calais, ME 04619, (207) 454-1000.

Directory of Activities & Events Organizers for 2002

As the center of a small boating communications network, *Messing About in Boats* hears from many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are often asked by individuals to direct them to some special interest group or event. To expedite this networking we publish this listing of all organizations and individuals we know of who offer events and activities.

We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we do not wish to spend a lot of time on the phone or answering letters from individuals inquiring about specific opportunities of interest to them. As an alternative we publish this directory and urge readers to contact those who seem to offer what it is they are looking for.

In 2002, this directory will appear six times only, in the January 1, March 1, May 1, July 1, September 1, and November 1 issues.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955.

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

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

MARITIME MUSEUMS

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

Galveston & Trinity Bay Marine Museum, P.O. Box 641, Bacliff, TX 77518, (281) 559-1092, www.scowsschooner.org.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415, (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermilion, OH 44089.
Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331, (712) 332-5264, <captainsteve@ncn.net>, www.okobojimuseum.org>.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796, (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.
Marblehead Dory & Schooner Museum, Gary Kissal, Curator, 5 Bessom St. #101, Marblehead, MA 01945, (781) 631-2567, <jmorgan@marblehead.com>
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (757) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA, (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Osterville Hist. Soc. & Mus., 155 W. Bay Rd., PO Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970, (978) 745-9500.
Penobscot Marine Museum, 5 Church St., Searsport, ME 04974, (207) 548-2529.
Plimoth Plantation, Plymouth, MA, (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035, (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, Roy Wheeler, 295 Washington St, Bath, ME 04530, (207) 442-0097.

Model Guild of the Ventura Cty Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035 (805) 984-6260.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

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

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

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD 21146. (410) 431-05480; e-mail sailfaster@aol.com; website <http://www.my-town.com/sailing>.

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

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

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

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

New England Beetle Cat Boat Assoc., c/o Wells Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430. <wmpile@excite.com> <www.beetlecat.org>.

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

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

West Wight Potter's Assoc., Southern California Chapter, c/o Bill Beddow, 1333 Corby Ave., Norwalk, CA 90650

PADDLING

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

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

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

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

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

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

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

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

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

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

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

Wooden Canoe Heritage Association, PO Box 226, Blue Mt. Lake, NY 12812 <wcha@wcha.org> www.wcha.org>

ROWING

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

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

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

Cape Cod Viking Rowing Club, c/o Jeff McLaughlin, 121 Sheffield Rd., Brewster, MA 02631, (508) 896-5363, <www.c4.net/viking>

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

East River Crew, c/o Tori Gilbert, 22 E. 89th St., New York, NY 10128.

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

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

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

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

Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750. (740) 374-6997.

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

New Charleston Mosquito Fleet, c/o Rob Dunlap, 2121 Woodland Shores Rd., Charleston, SC 29412. (843) 762-9247.

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

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

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

Saquis Rowing club, c/o Mike Jenness, 2142 Washington St., E. Bridgewater, MA 02333, (508) 378-9986

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

"Scuzbums" (Southern California Small Boat Messabout Society), 4048 Mt. Acadia Blvd, San Diego CA 92111, (858) 569-5277, Annie Kolls <Scuzbum@aol.com>

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

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

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

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

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

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

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

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

Sacramento TSCA, c/o Robert T. Ratcliff, 2861 San Carlos Dr., Walnut Creek, CA 94598. (925) 939-4073.

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

International Retired Tugboat Association, c/o N.A. Foraker, 250 N. 50th, Longview, WA 98632. (360) 423-4223, <tugsme@aol.com>

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

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

WATERCYCLING

International Watercycle Assoc., 265 Santa Helena, Suite 110, Solana Beach, CA 92075-1538.

WATER TRAILS

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

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

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

WOODEN BOATS

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

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

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

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

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

Wooden Boat Found., Cupola House, 2 Pte. Hudson, Port Townsend, WA 98368, (360) 385-3628.

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

You write to us about...

Information of Interest...

Pedal for the Planet Progress

The former "Pedal for the Planet", now Expedition360, has completed the mountain bike crossing of Australia in 88 days. They left from Cairnes in northeast "Oz" and arrived in Darwin, north central, via Ayers Rock ...which was not exactly a direct route since it's in the center of "Oz". Jason Lewis is one of the two original Brits who started out from Greenwich, UK in 1994 and has biked, hiked or pedaled *Moksha*, the 26' foot pedal powered boat, across both the Atlantic and the Pacific. He continues to lead the expedition, which on this trek included about 8 other hearty souls, men and women, from Australia, the US, and UK.

The now fully developed school and student to student exchange programs are being followed by classrooms throughout Europe, the US, So. Pacific, and now Australia. Donations are needed to continue the homeward portions through Indonesia and Malaysia to the continent and can be made via the expedition website. The daily journal entries are also available online at www.goals.com/expedition360

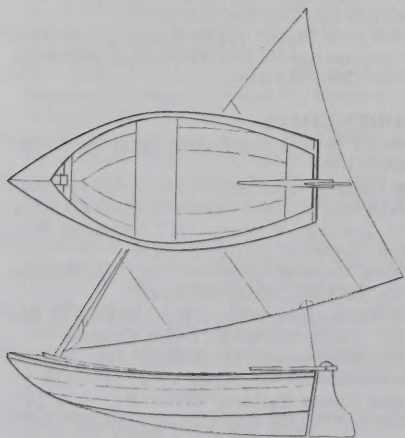
Nancy Sanford, St. Petersburg, FL

An Entry Level CrabClaw

My CrayFish hull design is similar to our Leif's, but the rig is totally new, although very ancient!. This is the crab claw sail I have fitted to my CrabClaw Cat, seen in the December 15 issue, adapted for a monohull. Although this may be the most beautiful looking sail of all, its true beauty lies in its great efficiency and performance. The basic sail geometry converts more of the wind's energy into drive and less into heeling, resulting in a more stable boat with great speed potential. Set up time is just a minute or two and the rig can be raised or lowered in seconds.

The CrayFish is also a great all purpose craft. It can be driven with motors up to 2hp, but also is equipped with oarlock sockets and rows very well. However you use it, this is a boat that is sure to please.

Fred Shell, 561 Polly Hubbard Rd., St. Albans, VT 05478



Tinkerbelle Lives

I like boats with lids on them. Years of living aboard anchored vessels taught me that bailing rain water is something I don't enjoy. I do admire Frank and Margaret Dye's, and Webb Chiles' open boat voyages, but I'm for comfortable voyaging. There's nothing like a deck to keep out mosquitoes and rogue waves.

So when I was in Cleveland, Ohio recently, I visited the Western Reserve Historical Society to see *Tinkerbelle*, the boat, not the fairy. If you haven't read Robert Manry's account of his 1965 trans-Atlantic adventure in his 13-1/2' sailboat, you should. It's well written, and inspirational.

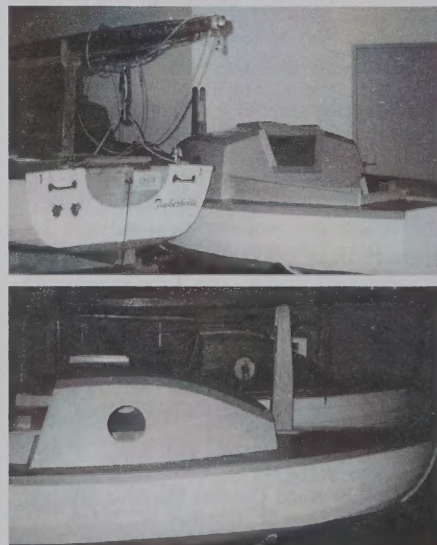
Manry wrote, "*Tinkerbelle's* cabin was a marvelous refuge...", and "In *Tinkerbelle's* cabin I was able to shut myself away from the occasionally harrowing difficulties of the sea world of waves and winds and enter a world of cozy comfort and order, where there was a place for everything and everything (I hoped) was in its place."

There is only so much one can learn from books and photos. I'm happy to report that the *Tinkerbelle* exhibit at the Western Reserve Historical Society also includes the rudder that broke at sea, samples of his log, and other artifacts from his epic voyage.

There was also a big surprise; a replica of the original vessel has been constructed by Bruce Murphy, a museum staff member. "We've had to drag three kids out of the original," Lee Ashcroft, Assistant Chief of Protection Services told me. Mr. Ashcroft, when he learned I had come all the way from California to see *Tinkerbelle*, kindly took me to her, and her sister's temporary storage, as the museum was preparing for their annual Antiques Show Weekend. The replica enables children to get closer to Manry's journey, without damaging the historic vessel.

I'm pleased to report that the *Tinkerbelle* exhibit exemplifies all that museums should be about. Any one going to see her might also be interested in the Crawford Auto-Aviation Museum in the same building (www.wrhs.org). Museums deserve our support.

Derek Van Loan, Mill Valley, CA



Placid Scene in Central Park

Two months after September 11 we saw this placid scene in Manhattan's Central Park. Alicia Moore, New York, NY



Thanks for Blackburn Coverage

A note of thanks for your thorough (and flattering) coverage of this past summer's Blackburn in the September 1 issue. Both Joe (Holland) and I had the ideal conditions and took full advantage of them. My only regret is that, very sadly, my mother was in the end stage of a terminal illness, so of course I had no time to fully prepare for a record run. Joe was in much better shape and was egging me on all the way through the finish to "Pull for your mom!"

Had I been at my usual level of fitness we certainly would have gone under 2:20 and perhaps under 2:15. Whether tide, wind and sea conditions will ever again combine for that type of performance, only time will tell!

Thanks also for your retrospective of our "Blackburn careers". I can't resist filling in the gap for 1996 (we did not cover the event that year. Ed.) as that was the only time I ever finished ahead of Joe. In perfect conditions, Mike Dreher again took the overall win in a new course record 2:30:37, tantalizingly close to the mythic 2:30 mark. I was second in 2:33:24 and Joe third in 2:34:57. My secret was in rigging a Camelback drinking system to the foredeck, with an extra long tube pinned to me so it wouldn't get jammed under the wheels of the sliding seat.

I'd figured that I'd spent 4-5 minutes dead in the water the previous year while drinking, so being able to row continuously would give me a definite edge. I just couldn't get out of the boat at the finish until a friend disconnected me from my umbilical attachments!

There were six outriggers in the '96 race, with Blake Conant's boat finishing fourth overall in 2:35:27, 30 seconds behind Joe, so the die was cast for close finishes between the top outriggers and sliding seat boats, and of course two years later the outrigger would break the 2:30 barrier. So I guess 2:15 is really the benchmark to aim for now, and I suppose if there's a quadruple scull seaworthy enough for the challenge, that would be the way to do it!

Don't know if Joe and I will team up again in 2002, or if I'll resume my mission of competing in as many different Balckburn classes as possible. Perhaps after his slog across the Atlantic, Tom Mailhot wouldn't mind teaming up in a Banks dory double for a short 20 miles!

Dana Gaines, Edgartown, MA

Information Wanted...

Looking For John MacGregor

I'm researching an article about John MacGregor author of *A Thousand Miles in the Rob Roy Canoe* (1867) and *The Voyage Alone*

in the *Rob Roy Yawl*. Though MacGregor was a major impetus behind contemporary sea kayaking and a household name in Britain in the late 19th and early 20th centuries, his work has disappeared from bookstores. I'm hoping an article on his adventures might help rescue an eccentric but deserving writer from obscurity. Suggestions on sources that would illuminate his life work, and designs would be most appreciated. Any MacGregor scholars out there? Please contact me.

Brian Kolodge, 35 Lime St., Newburyport, MA 01950, (978) 463-8226, <briant@greenet.net>

Looking for a Steel Chinese Junk Design

I saw reference to an article about a Ganley 24' cruising cutter you published in the March 1, 1989 issue and would like to get a photocopy. If this is Dennis Ganley of New Zealand, I heard he also designed a 22' steel Chinese Junk. Does anyone have any information on this boat, I am really interested in this design. I also wish to learn what I can about Dennis Ganley.

Any other small steel sailboat designs under 30' also interest me. A small steel junk with centerboard or bilge keels, hard chine, roomy, flush deck, no cockpit, easy to build, sounds like something I could build for a reasonable amount. Dream on...

Jim Grill, P.O. Box 1582, Friday Harbor, WA 98250

Looking for Yankee #1

During a visit to Seattle I discovered the Center for Wooden Boats. I was surprised and delighted to find two Yankee One Design sloops (built in Saugus, MA in the 1930s). My father bought the original Yankee #1 (also named *Yankee*) from Richard Hildreth in Marblehead in the 1950s and sold it in the early '60s. This boat has an upward sloping bow in contrast to the Yankees that came after. She also seemed faster than the other two Yankees in Marblehead when they raced.

I am now curious to find out if anyone knows the location of Yankee #1. This was a truly beautiful sailing 30' racer and sometimes cruiser.

Bill Stocker, 10 Open Trail Rd., Sandwich, MA 02563

Opinions...

Why I Said that the Encore is a Great Boat

Yes, our Escapade is also a great boat. But we consider the Encore (see November 15 issue) to be the next generation in this type of boat design. Tom Parker, our "in-house" designer, designed several advanced features. The floor is above the waterline (self draining of water coming in from above, also, no stuffing box/seal required).

Its small radius chines give it inherent transverse stability, which means that it doesn't require ballast. The wineglass shape of the Escapade, with the ballast, gives it tender initial stability, but great ultimate stability. The Encore, on the other hand, has much better initial stability at an undoubted sacrifice in ultimate stability. However, the Encore shouldn't be any worse than most small boats, and it is definitely intended for use in less com-

promising waters, i.e. lakes.

The Encore was designed without the windshield arch of the Escapade. On the Escapade the arch is a great visual attraction. It makes the boat aesthetically. But from a practical standpoint it is annoyingly in the user's field of vision, and it, with the windshield, drastically cuts off cooling breezes on a hot summer day. We helped this by making the windshield removable but still. This arch is also awkward to manufacture, install, and gets in the way for shipping.

The size of the Encore seemed huge to me when I first physically compared it to the Escapade, and I was truly concerned that this would be a detriment. But now that I have used one for a season the size doesn't seem so great, and the added space is a boon. Stuff (PFDs, emergency paddles, beach bags, towels, coolers, etc.) can be piled in without advanced planning. And our dog seems more contented to have a choice of where she wants to be, including the front shelf, and when she comes from the back to nuzzle up under our arm, it is always between the two pedalers, whereas in the Escapade she will come up either side, which throws the boat annoyingly out of trim.

The companionship aspect of the Encore cannot be overrated. This is the time when a couple of people can spend some quality time together. Neither speed, nor engine sounds, nor even the complexity of sail paraphernalia get in the way. The independence of the two drive systems is a good thing too. In an old two-person pedal boat that we have where the pedals were interconnected, I always felt that I was pedaling against the resistance of my wife's pedaling capacity. With the Encore, even though the cadence of our pedaling is usually different, there is no sense of obverse pedaling resistance.

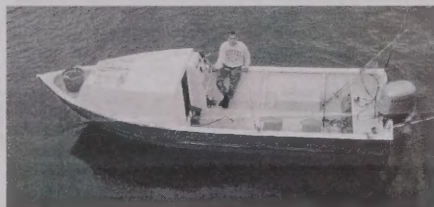
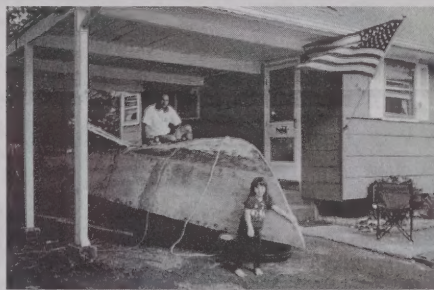
Curt Chambers, Nauticraft Corp., 5980 Grand Haven Rd., Muskegon, MI 49441

Projects...

Pretty Girl, Boat Might Even Float

Here are two photos of my 22' Tolman Skiff, a great, seaworthy fishing skiff that was fun to build, and is versatile and economical to use. The two photos were taken a year apart, June 2000 under construction and July 2001 afloat.

Dave Nolan, Brick, NJ.



No Longer a Canoe

A few years back a friend gave me some building materials but specified that I must also take an unfinished canoe. "I can't burn it," he told me, "but you can do whatever you like."

It sat in my loft for a couple of years, then my son and his son finished it, only now it was no longer a canoe. My grandson learned to kayak last year, now he is learning to row. Mississippi Bob, Apple Valley, MN



This Magazine...

Cancelling Subscription

Your Commentary in the November 1 issue, "Price Increase", was certainly no more pleasant to write than to read. As you know, fixed incomes do have a way of prompting one to assess the value received for value paid and to order the priorities of discretionary spending. I wish, therefore, to inform you that because of your subscription price increase, I have cancelled my subscription...to *WoodenBoat*.

The level of my boat-building efforts, the universe of potential merchants meeting my needs, and the tenor and content of editorial material are all met spot-on by *MAIB*. I was a charter subscriber to *WB* and find a complete library of that journal of occasional use in researching one or another boat-related question. Their serialized building features are most illuminating and I identify closely with David Kasanof's travails as reported in his column, "Fo'c's'le". But the lure of those gold-platers captured by Mendlowitz's lens is gone along with a lot of other interests served by *WB*.

The essence of *MAIB* comes from its editorial guidance (certainly not from its slick graphics!). Pass all that grunt work on to your daughter and keep on giving us the grand magazine that comes to us at the bargain rate of \$28 a year.

Bruce W. Given, Virginia Beach, VA

KLEPPER FOLDING KAYAKS

www.westernfoldingkayak.com
Largest Selection in the Whole USA
Western Folding Kayak Center

6155 Mt. Aukum Rd. Get more for your \$\$\$
Somerset, CA 95684-0130 Toll Free: 888-692-8092

My Wooden Boat!...On-Line
Forum...Calendar of events...
School Courses...Books...
Boat Plans...and more!



www.woodenboat.com

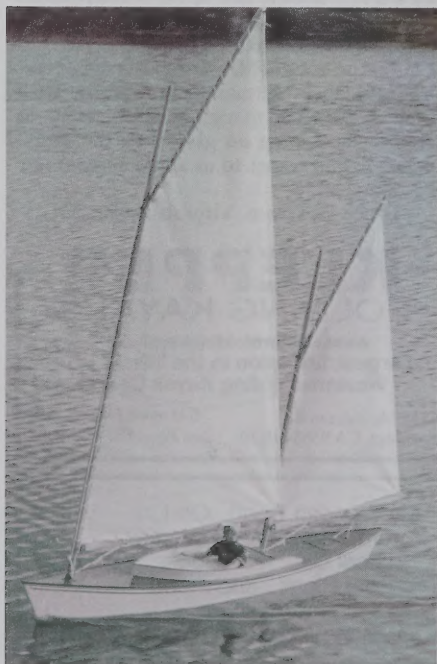


Lloyd "Swede" Johnson of Pomona, California, built, owns and sails this Malabar schooner with the San Diego Argonauts.

Here in the distant South Pacific, along with almost every New Zealander, I watched the tragedies in the United States unfold on television, and my stomach was sickened at what I witnessed, but it was the after effects that for week after week that affected me greatly, a time when I worried about family and friends in the United States to the point that I often became morose and on occasion, withdrawn, and where little seemed worth doing, and even writing became a chore best put off for awhile.

Although I continued to do my model sailboating, or "windling" as we call it here, every Thursday, down at the pond here in Auckland, for several weeks the mood of my fellow sailors had visibly changed, ordinary life seemed meaningless when compared with the magnitude of what had happened in New York and Washington. As I saw it, enjoying the harmless pleasures of model yacht sailing seemed to me almost an affront to those whose lives were impacted by those events on September 11.

Barry Gibson, from Victoria, Australia, built *Orzo*, designed by John Storrow from Massachusetts.



Getting the Little Boats Going,

By Mark Steele

As I write in the third week of the month after, I don't need to remind anyone of what has since transpired, the massing of troops and weapons of war, the Anthrax attacks which have even now reached the shores of a great many thought to be safe haven parts of New Zealand, the downturn of travel, all visible examples of how the whole world has changed overnight.

I have now decided, just little old me of ordinary status and little importance, that to continue in my withdrawn state as opposed to getting on with life, will achieve absolutely nothing, and not to get up and get back to living my life as I did prior to the date of those

Windana II, a 1,220mm long RC model designed by Auckland "Ancient Mariner" Richard Gross, a scale up in size from his first Footy model.



catastrophic events, will be detrimental to my health and my general well-being. Oh I am still (and will probably for many years) remain angry over what happened, the effrontery and the insanity of it all, but hell's bells, I don't intend any longer to give in, and give up on whatever life's simple pleasures like model yachting I enjoy.

Hence, by way of these few photographs, I hope to encourage those of you who perhaps, like me, have allowed the events that have happened, and the fears of what might still happen, to get the better of you. If we don't get on with life, then we have lost the battle of the mind. We in the Western world, surely have got more backbone, more courage and strength, more pride in ourselves and our countries, more resilience, to allow that to happen.

I looked at this morning's paper (I haven't been really reading our copy properly for weeks, my mind perhaps not totally ready to absorb more about terrorists and war against them) and was pleased to see that sports teams are adopting the same attitude, and proceeding overseas to compete, and that two hundred and fifty-two sailing boats sailed out of Auckland yesterday bound for our Bay of Islands area in the annual "Coastal Classic". I have a friend who sails every year aboard a Bruce Farr designed monohull, and he told me last week at a meeting, that his participation in this years race, signified that he was now coming out of the "closet of semi-seclusion" to compete for much the very same reasons.

Model sailboating of the leisurely kind (there is enough confrontation and serious competition classes in model yachting for those who seek it) provides a wonderful outlet for relaxation and good leisurely sailing, and as I have always stressed, it has the added benefit of linking people with similiar interests under the banner of fellowship and friendship.

I have made so many friends in the United

A 30" model of the Western Skiff, a Nigel Irens design, built and sailed by Richard Bass of Leicester, UK.



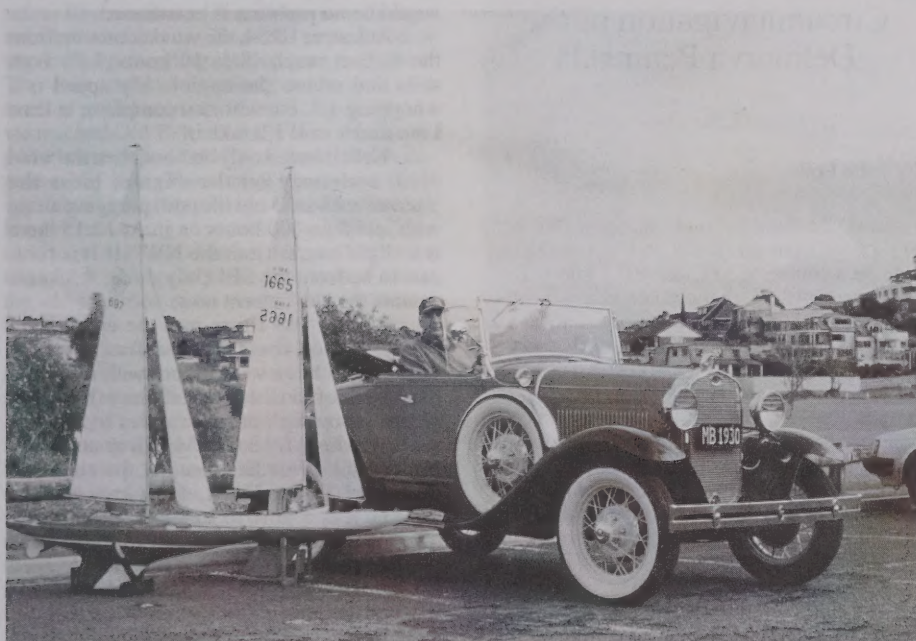
States and in the United Kingdom, Australia, Canada and elsewhere as a direct result, people whom I have never even met and know only from letters. We are not competitors, we are fellow sailors out enjoying ourselves on ponds, waterways or lakes, and telling each other about what we sail, exchanging ideas, sharing friendly banter via the pen, sometimes the phone, often the fax.

In the United States you have organizations such as the US Vintage Model Yacht Group, and The Great Schooner Model Society to mention just two, who offer outlets for model yacht sailing. My friends, George & Marla Surgent, of Seaworthy Small Ships, are promoting interest in getting the youngsters into model yachting, that in itself has got to be good for the hobby in general. Check them out on the net.

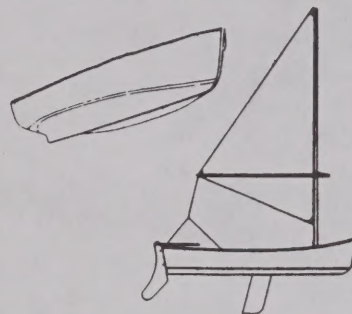
Below: Neil Lineham, of our Auckland "Ancient Mariners" windling group, with his prized possessions, two vintage IOR RC yachts and his magnificent Model A Ford.



Above: Proving that age is no barrier, Sel Parker of Auckland, who is 88, sails three RC models he has built, this one, a 12" long Footy.



KITTERY POINT TENDER



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

BAY OF MAINE BOATS

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

Building a Boat?



Let Greg Rossell help. He has written *Building Small Boats*, which covers both traditional lapstrake and plank on frame construction. 278 pages, hardcover, \$39.95.

Order Toll-Free 1-800-273-7447
 or visit our site and click the link
 for WoodenBoat Books.

WoodenBoat, PO Box 78
 Naskeag Road, Brooklin, ME 04616
www.woodenboat.com

SHIVER ME TIMBERS





Swann Creek early morning fog, Day Two.

Tuesday morning the birds chirping awake me at 5:00 AM. At 5:30 I get up and look outside. The weather forecast had said nothing about fog, but here we are in about 100 yards visibility, wind calm, air temperature 50 degrees, but I could have sworn from my cabin that it was 40 degrees (I placed the thermometer outside in the cockpit at night). Nothing to do now but wait for the fog to burn off. I could follow my GPS track out of the creek, but I did not want to be out in the bay crossing the main ship channel in 100-yard visibility. Those big ships with radar don't slow down for us slow sailboats. I read Sandee's note for Day Two, make some coffee, and munch on the traditional box of donut holes which last the first two mornings of my overnight trips, then it is Poptarts for the rest of the trip.

The weather forecast calls for northeast winds 10 to 15 knots today, we'll see. Would be nice if it started soon! Just heard a fish break the water. At 7:00 AM the fog seems to be dissipating. At 7:22 AM we are the first of the six boats underway from our anchorage, no one else is even topside yet. It is a nice sight to see about 20 ducks flying just over the water nearby. At 8:05 AM we turn west at Can Buoy 3 onto the Chesapeake. The sun is trying to peak through almost 100% cloud cover.

Tug and barge hailed on channel 13.



Circumnavigation 2001

A Journal of a Circumnavigation of the Delmarva Peninsula

Part 3

By John Potts

At 8:40 AM the wind picks up from ESE at 5 to 8 knots. I put up all sail and secure the engine on a course of 352, speed 2.6 knots. But, of course, by 8:53, the wind dies, so I furl the genoa and go back on the engine, speed 5.2 knots. At 9:14, while on a northeasterly course, I unfurl the genoa, and with both sails and the engine, am cruising at 5.6 knots, pretty good for this short, heavy, full-keel sloop. This NE course is on the east side of the main shipping channel. Unlike the southern half of the bay, there is mostly shallow water in the northern bay, making it necessary to have a ship channel with buoys and ranges to clearly mark the deep water channel for the big ships. So much

of the southern half is so deep, buoys are far and few; sailboats get too close sometimes to where a ship's course lies and it can be dangerous. But in the northern half, it is easy to stay out of the shipping lane since it is so clearly marked.

At 9:55 there is no wind, no ripples on the water, only flat calm. I remind the elements that this is a sailboat, not a motorboat! I take down all sail and proceed at 5.1 knots on the engine alone in about 70% cloudy sky and not much vessel traffic. I do see a tug and barge a few miles aft slowly gaining on me. I don't get to pass very many vessels on the bay in the *Sandee Lee*! Not much vessel action since I passed some crabbers tending their pots off Rock Hall early this morning. At 10:00 AM the current is still flooding in my favor toward the north as the diesel pushes me along at 5.2 knots. The handheld GPS is so great in its bracket above the chart. Such amazing technology. I am now two miles south of Fairlee Creek and soon find myself abeam Pooles Island as I cross over to the east side of the ship channel which takes me to within about a half-mile from the shore, pretty trees with only a few homes.

At 10:50 I hail the tug and barge (on VHF channel 13) overtaking me that I planned to maintain my present course. He replies that I would be no problem if I continued.

At last, at 10:54, the wind comes up from the ESE at maybe 8 to 10 knots. I fly both sails and secure the engine. My speed is a whopping 4.1, but who can complain, at least I am under sail! I'll take it!

Well, it lasted only an hour, then the wind died, underway on the engine, bless the Yanmar's 23-year-old life, still plugging along with less than 400 hours on it. At 12:15 there is a slight breeze from the NW?!! It is forecast to be from the SE! Only doing 4.5 knots against the ebb current now.

At 1:06 PM I turn into the entrance to my destination river, the Sassafras. The Sassafras River has a wide mouth with a distinctive high bluff on the north entrance. It doesn't begin narrowing until five miles in when it starts winding. By 3:00 PM, I drop anchor in 8' of water in the first bend at the cove just outside of Turner Creek. After I anchor, the wind increases to 10 to 15 knots but still from the NW. At 5:00 PM I listen to the marine weather forecast, the report had not changed since 5:00 AM! I listen again at 6:00 PM and it is updated, but all the current observations, including Delaware, are reading winds from the SE. But here it is just the opposite! Sailors in the northern half of the Chesapeake have long known that winds in this area are not predicted very accurately, for whatever reason, it is a continual source of frustration. But, at about 6:10, the wind at the anchorage finally swings around from the SE. Amazing! They are forecast to be SE tomorrow, too. I hope they are, and early, too. I need to get an early start to get favorable currents for the Chesapeake and Delaware (C&D) Canal transient.

Today's trip covered 33 miles in 7 hours 40 minutes, of which only 2 hours were under sail alone. The GPS trip odometer confirms that so far we have traveled 53.8 miles with an average speed of 3.9 knots.

The shower solar bags are warm today so I take a shower by hanging one of the shower bags from the boom aft with the dodger to shelter the cool 70 degree winds from my wet body. I use less than a gallon of water as

the bag still looks close to full; I even wash my hair, as I must get ready for shore time in Chesapeake City tomorrow. I give Sandee a call on the cell phone and she marks my location on her door display.

Watermen's boats are visible inside Turner Creek and I wonder how early they will depart in the morning and rock my boat on the way out.

It is 8:00 PM and, as the sun is setting, I see two deer walking on the beach and watch them through binoculars, a real treat! I read a portion of my meditation book, *Communion with God* by Neale Donald Walsch: "God, life, and universe need nothing to occur except that which is occurring." I say, "Amen, good night."

Day 3, Wednesday, May 9, 2001 Sassafras River to Chesapeake City, C&D Canal

On Wednesday, Day 3, I weigh anchor under an overcast sky. There is only a hint of a breeze from the southeast. The air temperature is 58 degrees. It looks like I'll be motoring all the way to Chesapeake City. I have to motor once I reach the Chesapeake and Delaware Canal as regulations prohibit proceeding under sail. By 7:00 AM we round toward the northeast around the high bluff at the Sassafras River entrance. A sailboat is motoring a mile or so behind me about the same speed. A tug and barge heading south passes me to port. The ship channel is plenty wide and well marked with buoys and ranges. By 8:30 AM we reached Old Town Point Wharf, the check-point to enter the C&D Canal from the Chesapeake Bay side. There are TV cameras feeding video to the controller in Chesapeake City. I begin monitoring channel 13, the VHF bridge to bridge and also channel 16, the VHF distress and calling frequency. I monitor 16 on the old installed radio and 13 on my newer handheld.

The flood tidal current is REALLY fast, my speed increases all the way to 7.6 knots as per the trusty GPS indicator! Of course, that is the speed over ground with the current aiding my normal 5-knot speed. I meet a tug and barge, it was going really slow pushing against the same current which added 2.6 knots to my speed. There are a lot of whirlpools and eddies to interfere with the auto-tiller steering. I finally give up on auto, disconnect the device from the tiller bracket, and begin manual steering.

At 9:15 I arrive at Schaefer's Canal House docks to refuel across from Chesapeake City. I rig the mooring lines on the starboard side, making sure that the bow line is long and rigged outboard of everything back to the cockpit where I can toss the end to a fellow who comes running out of the restaurant when he sees me maneuvering. A visual check to see if the dock had cushions, so I would not have to use my fenders, revealed that it did. It is very tricky maneuvering to the dock against 2-plus knots of current, complicated by a long eddy trailing from the Route 13 bridge abutment. I guess my river canoe and kayak experience kick in, as well as my Coast Guard ship handling, as I adjust the throttle and ease over to the dock. A few feet off the dock, I toss the bowline to the attendant and he secured the bow, he comes back and I hand him the stern line and he secures that. I could not have left the cockpit controls to go to the bow and throw the line, the current would have swept me away



Fuel dock, C&D Canal.



Docked at Chesapeake City, C&D Canal.



as soon as I cut the throttle and released the tiller.

The attendant hands me the diesel fuel nozzle after I place some absorbent material in strategic places should some fuel run out. The tank doesn't want to receive the fuel. I lean over the transom and stick my pen into the tank air vent and get a small piece of fuzzy type material out. The flow does increase somewhat and I finally top off with 3.6 gallons of added fuel, \$4.56 for 14 hours of engine time, not bad, I'd say. With the 10 gallons of extra fuel I have aboard, plus the topped off 11.5-gallon installed tank, I could do the whole rest of the trip with the engine with no stops if necessary!

I top off the water tank with a couple of gallons, place my small bag of three day's worth of trash into a can on the dock, and pay the attendant the whopping big fee. The attendant hands me the stern line looped around the piling and he goes forward and casts off the bow line. I hang onto the stern line as the current swings the bow away from the dock. I slip the stern line and am out in the current again. I motor across the canal into the basin at Chesapeake City and moor at their two-year-old free floating dock. The sign says there is a 24-hour limit on this free space. A great set-up in this very scenic and historic town. According to the sign posted at the end of the dock, the floating dock was mostly funded by the Maryland Department of Natu-

ral Resources a few years ago. Today's trip was 19 miles on the engine in 3 hours 12 minutes, a very fast run for this ole gal. Total miles traveled so far are 72.2 miles with an average speed of 4.2 knots. Too bad over half has been with the engine. But, without it, I would still be way back down the bay.

Formerly known as "The Village of Bohemia," Chesapeake City, the village, became a hub of activity and a thriving port and homes were built nearby to support the construction of the canal in 1804. Fourteen locks were begun to connect the Christina River in Delaware with the Elk River in Maryland, but the project was halted two years later for lack of funds. This commerce resulted in several individuals building beautiful homes in the town, most of these are still standing today.

The canal company was reorganized in 1822 and new surveys determined that more than \$2 million in capital was needed to resume construction. Eventually funds were raised from Pennsylvania, Maryland, Delaware, and the Federal government.

The U.S. Army Corps of Engineers played a vital yet unofficial role for the canal company in 1823 and 1824, providing two senior commissioned officers to assist in determining a canal route. The new route with four locks was decided upon. It was 1829 before the C&D Canal Company could, at last, announce the waterway "open for business."

Coal and lumber passed through the

locks, and the famous "Susquehanna Arks" arrived and had to be dismantled and their lumber sold because they could not fit through the locks. Some of the buildings in Chesapeake City today are made from that same lumber. In 1839 the Village of Bohemia became Chesapeake City.

In 1919 the canal was purchased by the Federal government for \$2.5 million and designated the Intracoastal Waterway. Much modification occurred and continued over the years. The locks were eventually removed, the canal rechanneled and enlarged, and the bridges replaced. Thus the C&D Canal approached 175 years of service as a vastly improved waterway, far different from its 19th century predecessor. Today's canal is a modern sea level, electronically controlled commercial waterway, carrying 40% of all ship traffic in and out of the Port of Baltimore.

The Corps of Engineers maintains a Canal Museum at Chesapeake City that provides visitors with a glimpse of the canal's early days. The waterwheel and pumping engines remain in the original pump house (now the museum). These steam engines are the oldest of their type in America still on their original foundations. The museum is well worth the half-mile walk around the anchorage basin to see.

I have been to this picturesque town many times before as it was on my commute route home from my place of work in Elkton, Maryland, over the Bay Bridge to the Annapolis area. I had never seen the museum before this day.

I figure this is my last R&R for the whole trip and wish this stopover could be in the middle or later in the voyage. I walk around town, sit in the small band stand overlooking the basin, and eat at the Bohemia Restaurant for lunch. I pig out on a generous helping of spaghetti and salad. A very young chef owns the restaurant, his wife and small children came for lunch. I ask the wife if they ate in the restaurant often. She said that they did all the time.

After lunch, I go back to the *Sandee Lee* and lie down for half-an-hour or so. I had cleaned the boat up real nice upon mooring as I figure that she will be on display with people walking leisurely along the waterfront. The day is beautiful. The siren goes off three times in the town across the canal. I call Sandee, she and grandson Ben had a great time at the circus today.

Eventually, the free floating dock is filled with two sailboats from French-speaking Canada on the way back to Quebec City. There is also a 38' trawler with a couple, I guess' in their 70's from Texas. Already moored when I arrived this morning was a steel hull 50' version of a three-masted colonial-looking ship called *Hope of Many*. I had seen her in another marina on my commute route a few years earlier. I ask a few people about town what the vessel was about and no one seemed to know. They guessed she was passing through. There was no one on board.

I pig out at a waterfront ice cream and hot dog store for supper. It was so pleasant sitting a few feet from the canal eating my last ice cream and hotdog for the remainder of the voyage. I wished that Sandee could have met me here, but her part time work as a counselor and her babysitting with Ben made it not feasible, and I had only been away three days.

(To Be Continued)



C&D Canal Museum.

Steel hull vessel *Hope of Many*.



Sunday, May 7, 1950

Patsy was confirmed today. In addition to that, we took my pirogue down to the river. Daddy borrowed a rack from Warren to put on top of the car. (*Warren worked for Daddy and raced an 8-horse Martin outboard for the company when it became the Martin dealer.*)

Last evening, by suggestion from Daddy, I filled the pirogue with water. To my surprise it leaked like a sieve, but by morning only a few drops fell from its sides. Since it was on the ground I could not see directly under it, but I presumed it had stopped there, too. (*As it later turned out it had not.*) Cypress is good about that. A boat with 1/8" leaks will swell up in no time. It loves water, doesn't rot, and is easy to shape. It has the nickname *Eternal Wood*. This pirogue is at least 40 or 50 years old itself.

Anyhow, Daddy, Mr. Freeman, and I got it on top of the car and we were off. Mr. and Mrs. Tonsmeire had brought down Bubba and Louis with Philip Leighton, John Conover, and Bugger Campbell, while we brought Henry. Daddy wanted to go out in the Bay to use the (*shrimp*) net, so Philip, Henry, and Bugger went with him.

I had with me a ball of caulking compound and as we set the boat down (*in the water*) I stuck the stuff in the leaks. It didn't sink anyway. Just as I was going to put on my bathing suit, Mr. Rainville hollered something about going out in it and not standing up or get my feet wet, etc. I decided that after having borne taunts about the thing being junk, unrepairable, or too tricky to use, it would be a definite loss of face to go out the first time with a defeatist attitude; in other words, a bathing suit. So I clambered in, shoved off, and was on my merry way. I sat on the bottom the first time. I wasn't going to trust my equilibrium too much.

My pants got wet and when I went to change and came back, the boat was in use. Besides the boys I just named there were some town boys there, friends of ours, Arthur Smith, Ed Peter, Merle Battiste, among others. I didn't get to ride in it much after that.

With two people it is at its fastest. With effort we kept up with Bubba and his 4.2 horsepower Champion. I suppose we went 8 mph at the most. Daddy came back with a heap of shrimp.

Upon pulling the pirogue up, I found a gigantic crack in the bottom. It is new, torn paint fragments prove it. It does not show on the inside. I am pretty worried about it. P. S. I believe I see what caused it. When I filled it up in the backyard it swelled, but since the water was on the inside, the inside (*surface*) swelled more than the outside. A strain was caused and the outside had to pull apart along the grain. I filled the crack with compound. If it gets worse (*I will see it*) widen, if it gets better the compound will ooze out.

Wednesday

Went down to the Club to see about the boat after school. Crack gone down. Put boat in water to swell until Saturday or Sunday.

Sunday

Went down (*to the Club*) with Daddy. Philip also took a crew. Bubba went to fish with Daddy. Henry and Philip went to fish and Bugger and I paddled to the campsite and down the Alligator Bayou almost up to the end, turned around, and came back in. The pirogue

The Florist's Pirogue

Part 2

By Francis Walter

doesn't leak a drop, has swelled up fine. Daddy came back with a pile of shrimp and crab. More than last week. Then we boys ended the day with a gala mud battle in front of the Club. (*Dog River bottom mud is black as coal, semi-liquid, and raises rashes on the toughest skins given enough contact.*)

Undated (probably end of May, 1950)

Everyone at the Alba Club loves my pirogue. So much so that everyone seems to take it out with or without my permission or presence, but I shall take a Christian attitude and let everyone use it if they want to. (*End of Journal entries on the pirogue.*)

This is the question. How should one rehydrate cypress dugout pirogues that have been out of the water for 30 years? Clearly I shouldn't have filled it with water on dry land. Should I have sunk it until it swelled up, then started repairs? After a few weeks back in the water it didn't leak. But my efforts did add a number of splits to the hull.

I left out of my journal a purple passage on how much better it handled than a canoe, but really, I didn't know much about canoes. But it did handle well. The wide beam and thick bottom gave it great stability and the slightly up-curved bow and stern kept out much of the waves.

I mention a 4.2 hp Champion outboard. My father's Mobile Cylinder Grinding Company was the first Mobile dealer for this motor. I think it came out in 1947. My friends acquired secondhand ones from Daddy cheap. Five years ago I visited a now grizzled Henry Cole living in waterless Cliff, New Mexico. Henry lives a semi-hermetical life in this beautiful desert, so sparing of people that he uses the return address "COLE 88020." There I found his no less weathered Champion still running and a couple of 1950 era 15 hp Bucaneers, also from Mobile Cylinder Grinding. Henry trucks his boat and motors to the Mexican Baja Gulf once a year. Then, once a year, he has a fish fry under the dusty cottonwoods of Cliff. If you put enough oil in the gas those old ones will not wear out.

When I moved to Sewanee, Tennessee this year I called my old buddy Henry to let him know where I was. We got to talking about the pirogue. He gave me two memories. The first was that he and I, at my father's suggestion, saved the mahogany sawdust from that plank we put in the side and mixed it with Weldwood glue. We packed this into the spaces around the plank patch. It never leaked. Then we were talking about how easy it moved and he gave me the second memory. He went out alone one day, he said, to an island in the Dog River Basin. It was dead calm, not a breath, there was no tide, it was quiet. He was casting out ahead of the pirogue with a fly rod and a popping bug. He said the resistance of the popping bug was sufficient to move the pirogue all around that marshy island.

I stopped my journal after May 1950. It

does not record the sad end of the pirogue. Yes, everyone loved the pirogue. There wasn't room in our padlocked boathouse, so I left it tied up by the unused old boatways. Daddy said not to put a chain and lock around a seat because if anyone wanted to steal it they'd just bust up the seat or the hull and if we got it back we'd have to fix it. So I used a rope. Someone did steal it. Not a clue. Nobody saw anything.

Daddy used a trolley and winch to hoist his beautiful old 22 hp Evinrude from its place in the boathouse to the molded plywood run-about. I winched it over the day I found the pirogue gone and covered the entire Dog River basin, Halls Mill Creek, Rabbit Creek, and Alligator Bayou. Nothing. That was it for the pirogue. I often wonder if it has made it through its next 50 years intact and seaworthy. If so, I hope it is in use giving pleasure to people innocent of its theft. But certainly not to the miscreants who swiped it that summer.



ANNOUNCEMENT
BART
HAUTHAWAY
BOATS ARE BACK

Lightweight Fiberglass

RUSHTON CLASSICS

28lb Rob Roy
Double Paddle Canoe

Contact
CAL-TEK KAYAKS
P.O. Box 202
Kingston, MA 02364
(781) 585-5666
www.erols.com/cal-tekenengineering

19-LB TO 29-LB MODELS

It's Called "Networking" I Think

John Longbottom's brief article in the October 15 issue about the Handy Billy he built ("Harry Bryan Fan") resulted in the following exchange:

"Mr. Longbottom, Your brief article in *Messing About in Boats*, ("Harry Bryan Fan") really caught my eye. I have been reading *MAIB* for a little over a year and confess the boat-building bug is beginning to strike me. Two of the boats I am interested in, you have built (the Simmons Sea Skiff and Handy Billy). I would love to see how you compare/contrast them, both the construction and operation on the water. I imagine you are using a similar outboard on both.

I have also seen the Glen L Sweet Caroline and The Tolman Skiff on their respective web sites and wonder what you think of them.

This will be my 1st boat-building venture. I wonder about the time commitment to complete boats such as these. I have plenty of carpentry experience but no experience with epoxies and fiberglass cloth. Can these materials be used successfully in an unheated shop?

I realize you probably haven't had a chance to try out your Handy Billy as yet, but it would be great if you could write a follow-up article once you do and touch on some of the points above.

Peter Hayes, Topsfield, MA"

"Pete, first I want to say that I am no expert but I have had a lot fun building and using boats. That being said here goes.

I think you have to decide what you want to do with the boat and where you are going to use it. I chose 1/4" plywood because of light weight (ease on and off trailer) and the epoxy construction seemed the best way to go. I also wanted a character looking boat, this ruled out Tolman (heavy work boat) and I did not consider Glen L.

The Simmons and the Handy Billy are two completely different boats (note: Simmons is much easier to build), Simmons is a planing hull (25mph), Billy is a semi-displacement hull (15mph). History: Simmons designed 1940 for fishing off NC using 25hp. Billy designed 1920 for 6hp inboard. Then redesigned by H. Bryan 1990.

I use my boats on the Delaware River, which can be rough and full of debris. With the Simmons I found I did not want to go 25mph, the Billy should handle these conditions better

I might note here that both of these boats were built with 1/4" plywood to weigh approximately 350lbs, if built to plans would weigh 1,000lbs (more weight better in rough water).

There was a review of the lightweight Simmons in *MAIB*, April 1, 1995. And notes are included in plans ordered from Cape Fear Museum. I used System Three epoxy and had no trouble with cold weather. The Simmons was started in September and completed in April, built in a unheated garage. Read book supplied by System Three.

If you decide to built either boat I have a lot of construction pictures and would be happy to answer questions.

John Longbottom, Haddonfield, NJ"

A Hurried Launching

By Dan Taylor

When *MAIB* arrives I immediately turn to the Bolger feature. Next I look for a Robb White article, and anything on small boat design, construction or launching. After that I turn to your column and the letters, and, over the next several days, work my way through the rest of the issue. The October 1 issue was a good one for me. I was especially interested in the back to back articles on Bolger designed skiffs, particularly the George Fulk article, as I also had recently launched a Perfect Skiff (CS Skiff). My launch was a hurried attempt before leaving town for a month.

But as launches go, it was one of the less eventful. Aside from having a camera with only one shot left on the roll of film, oars too short for the boat, one oar lock socket missing, no cleats for the jib sheet, and using a borrowed utility trailer which was hard to launch and retrieve from, there were no particular problems. The sails were made from house wrap and duct tape, cut totally flat in the interest of getting them done quickly, and I rigged the boat for the first time in the dark, the night before. Nevertheless everything worked pretty well. The sails worked so well in the strong, gusty winds we had that day, that now my wife questions the need to spend money on anything better.

I was concerned about George Fulk's comments on capsizing as I had hoped the boat would float high on its side and not take in much water. But that is a future consideration. There were two of us in the boat this trip with my wife at the helm most of the time. She is not only a better small boat sailer than I am, but is much better at reading fluky, lake winds. Capsizing tests can wait until next summer.

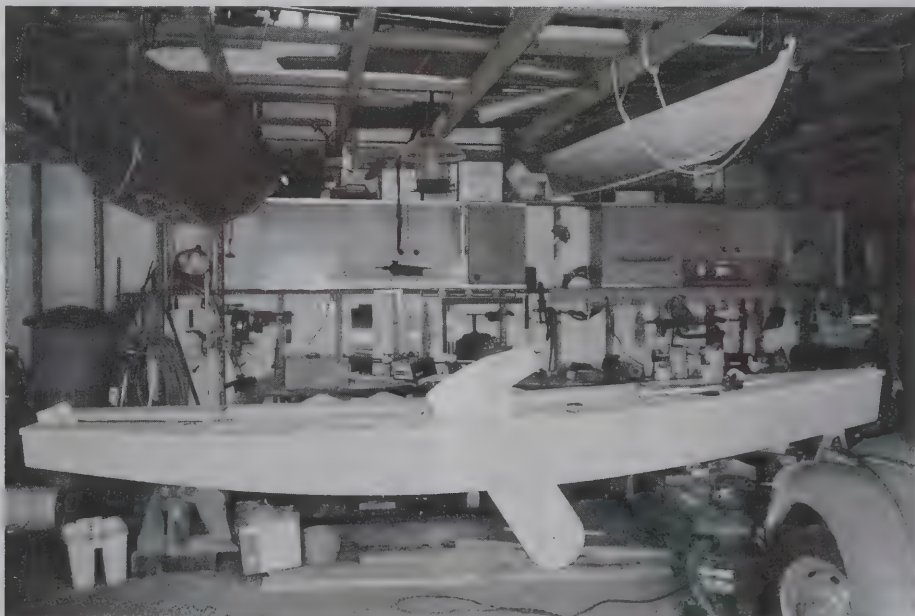
The balanced rudder made the boat very responsive and fun to sail. It is a lot of rig though and I can see George's point about the

simplicity of the June Bug. I am an incurable dreamer. It is what makes me build boats. I built this one because I fell in love with the profile, and I saw it as a multipurpose platform to sail, row, motor, experiment with battery power, yulohs, etc. I think I will be able to do all of that, just not every time out. It was also originally intended to be used on the east coast poking around the warm water of shallow estuaries. Now it is going to spend its time in colder, Pacific Northwest waters.

The paint scheme came out well, but the relatively fresh latex took some beating with the hurried launch. Based on my own drifting towards something easier and more environmentally benign, and comments by Dave Carnell, the Bolgers and others, I have gone strictly to latex. I am also using less fiberglass than in the past. The skiff, for example, has 6oz cloth (which I had on hand) on the bottom and chines for abrasion resistance, and a very light, nubby cloth on the deck (which I purchased at Flounder Bay) for its non-slip quality and to provide a canvas like appearance.

The Bolgers use an external sheer strip on a number of their designs which also doubles as a rubrail. It is a nice construction detail, but not attractive to my eye when left as is. I achieved a more traditional look by masking the deck edge before laying the cloth. I then painted the glassed area a creamy white. I had painted the hull, inside and out, an Alerion sort of light green. Painting the smooth edge of the deck and sheer strip a white-white (which was also used on just about anything else that was not varnished) created a nice contrast of colors. The cockpit coaming, tiller, and oarlock stations are varnished ash and the spars are oiled. Though the latter are a mix of freshly finished spruce and Douglas fir and older, discolored material. I have a hard time maintaining a consistent level of effort, or even knowing what level I am striving for, which, in a way, is part of the fun.

The picture is of the nearly completed boat several nights before launching. I am now working on a pair of oars and trying to figure out a trailer that doesn't cost much in preparation for the next trial.



That fall we cleaned and sanded the interior and painted it flat white. You may recall that we sealed all the plywood with un-waxed resin as it was installed. I thought it had cured, it felt cured and dry to the touch, but it wasn't. When we applied the paint the resin partially cured underneath, shrunk the paint causing the finish to crack and crinkle. Using paint scrapers and sanders we removed all the paint and resin. I then put exhaust and intake fans in the cabin, put on a charcoal respirator, wiped the cabin down with lacquer thinner, and applied a brushable epoxy primer. After the primer cured we applied two coats of white semi-gloss. Beautiful! The size of the cabin seemed to expand with every surface painted white.

That fall I made the final design changes to the rig. We decided to return to an enlarged cutter rig due to the rather limited windward ability of the Chinese *Lo* rig. The spars and rigging were sized and the final sailplan drawn.

We had a very enjoyable winter driving around coastal New England talking to spar and sail makers. Our final selections were Manchester Sails of Padanaram, Massachusetts for our beautiful tan-bark sails and Zephyr Spar of Wareham for our aluminum mast and boom. During these outings we also purchased the hatches and port lights.

In the early spring of 1981 we worked on the exterior surfaces prepping them for the Awlgrip paint job. We again used a flashlight to detect the low spots in the evening. These areas were filled and then wet sanded. As you know 99% of painting is in the prep work, particularly with exotic coatings like Awlgrip, a two-part polyurethane. After a final wet sanding the entire boat was washed with water, allowed to dry then wiped down with alcohol to remove skin oil from the surface.

The first four coats were high build epoxy primer, sprayed on. This was another first for me—I had never used a spraygun and compressor. John Hopkins lent me his sprayer and compressor then gave me a little on-the-job training. I practiced quite awhile with cheap paint and a sheet of masonite trying to get the right amount of paint on the surface. Too much and it sags and runs—too little and orange peel and voids appear.

The quick drying high build epoxy primer was a very good paint to start with. This epoxy provided a waterproof barrier and a good base for the Awlgrip to adhere to besides serving as a confidence builder for a novice painter.

An aside about polyester resin, it is not waterproof as most people believe it to be. Moisture will eventually enter the laminate and never leave. Epoxy resins and barrier paints have a much higher level of resistance to moisture, that is why they are used to seal polyester finishes.

Preparation for spraying consisted of again completely covering myself with coverall, cloth helmet, gloves, goggles, and a charcoal respirator. The goggles came off after a moment as the blowback completely ruined my vision. Spraying from top down I went around the boat completely four times applying four light coats, wet on tacky. John Hopkins and Stan were mixing the two-part paint and filling the spray can that enabled me to keep moving. The boat now had about 6-mils of primer and no runs. The trick was the fast drying paint and thin coats. The four coats of primer were allowed to set for several days

Gary, Ann, and Grendel

Part 3

By Gary Vaughn

while we imbibed beer and wine to clear our throats of the paint taste and admire our work.

The sanding began again. This time we enlisted all family members including our sons Derrick and Kevin when their work schedules permitted. Hard rubber blocks and fine wet

sandpaper were used to produce a dust free incredibly smooth surface with most of the first primer application sanded off. When our arms were ready to fall off, Anna, or as the boys called her, Nana, brought out food and drink for a little picnic under the trees. Two weeks after the first application the second four coats were applied and lightly sanded down.

The deck, cockpit, and cabin top were masked off and sprayed with Awlgrip mixed with non-skid particles. The entire boat, including non-skid areas, was then sprayed with four coats of Awlgrip high gloss, wet on wet in one day. The finish was beautiful, particularly the rounds. The longer it cured the more the clear coat floated to the surface giving it



Boatbuilder Wanted

Professional shop or very experienced amateur to build unique 12' boat for designer. This is a sort of shantyboat with cabin. Mostly flat plywood. Not complicated. Must be completed in short time, say one month. Could lead to contract to build several. Location on or close to Mississippi River or one of its tributaries a big plus. Send credentials and photos of boats you have built.

Jim Betts

P.O. Box 1309
Point Pleasant Beach, NJ
08742-1309

Give to me and I will give to you,
says the Lord"
(Milachi 3:6)

Your boat & marine equipment are
needed for His service.

Cruising Ministries

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



16' C.B. shown
14' Picnic Cat
17' Sun Cat
19' & 23' models
in stock

COM-PAC

FERNALD'S MARINE

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

an incredible deep glow. Only two small areas had runs, what a relief. We were elated and very proud of the boat. The finish was as good as any manufactured fiberglass boat that we had looked at. Other than admiring it, little was done to the boat for several weeks. We had reached a point where it was time to back off and reflect for a bit.

When fall approached we installed the port lights and hatches in a thick layer of bedding compound—the boat was now completely weather tight for the winter.

During the early winter Ann and I sat around our wood stove and discussed the various woods that could be used for the interior trim. We settled on red mahogany, which is not a real mahogany but Philippine Luan, a soft workable wood.

The slow enjoyable period of the project now began. Woodworking is far more pleasant than working with exotic, toxic chemicals that have time constraints. We thoroughly enjoyed the smell and feel of freshly worked wood and the aromatic shavings. The greatest change was in our personalities—in a positive direction. We no longer felt a hectic push that was created by curing chemicals. What a joy to work slowly, setting your own pace with hand tools, creating shaped edges and tight joints.

When all the trim pieces were completed Ann took them upstairs to the varnish room and applied five coats of Deks Olje #1 to each piece. It was then a simple matter of cutting them to length, installing them in the cabin and applying three coats of Deks Olje #2 finish.

In the early spring of 1982 I was called to a meeting at our company to discuss my assignment to a new project. The company had decided to build a new control center for the generation, transmission, and distribution of our product—electricity. Along with three others, I was to work in Melbourne Florida at the Harris Corp. facilities for two years, building and programming the new large-scale computer control system. During a sidebar conversation the Vice President asked that I not take the boat as he felt I might not return.

Ann and I had several long discussions about the assignment but in the end we decided to go. Before we left we thanked our many boating friends for their help and support by throwing a very large and noisy party. The boat was then packed, covered and stored at a local boat yard for the duration.

While in Florida we ordered equipment for the boat and I enrolled in the "Yacht Design Institute" home study course. I strongly advise any one contemplating construction/modifications of a boat to take this or another similar course. In the mean time, Ann was preparing for local races by running on the beach every morning. She eventually won a half marathon (13.1 miles) in her age group sponsored by the "Space Coast Runners Association".

Even with the involvement in our new projects we eagerly awaited the conclusion of our two-year hiatus from the boat.

Our 1984 spring return to Cape Cod began a hectic schedule of rigging, outfitting, and launching "Grendel". The name "Grendel" (warm, friendly, compassionate—a kind of primordial King Kong) was selected after reading John Gardner's story of the Beowulf encounter as told from the monster's point of view. It also served the purpose of not being

concerned about another federally documented vessel carrying the same name.

Although life's events didn't allow us to go cruising, we did spend most of every summer for the past fifteen years on the boat. Sailing the ever-changing waters of Buzzard Bay, Cape Cod, and the Islands. One of the advantages of Grendel's shallow twin keels was the ability to anchor where most other sailboats couldn't—opening up secluded shallow coves and creeks where we watched beautiful sunsets and starry nights away from the hustle and bustle of crowds, this is what it was all about—tranquility. During this period we also made major changes to the boat, but that's another story.

After we retired to Florida in 1995 she became our summer cottage on Cape Cod until we sold her in 1999 to a young Orthodontist who had great plans for her.

The End





GRENDL

ALUTKA CLASS, HULL #27



Interested in traditional small boats?

JOIN TSCA!

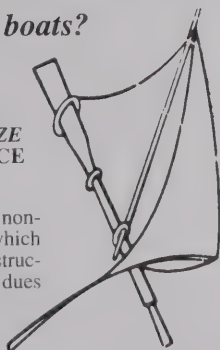
MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO *THE ASH BREEZE*
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (tax deductible).

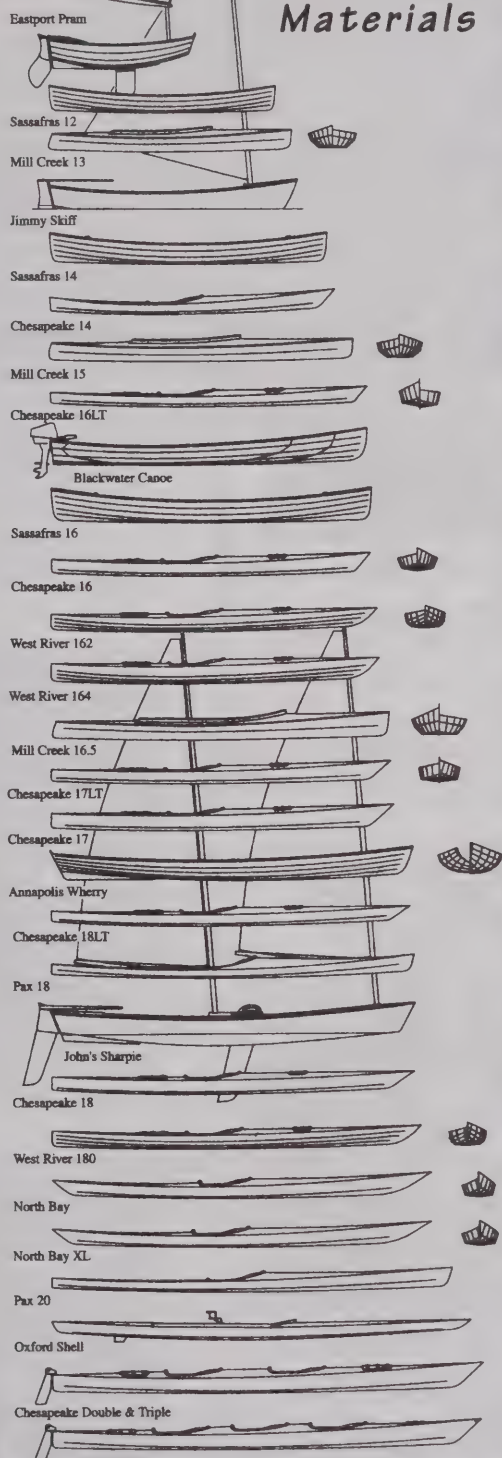
www.tsca.net

Write to: The Secretary
The Traditional Small Craft Association
P.O. Box 350, Mystic, CT 06355



www.clcboats.com

Kits, Plans & Boatbuilding Materials



Find what you need at www.clcboats.com

Chesapeake Light Craft
1805 George Avenue
Annapolis, MD 21401

Request a free catalogue:
410 267 0137
kayaks@clcinc.com

CHESAPEAKE LIGHT CRAFT

I have something to add to the the subject of Chamberlain dories which was nicely presented in the October 1 and 15 issues by Sharon Brown. I was a John Gardner fan too, enjoying both what and how he wrote and, on the several occasions that I met him, his crusty geniality.

In the late thirties and the years immediately following World War II, dory skiffs were common on Mousam Lake in Maine where I spent a lot of time. Many came from Massachusetts North Shore boat builders. Our family had a fourteen footer (it wasn't a Chamberlain) and eventually a three horsepower Evinrude Sportwin. Although as a youth I found the motor more fun than oars, the boat was nice to row nevertheless.

I had learned to row a boat in boys' camp. In the dory I was fascinated to learn that with the motor running and me sitting up front I could steer quite well by simply leaning to the left to turn to the right and vice versa. The boat

More on the Chamberlain Dory Skiff

By Matt Leupold

was in better trim too with me sitting up front; the propellor thrust down low tended to make the boat squat anyway, and there was little enough bouyancy back aft to hold me and the motor up.

My interest in these boats was rekindled by John Gardner's books and by rowing the Chamberlain dory *Harry Williams* at Mystic, so much so that I came close to building one. I did come quite close, and I still might someday. I selected the Chamberlain from the plans in one of JG's books, *Building Classic Small Craft, Volume 1*. As a rehearsal I built a one-eighth size model stick for stick as I would the real boat, even going so far as modeling the building jig that I would set it up on in my garage.

For two reasons I wanted to use glued lapstrake construction. First, I wanted to use plywood for the planking. It's not that I'm especially fond of working with plywood, but it's much easier to come by nowadays than is real wood in the sizes required for a boat. Secondly, for a dry-sailed boat that construction

seemed more appropriate than conventional fastened construction. For the sake of the exercise I assumed that I would be working with four by eight foot sheets of plywood and thus restricted to eight-foot lengths of planking stock, and that meant deciding where to locate splices and how to make them.

Notwithstanding their successful employment, the usual techniques for making splices in plywood always struck me as being inelegant. I've had woodworking experience, boatbuilding experience, and I'm an engineer trained in and familiar with building things. To me a fingerjoint splice seemed easier and quicker to make and as strong if not stronger than a scarf joint. To make such a joint, fingers are cut in one joint member with a saber saw, and the finger outlines are transferred with a pencil to the mating piece and cut the same way. The two pieces are then glued together with no discontinuity in thickness.

Analytically, the joint is strong, and shear is the most favorable orientation for a glue joint. Moreover, tests with joints in model scale showed them to be as strong as the wood. Of course, as an out I could always cover the joints with fiberglass too. John Gardner approved of the joints when I showed my model to him at one of the Small Craft Workshops at Mystic Seaport.

If I ever get around to building the Chamberlain, I'll row it. Rowing in the right boat is immensely pleasurable, and in my experience with *Harry Williams* the Chamberlain is such a boat.

Build "Rocking Dory"



48" x 18" McKenzie River
Dory Rocker

Fast Build Stitch & Glue Full Scale Patterns
10pp Directions, Illustrations, Color Photos

\$15 Plans, \$175 Precut Parts

Terry Lesh

80 Bennet Cr. Rd.

Cottage Grove, OR 97424

STRONG, SAFE, INEXPENSIVE!!!



QUICK and EASY way to turn YOUR canoe, kayak, or any easily driven and somewhat tender small boat into a SIMPLE KNOCK-DOWN MINI-TRI!

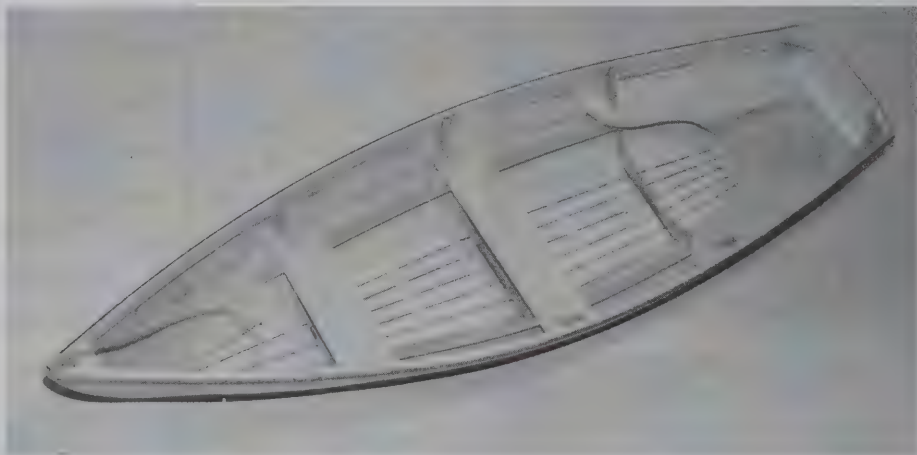
Your small kids and grandkids will be delighted and you will be so confident in their safety.

NO HANDS - GO LIKE THE DICKENS sailing fun for the old man as well!

Plans and instructions, prepaid,
\$17.95.

Gerard Van Wyk

4253 Red Bush Dr., Grandville, MI 49418





The First Cruisette, 1914.

The Old Elco-- Symphony In Wood

By Weston Farmer

The historical year was 1914-1915 when Elco, under the managerial genius of Henry R. Sutphen, decided to produce motor boats on a standardized quantity basis. As anyone can tell you who has been in the boatbuilding business a hundred years or so, the idea in its day was as startling as putting a man on the moon is today (1972.Ed).

The idea worked, and it produced wonderful little motor yachts of a perfection rarely seen these days. Starting in 1914 with a 32' cruiser termed a "Cruisette" (trade mark!), the Elco line saw an increase in size through several series, to 34' in length which was standard for years as the Elco 34. I consider this boat the best motorboat I ever had my hands on. Hundreds were built.

There are still a few in existence, cherished as collector's items in the same sense as are Rolls Royce automobiles of vintage dating. There is a Port Elco Club of Elco owners numbering several hundred members who own an old Elco model still afloat. They are maintaining, or restoring these Tiffany examples of fine boatbuilding. Membership also includes a few of the old-time craftsmen and personnel of Elco, some of the whom-and-which of us are no longer spring chickens. But let me tell you...

Builders galore: Consider the American boating scene at the time of Elco's blockbusting boatbuilding decision. Every watering place had its own local boatbuilding plant. It follows geographically that there were hundreds of these boat builders. The shop's clientele came to lake or harbor or island "for the season". Dad sent Mother and the kids to the cottage for the summer and came out for weekends on the 5:15 steam train commuter, that is, if the distance wasn't much over 30 miles.

When the family wanted a boat, Dad would go down to the boat works and have Old Bill, the boatbuilder, cobble up a model to embody Dad's ideas. Proper cash having exchanged hands, say \$200 to \$500 as half payment on a 30' motor cruiser, Old Bill would select properly apprenticed boatbuilders and set to work for the winter.

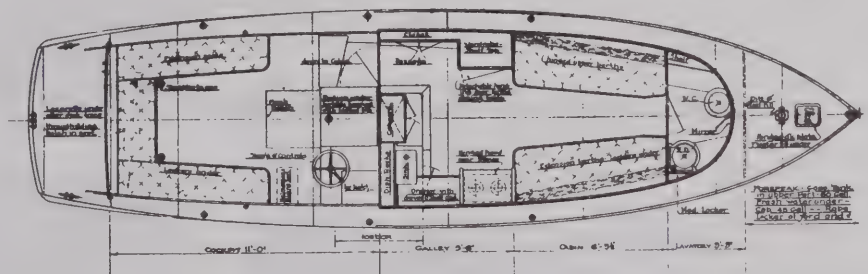
The method was universal. The resulting boats bore the local stamp, and generally were beautifully built. But no two were ever alike. They might work and run well, or might not. Every owner made his own guess as to which engine he needed. There were several hundred makes of engines being manufactured. Then came the next question: What reverse gear? Paragon? Gies? Capitol? Joe's Gear? The permutation possibilities for mis-matched trouble were endless.



The Elco 34' Cruisette was a smooth running boat. Probably the most desirable stock cruiser ever built, with hundreds of her marketed, she was the queen of Elco's line for 25 years. Price about \$7,000, she came with everything but bedding and silverware. Just gas up and sail away, a brand new idea !



Model 34 - Elco Cruisette - Series 25A



By 1925 the Elco Cruisette advanced to the 34' length and became known as the Elco 34 Cruisette. This '25A series plan and profile by Bill Fleming, Elco naval architect, became the final standard for 10 years. Fifty boats at a time were built.

Tough pickings: With all the unskilled guesstometry involved, including propellers, it frequently took two or three engines and many sizes of props (some costing as much as \$10) to reach a satisfactory mating of boat, power plant and propeller. Few owners felt they had just the right wheel working for their boat. It was considered a very tough contract that included a guaranteed speed.

If Old Bill's boat made good on it, Dad passed out cigars, Mother fainted, the kids got an extra 10 cents a week allowance money and Old Bill issued a strong ration of grog to all hands. Boatbuilders drank their whisky neat, for men were men and nothing could be done about it. They had no need to grow a face full of oakum-whiskered underbrush, to prove it.

The 10-mile speed was always claimed

as 15, and boats of that era bore sizzling names like *Humdinger* or *Gunfire* or *Holy Smoke*. Such boats became regionally famous. But duplicated? Never!

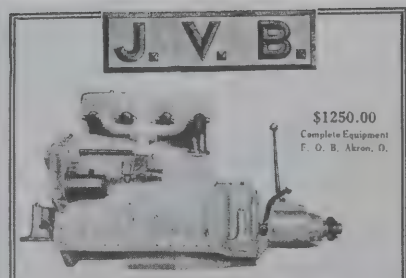
All of which outline tells why, in this loosey-goosey method of getting a new boat, the Elco notion of producing a standardized boat was a blockbuster. It seems old hat now. Henry Ford had done it with his Model T car. Why should not Elco try it with a cruising boat?

The idea was to start out with a good, time-tested hull, work out any possible sea bugs, power her with a good reliable motor of economical horsepower, a mill with all the gears and pumps and auxiliary stuff built in, and then put this model through the shop in quantities of 20 to 50 at a clatter.

Starting with a 32' double-cabin model in 1914, Elco found that the market soaked these boats up. As each succeeding year pointed to a small improvement here and a new idea there, the double-cabin model became a single-cabin model, of what was known as the "hunting cabin" type as opposed to a raised deck. This went into a number of series. The '21 series became a 33-footer. By '25 that series became a 34-footer, and that became the standard cognomen, the Elco 34 Cruisette.

No great change in the basic layout occurred for about 15 years, from 1921 until about 1934. I have several prints that show a growth in beam (very slight) aft of amidships, but the same basic boat continued popular for a very long time.

Easy hull: This boat ran smoothly, 3-4mph faster than boats from other shops carrying comparable power, and made very little wake. Note the beautiful wave formation shown in the photo, one wave from bow to stern. Little tricks were evolved that added to seaworthiness, balance and speed, until, with characteristic Elco understatement, the cataloged speed with 48hp at 1,000rpm became

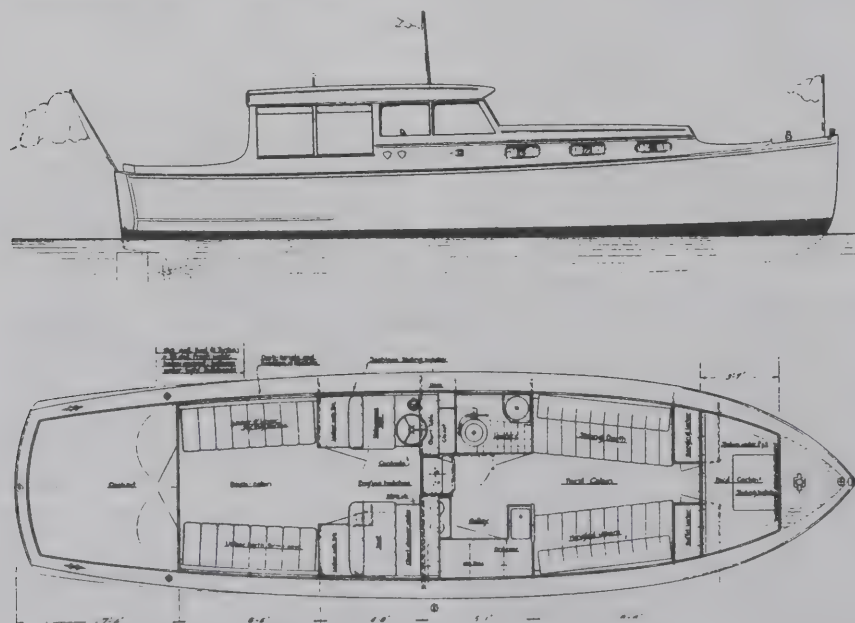


The Joe Van Blerck WW I infantry tank engine powered almost all early Cruisettes. Later re-worked as the WSM, then by Elco as their engine, this mill was notable for having auto-type reverse shift, and for having almost the entire engine one casting.

13-14mph. Elco never made a statement that couldn't be backed up by closest scrutiny.

The engine that became standard in this marvelously balanced hull was termed, at the time, an Elco engine. Actually, the original of this engine was a JVB, so named for its designer, Joe Van Blerck. Van Blerck at the time had the boating world by the tail for a downhill haul in the 100hp-200hp high speed department. He was originally based in a small factory at Algonac, Mich. When World War I came along with U.S. involvement, Joe was asked to come up with a simple, sturdy, high-torque engine for use in the unwieldy-looking World War I tanks envisaged and demanded by Winston Churchill.

The JVB tank engine was a four cylinder affair of 4-3/4" bore by 6" stroke rated 48hp at 1,000rpm. This was the first boat engine to have a sliding, or selective, gear shift as opposed to the planetary type. A revolutionary idea in Joe's engine design was to have as much motor as possible cast enbloc which is French for "one hunk."



In the mid-1930s the Elco 34 was augmented by another 4' in length and the addition of a convertible Pullman type aft cabin, all to take advantage of reduction-gear Chrysler Royals and Crowns, and affording single and twin screws. This boat, the Elco 38, was the last Elco round-bilger.

Vicissitudes beset the Van Blerck motor building operation at Algonac after the war. Airplane engines such as the Curtiss OX-5 90hp V-8 were dumped by the War Dept. for \$50 apiece, and went begging at that, packed in original crates, never used. Their conversion to fast boats killed Van Blerck's speed boat engines, which were in that power range.

A firm named Wellman-Seaver- Morgan produced the JVB for a while. Somehow, in a manner not known to me, this was eventually slightly re-worked and became an Elco engine. Thus, JVB, then WSM, then Elco—the same engine.

Good engine: I can say from personal experience that the JVB, or Elco, was darned good, and, that having owned an Elco 34 myself at one time, I always felt her to be the best balanced, most highly developed motor craft I ever skippered. I say this from a classical standpoint based on a naval architect's point of view, and an understanding of the engineering music in her make-up.

Now just as the reading of music looks obscure to a duffer, but is part of an orchestra conductor's second nature, so to a naval architect is the engineering music in a balanced boat design. To a professional the art in a boat reads easily. It exalts the soul of one who can see its presence, even as the lack of it disgusts.

When I first watched an Elco 34 dash by, her aesthetics and noble engineering bombed my innards. I stood stupefied in appreciation of her beauty and silky rush. I hoped then to someday find out what made this boat tick. As fate ordained matters, I went to work for Elco about 1937 and was with them for quite a spell. I was "on staff" as a designer, eventually ending up working with Irwin Chase on a secret propeller matter.

I can attest that getting wrapped up around the Skipper's technical axle was exciting for anyone who objected to getting dizzy! We were most compatible. The grand old guy is still alive, bright as a button, over 90 and living in Deep River, Connecticut. But I didn't know all this, and hadn't yet lived it, when the Elco 34 resolution hit me. I wanted some day to publish her lines. They're the heart and guts of the whole matter.

Vaulted plans: Quite naturally, with all the development work behind the plans, the drawings for all Elco boats were carefully guarded. Constructional or hydrostatic or lines plans were never, ever published. In fact, the lines drawings from the Elco drafting room were kept in a separate vault, and the offsets for each design were kept somewhere in another place. It is presumed that the great fire storm at Bayonne in 1948, which I am told consumed the plant, also charred these basic records. I do not know.

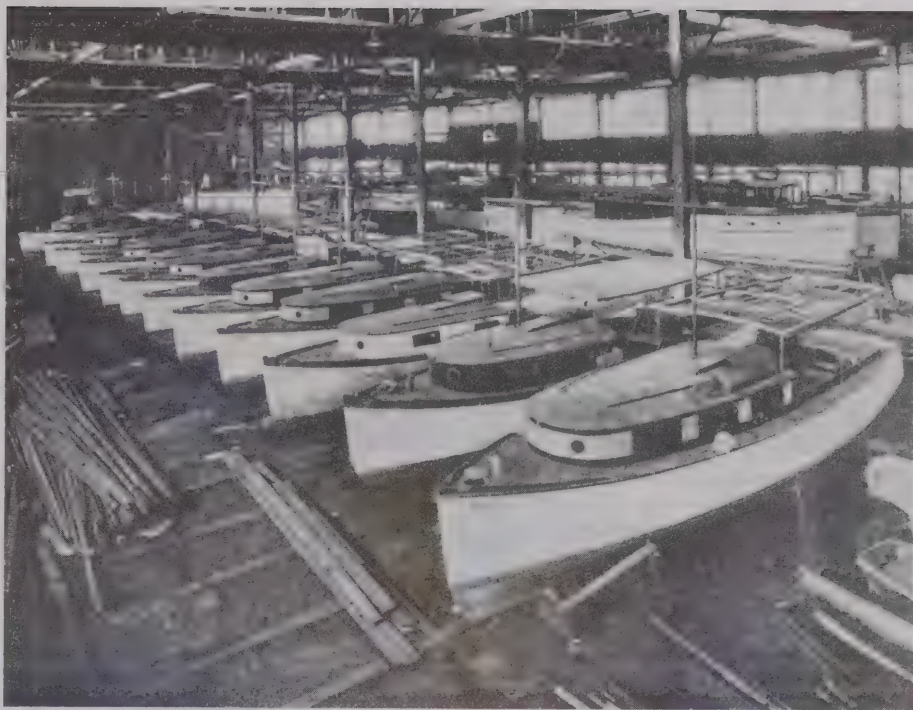
But, by methods which will never show on any exhumed Elco Spring Inventory, I managed to secure blueprints of the 34s from 1914 on up, that is, all but the lines of this one boat, the Elco 34 Cruisette. Neither the tracings nor offsets were to be found. But, I did find one constructional drawing for the '26 series, which was in effect until the '34 25A series and which is the boat pictured running here. This was the construction profile, the deck and keel plan, and had three sectional views transversely from which I can reconstruct the lines. These are enough points to work from, as the scale on the print remains very accurate. When I get it done, I will keep the pact made with myself to put this boat into the record for pos-

terity. She was just too good to perish unsung, unrecorded.

I am under the impression that the first Elco Cruisette was the work of Irwin Chase. I know Glen Tremaine had a hand in later versions, but I believe that beloved Alfred (Bill) Fleming was the Michelangelo hand behind most of her.

The Fleming touch: I do know it was Bill Fleming who put the Pullman type deckhouse cabin on the 34 eventually, which by 1938 had become the Elco 38, phasing out the old 34 Cruisette. The 38s were the last of the great, round-bilged, yachty Elco masterpieces. The profiles shown here, showing advancement from the original Elco 34, are all Bill Fleming's skilled work. You will never see lovelier or more delicately executed profiles and arrangement plans. Alfred the Great, as I like to think of him, died Oct. 2, 1971, in Bradenton, Florida, his retirement home. He is survived by his wife, Dorothy, and a daughter, Virginia.

I've an unique theory about the comfort and behavior of this craft. Aside from the fact that she was a normal quarter-beam boat, I think her secret lay in one thing, the pounds-per-square foot of waterplane loading. What is this? Well, we'll have to wait for publication of the lines to see the great engineering magic in this boat. Until I have it worked out, I predict no droop in the inscrutable smile of the Sphinx.



Introduced in 1914, the Cruisette by 1922 had become a 33-footer. This 1922 shot of the Elco plant at Bayonne, New Jersey, shows a series of '21 Cruisettes numbering 14 hulls being readied for customer delivery.

PO 144
Charlotte, VT
05445
802 425-3926

Fast.
Light.
Seaworthy.
Beautiful.
Cedar or Kevlar.
Kits. Classes

www.adirondack-guide-boat.com

Wicked Fast

Forward-facing rowing by **Ron Rantilla**

www.FrontRower.com 401-247-1482 RI

The Caillou

A BETTER SMALL BOAT.™

877 CAILLOU

www.sail-or-paddle.com

SEE US AT THE MAINE BOATBUILDERS' SHOW!!

One of the questions that always seems to motivate a lively discussion in the various boat building newsgroups I belong to is whether or not it is a good idea to make changes to an existing design. My own thinking is that making changes is perfectly appropriate (it is going to be my boat after all), but that any significant changes must be approached very carefully. Changes that alter the structural reinforcement of the hull, or that alter the balance of the hull or rig, should only be made after very careful evaluation and, in some cases, should probably be referred back to the designer.

That said, I will admit to being a tinkerer, and one of my great joys in studying boat designs and building boats is contemplating how I might adapt a design to my specific needs. This is an organized process and one that usually proceeds in three steps. First, I identify a design that I think will meet my needs. I then purchase either study plans or the full construction plans, depending on how closely the design matches my criteria. The second step is to study the plans in depth.

During this stage I like to close my eyes and imagine myself using the boat in various wind and sea conditions. It is amazing how much one can learn on these imaginary voyages, from problems with the placement of specific hardware to the appropriate steps when reefing or changing sails. Third, whatever changes I am contemplating are then drawn out on paper, to scale, and with as much detail as I can provide. Quite frequently, I will discover at this stage why the designer did what he did and why the changes I am contemplating are wrong-headed or more troublesome than they're worth.

Most of the time I find that the design is better left alone, as one (seemingly) small change cascades through the structure and I end up with a very different boat than the one with which I started. But every once in a while the changes I am contemplating make it through the process, and I decide to go ahead and make them.

For example, when I built my Phil Bolger-designed Perfect Skiff, *Nimbus 2000*, I spent many hours studying the Solent lug sloop rig that Mr. Bolger had drawn for the boat. The difficulties associated with reefing this rig troubled me (described in detail by George Fulk in the October 1st *MAIB*, "Report on Two Bolger Skiffs") since I would most likely have to reef with some frequency. The

Making Changes to a Design

By John Tuma



The June Bug mainsail is too small in light winds.

wind often blows 15 to 20 knots on summer afternoons at Lake Elizabeth where I usually sail. The water is not cold in the lake (though it is disgusting due to the large goose population), but the water in San Francisco Bay, another place I frequently sail, is very cold, and a capsize can be life threatening.

The full sail plan for the Perfect Skiff shows 1.07 square feet of sail in the main and jib, the reefed main alone is 60 square feet. Since I figured I would be reefed a lot of the time anyway, I started looking for a sail that would set about the same place as the reefed main. I ended up buying a June Bug sail from Dynamite Payson, incidentally saving over \$500 from the cost of custom made sails in

the process. The June Bug's sail is 59 square feet, and sets exactly where the reefed main would set. This is just the right amount of sail when the wind gets going around 16 to 18 knots if I am alone, though it starts to get a bit busy on the boat even with the small sail when the wind gets up over 22 knots.

Once I made the decision to go with the small main, I was then confronted with the problem of recovering some of the lost sail area. So I redrew the sail plan to include a small jib and a mizzen sail, which brought the total sail area up to 95 square feet. The jib mirrored the one from the original sail plan, but the mizzen required that I design in a mast step and partners to support the mizzen mast. Fitting this new structure added only about 20 hours to the total construction time, but would have been a real nuisance if I had not planned for it before I started building the boat.

Despite making provisions for the jib and mizzen at the design stage, I only had the small main ready to go when launching day arrived. When the wind is light, this small sail plan is too small, so I added a little reaching spinnaker. The spinnaker wasn't in my original plans, but it added a lot more sail area than a jib and it's way more fun. In anything over about 10 knots of wind I don't jibe the spinnaker when I'm by myself. Lake Elizabeth gets very small because the *Nimbus 2000* gets very fast, and it takes three hands to hold the tiller, jibe the main, and jibe the spinnaker.

Although under-powered in light winds, the small sail plan did not bother me much until one day I went sailing with a friend. Let's call him Big Bob. The wind was very light and the boat's performance without the spinnaker up was very sluggish. So I finally decided to add the mizzen. The picture shows the *Nimbus 2000* with the test sail I made out of poly tarp, but I've since replaced it with genuine Dacron. Without a jib, I expected the boat to suffer from serious weather helm since the mizzen moved the center of effort of the sails back about 2'. To my surprise, the balance was better, the boat was faster on all points of sail, and it was actually easier to set and jibe the spinnaker. The greater sail pressure aft makes for more reliable feedback on the tiller, and by adjusting the main and mizzen in tandem, I can get the boat to hold its course without constant attention to the tiller.

I may yet add the jib, although the current yawl configuration with the spinnaker meets my needs very well. When the wind pipes up, reefing is simply a matter of removing the mizzen, spars and all, and stowing it in the bottom of the boat. This is faster and easier than reefing the Solent lug, and the cost of the current rig is about what I would have paid for a kit to produce the original sail plan. I'm not sure I would have made all these changes if I sailed in places where the winds were generally light and the water was generally warm, but my adaptations make the boat more suitable for my sailing conditions. Plus, I had a lot of fun while doing it.

Modifying a design to suit your needs can be a satisfying and enjoyable process. However, it does require careful planning and attention to detail. A lot of times I find that design alterations don't make sense when their full implications are explored in detail. But even that can be useful as it gives you a better understanding of the design, its strengths and weaknesses, and its suitability for your particular purposes.

Main and spinnaker in about 8 knots of wind.



Main and poly tarp mizzen. The balanced lug adds 16 square feet on just a 6' mast.





After many years of designing and building trailerable houseboats and offering first-time boat builders construction plans to build their own boats, we have had many requests for a big/little comfortable liveaboard/cruising houseboat. The Cape Codder in either the 20' or 24' model amply fulfills this need.

Building the Cape Codder is an inexpensive way to have your own waterfront home for weekend getaways or for an extended vacation. If you're lucky enough to be able to live aboard permanently, the Cape Codder is the boat for you. I think everyone at one time or another has dreamed of living aboard their own boat.

Imagine stepping down on wall to wall carpet into the bright and airy living area. To the right is a couch and end table with a nautical lamp. Opposite is a entertainment center with TV, VCR, and CD player. A round drop-leaf dining table with chairs completes the living and dining area. The complete galley contains a formica counter top with stainless steel sink, 4 cu ft refrigerator, a microwave with cabinet, upper cabinets for dishes and glasses and plenty of cupboard and drawer space. A private enclosed toilet room with shower and medicine cabinet, a pantry and hanging locker, and tons of storage space completes the main cabin.

Outside is a large covered watertight forward deck with four chairs and table. Aft is a watertight deck suitable for outside storage of outboard motor, fuel, propane, etc.

Houseboats You Can Build

By Berkeley A. Eastman, Naval Architect and Boat Builder

The Cape Codder Story

An inside ladder leads up to the sleeping loft, above the main cabin, with full-sized mattresses, and loads of storage space. The forward wall of the loft swings open to enjoy your own private sundeck. A loft roof skylight gives you the luxury of sleeping under the stars.

If you live in a cold climate where it snows, in order to continue to use your Cape Codder throughout the long winter, you can pull your boat up onto the river or lake bank. Use cement blocks under the low side of the hull to level your boat. You can then use your boat as a hunting lodge or weekend retreat. Install a potbellied wood burning stove or propane space heater. All you need is an extra propane tank or two to see you through the winter. You can also use a trailer (wide load) and park your boat in your own back yard and use it as a guest house or office.

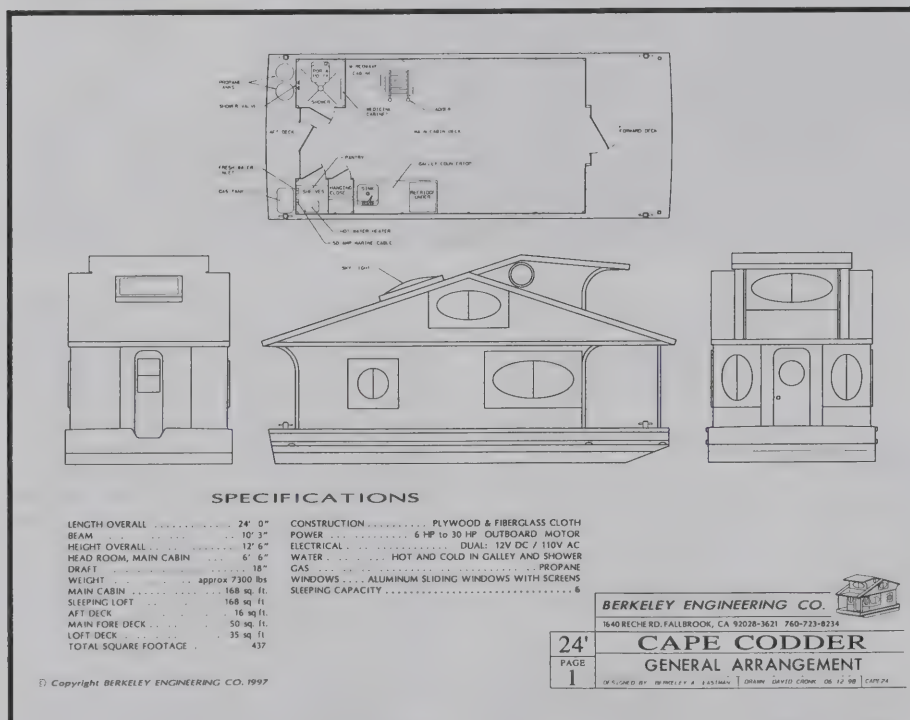
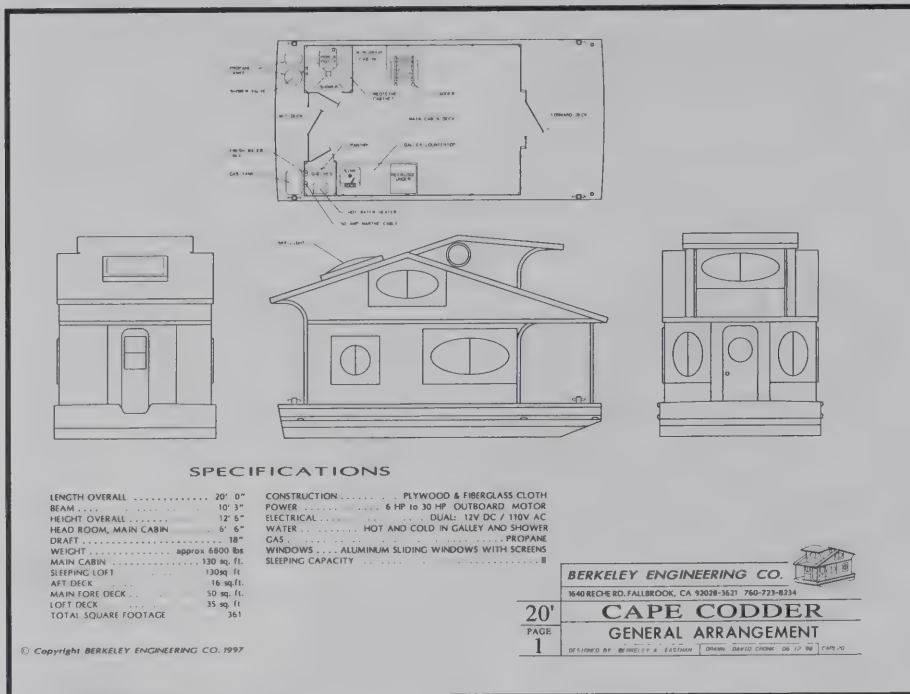
We believe that the simplicity in design and low cost of off-the-shelf construction materials sets the Cape Codder apart from all other houseboats in its class. Our design philosophy has always been to keep things as simple as possible. The construction incorporates basic technologies and proven ideas. The boat is of composite construction; plywood, 2" x 4" lumber, fiberglass cloth and polyester or epoxy resin. All building materials are available from your local lumberyard.

The building plans were created using the latest CAD (computer-aided design) software. Each individual part is fully dimensioned. The builder simply marks the dimensions on plywood, cuts and assembles. No frames or complicated fixtures are required.

This is a fun boat to build. Its 10' beam, flat bottom and low center of gravity makes the Cape Codder extremely stable in any type of weather. She easily sleeps 4 to 6 adults aboard.

When you build your own Cape Codder you will have a far better boat than you could buy for four to five times the money. Perhaps even more important is the great satisfaction and sense of accomplishment that you will enjoy from the dreaming, planning and final completion of your project. Absolutely nothing will give you more satisfaction and pride to know that you built your houseboat yourself.

Detailed construction plans for both the 20' and 24' Cape Codder are \$198 postage paid (US Funds).



etc. The roof doubles as a huge sundeck, and incorporates a large storage locker with provisions for mounting umbrellas, flags or whatever.

Our design philosophy has always been to keep things as simple as possible. The construction incorporates basic technologies and proven ideas. The boat is of composite construction; plywood, fiberglass cloth and polyester or epoxy resin. All wood is available at any local lumberyard, and hardware is available at a reasonable price from any major hardware store. The plans were created using the latest computers and software. Each individual part is fully dimensioned. The builder simply marks the dimensions on plywood, cuts and assembles. No frames or complicated fixtures are required.

This is a fun boat to build. You can outfit her with a 3hp to 30hp outboard motor that will easily push the boat to good cruising speeds. The hull has a simple rocker bottom and low center of gravity making the Aqua Casa extremely stable. She easily carries 2 to 6 people and handles well on canals, lakes, rivers and harbors.

The Aqua Casa makes a great winter or summer building project. When you build your own Aqua Casa you will have a far better boat than you could buy for four to five times the money. Perhaps even more important is the great satisfaction and sense of accomplishment that you receive from the dreaming, planning and final completion of your project.

Our design goals for a small houseboat/travel trailer are:

- Simple and inexpensive to build.
- Easily built by the average handyman with basic tools.
- Use only readily available lumberyard materials and off the shelf hardware.
- Buildable in approximately 300 hours.
- All lumber, fiberglass materials and aluminum windows to complete basic hull and cabin structure, approximately \$2,200.
- Totally self contained incorporating standard RV appliances and equipment.
- Aluminum sliding windows with screens.
- Able to be towed by a pickup truck or van.

Easily launched and retrieved.
Doubles as a self contained travel trailer.
Full function galley and toilet rooms.
Dual 12 volt DC and 110 volt AC electrical systems.

Hot and cold running water in galley.
Large covered outdoor deck
Cabin top doubles as a giant sun deck.
Huge storage area on cabin top for chairs, table, umbrella, mattress pads, etc.

Use space saving movable chairs and tables instead of built-ins.

Aqua Casa meets or exceeds these goals. It was designed for the amateur first time boat builder. 1/2" ACX plywood is the primary building material, which is covered with fiberglass cloth and/or resin to produce a strong weatherproof finish. We believe this is the easiest and most economical method for building small boats. You will find no exotic, expensive or hard to find materials on this boat.

Each part is fully and clearly dimensioned on 8-1/2 x 11 sequentially numbered plan sheets. The builder starts with page one and continues until work on the last page is complete. No math, calculations, guessing or estimating is necessary. Simply mark the dimensions on sheet plywood, cut, and assemble

The Aqua Casa Story

The Aqua Casa is the result of years of boat design and building experience, including a lifetime of travel and research throughout the lakes, canals and waterways of America and Europe. These multipurpose boats are specially designed for the amateur builder with little or no boat building experience. We believe that the simplicity and low cost in construction and materials, while still retaining great usefulness and aesthetics, sets the Aqua Casa apart from most other boats in this class.

Building the Aqua Casa is an inexpensive way to have your own waterfront house for quick weekend getaways or for extended

vacations. But if you can live in it on the water, why not make it easily trailerable and double as a self contained travel trailer? Why not indeed! You can use it as a camper, guest house, home office, storage area, private getaway, or ??? The great portability of the Aqua Casa makes it easy to transport anywhere that you can drive your tow vehicle.

Inside the bright and airy cabin you'll find full headroom, a complete galley with plenty of cabinet space, room for the latest RV appliances, a private enclosed toilet room, a hanging locker, tons of storage space, a fold-out double berth and an inside and outside helm station. Outside is a large covered watertight forward deck as well as an aft watertight deck suitable for outside storage of fuel, propane,

using a brad nailer or staple gun, then tape the seams or joints and sheath the plywood with fiberglass cloth. If desired, considerable savings can be realized by painting rather than fiberglassing the cabin area.

There are no jigs or fixtures required for building the Aqua Casa. All of the wooden parts are held together using fiberglass tapes and cloth, which are saturated with resin. The parts are virtually welded together to make a solid, single piece hull and cabin unit. In most cases the nails, brads, screws or clamps are only necessary to hold things together until the resin cures.

If you currently lack building space, you can get started by fabricating and fiberglassing

some of the smaller parts, such as the Mooring Bitts, Roof Beams, Cabin Front and Aft Panels, Storage Box, etc. Later, when space becomes available, these parts can be assembled into the finished boat. You may also build your trailer before beginning your boat. Many builders (we included) prefer to complete their boat on the trailer where it is easier to handle.

Detailed construction plans for boat and trailer are \$73 for the 16' model, \$83 for the 20' model, or both for \$108, postage paid (US Funds).

Berkeley Engineering Co., 1640 Reche Rd., Fallbrook, CA 92028-3621, (760) 723-8234.



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

Ultralight Folding Houseboats

19'x8'
200 lbs!

Paddle
Motor & Sail



Campanoe®

www.campanoe.net 888-865-3688

AQUA CASA
SPECIFICATIONS - 16'

LENGTH OVERALL 16' 0"
BEAM 7' 7"
HEIGHT OVERALL 8' 3"
DRAFT 18"
WEIGHT approx 2600 lbs
HEAD ROOM 6' 4"
CONSTRUCTION PLYWOOD, NAIL & TAPE
POWER 3 HP to 20 HP OUTBOARD MOTOR
ELECTRICAL DUAL: 12V DC / 110V AC
WATER HOT AND COLD RUNNING IN GALLEY
WINDOWS ALUMINUM SLIDING WINDOWS WITH SCREENS
TRAILERABLE TOWABLE BY PICKUP TRUCK OR VAN
SLEEPING CAPACITY 2
HOUSEBOAT / TRAVEL TRAILER IS TOTALLY SELF CONTAINED

© Copyright BERKELEY ENGINEERING CO. 1995

BERKELEY ENGINEERING CO.
1640 RECHE RD FALLBROOK, CA 92028-3621 760-723-8234

16'
PAGE 2

AQUA CASA
GENERAL ARRANGEMENT

DESIGNED BY: WIMPEY & EASTMAN | DRAWN: DAVID CROFT ON JOB BY: T. HANSEN

PRECISION

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

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

AQUA CASA
SPECIFICATIONS - 20'

LENGTH OVERALL 20' 0"
BEAM 7' 7"
HEIGHT OVERALL 8' 3"
DRAFT 18"
WEIGHT approx 2900 lbs
HEAD ROOM 6' 4"
CONSTRUCTION PLYWOOD, NAIL & TAPE
POWER 6 HP to 30 HP OUTBOARD MOTOR
ELECTRICAL DUAL: 12V DC / 110V AC
WATER HOT AND COLD RUNNING IN GALLEY
WINDOWS ALUMINUM SLIDING WINDOWS WITH SCREENS
TRAILERABLE TOWABLE BY PICKUP TRUCK OR VAN
SLEEPING CAPACITY 2
HOUSEBOAT / TRAVEL TRAILER IS TOTALLY SELF CONTAINED

© Copyright BERKELEY ENGINEERING CO. 1995

BERKELEY ENGINEERING CO.
1640 RECHE RD FALLBROOK, CA 92028-3621 760-723-8234

20'
PAGE 2

AQUA CASA
GENERAL ARRANGEMENT

DESIGNED BY: WIMPEY & EASTMAN | DRAWN: DAVID CROFT ON JOB BY: T. HANSEN

Can you Canoe?

Let Mac McCarthy show you how to build a *Wee Lassie*, the 11'6" wood-strip double-paddle canoe, featured in his book *Featherweight Boatbuilding*. 96 pages, \$19.95.



Order Toll-Free 1-800-273-7447 or visit our site and click the link for WoodenBoat Books.

WoodenBoat, PO Box 78
Naskeag Road, Brooklin, ME 04616
www.woodenboat.com

Quite often at a boat show, or when speaking to other small boat enthusiasts, the question of design creeps into the conversation. One favourite question from those who know of my DK designs is how did I arrive at this method of construction. It began in the mid-1960s. I will not reiterate all the details, but Ken Littledyke had re-invented the method of stitching strakes together to produce a chine hull. Using plywood and a resin/glass-fibre tape laminate to seal and reinforce the seams, this method of construction can produce a simple-to-build, shapely craft.

At about the same time, Bob Vardy of Avoncraft was producing round bilge kayaks by curving very thin ply around a simple mould, then applying a glass-fibre laminate to the interior. This method, while producing very attractive boats, had a relatively short life span because it rapidly evolved into fully GRP craft. At the time it seemed to me that it should be possible to combine both methods to produce a round bilge craft without the need for moulds or jigs. I also wanted to use a minimum of resin and glass-fibre.

It is at this point, I think one really requires a reasonably good imagination to be able to pre-visualise the intended end result. Initial experiments with bits of card suggested it could not possibly work. If a rectangle of card, 16'0" x 2'0" to scale, is curved across its width it will take up an excellent cylindrical shape, but how to get the ends to come together? Angles were cut on both sides of the keel line and a saw cut of about 18" made along the keel line. This allowed the ends to be drawn together and gave a fairly reasonable kayak shape. It was then tried full scale.

This, the first DK, was built entirely of wood with no glass-fibre or resin intervention. The ends were fastened together on wooden stem and stern pieces and laminated strips

Back to the Drawing Board Conclusion

By Dennis Davis
Reprinted from *Afloat!*

glued on at the ends to cover the raw edges of ply. It was shapely, but the mid-section was almost semi-circular with some flare. I could foresee problems with stability. It was launched onto the school swimming pool with some suitably dressed volunteers to man it. A prize was offered to anyone who could paddle the length of the pool, about 50', without capsizing. It was not claimed! I could stay upright with great care and, with practice, the keener children also learned to paddle it but it was a better rolling trainer than worthwhile kayak.

The problem with the DK1 was largely the hogged keel line which results if any of the cylindrical section is allowed to remain in the centre of the hull. As was noted in the design article in *Afloat!* Vol. 1 No. 6, a hogged keel line can be responsible for producing a very unstable hull, mainly because the narrow, unstable ends are deeper in the water than the more stable centre section. Another look at the card model was necessary. It then occurred to me that if the angle at each end could be made to conform to the stem and stern posts, perhaps the keel line could be curved and made to conform to a keelson? Card models are no use at this stage for card does not curve in the same way as plywood so it was back to the full scale craft.

This was the DK15, after No. 1 the numbers had a vague relationship to the length but this was soon overcome by numbers in nu-

merical order. Still made entirely from wood, the DK15 had its hull panels, with their curved keel lines, joined together on the centre line of a full length wooden keelson. When the hull panels are glued and nailed to the keelson the whole thing takes up a roughly saucer shape; i.e., curved both along its length and across the width. Once inwales have been fitted the hull can be drawn to its correct beam dimensions by means of Spanish windlasses or cords fastened with rolling hitches.

The ends were glued and nailed to end posts and a couple of plywood deck beams fitted to take the ply decks. Cockpit supports were fitted between the beams and a coaming fitted inside these supports and the beams with added corner pieces (knees) to which the coaming was fixed. This kayak actually was capable of being paddled but construction was not as simple as had been envisaged. The keelson and end posts had to be shaped to prevent the plywood splitting and, with its external keel and rubbing strips around the gunwales to cover the ply edges, it was heavier than necessary. Another think was necessary.

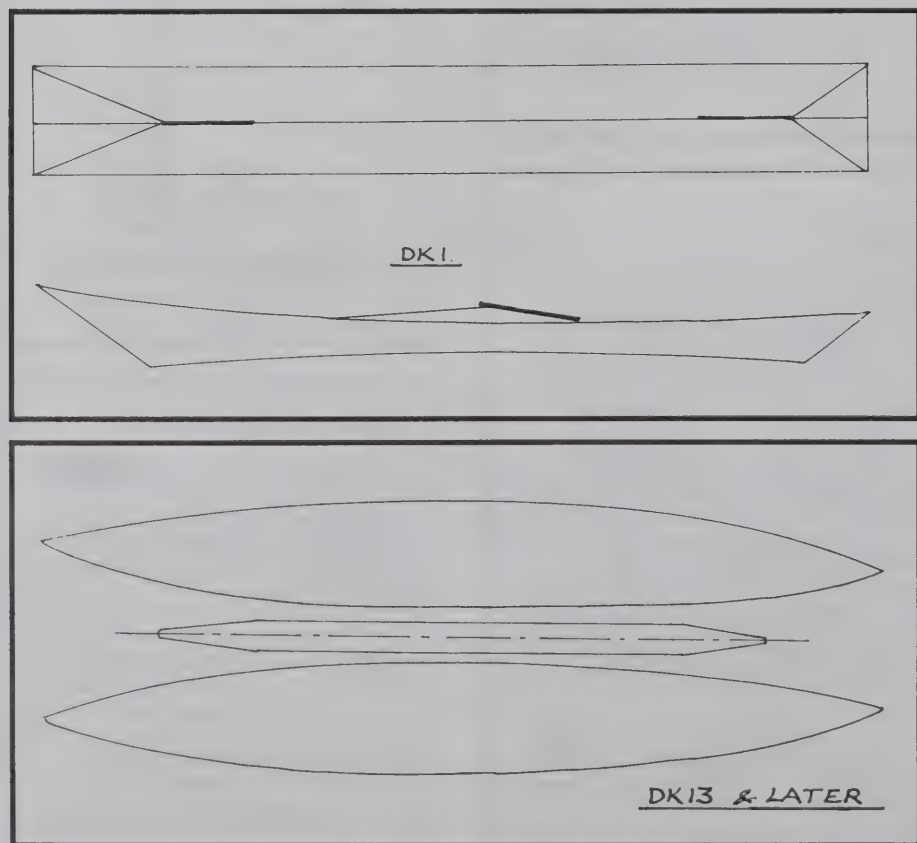
I was now convinced the method could be made to work satisfactorily but felt it could be simplified to be more easily built by the inexperienced woodworker. I had been stubbornly trying to avoid the use of resin and glass-fibre, but soon realised that if I could overcome this resistance construction could be made far easier. The DK13 came into being. The keelson was shortened and the ends beyond the keelson were sealed with resin and glass-fibre tape, as were the gunwale edges. A half round keel along the external join of the two hull panels was optional, it could just as easily be covered with glass tape. The deck beams and cockpit supports were retained, but a new method of laminating the coaming using small ply offcuts was tried and found to be sufficiently strong for the supports to be omitted unless a hanging seat was to be fitted.

The DK13 proved to be a very light, fairly resilient craft considering its 3mm ply hull and decks, and above all very cheap and easy to build, two sheets of ply and no moulds, jigs, or building boards. We soon had several at various stages of construction hanging from the roof of the woodwork shop. The DK13 did not take full advantage of the 16'0" length of ply available for the hull partly to allow sufficient ply for a seat and paddle blades.

The next design, the DK14, used almost the full length while still leaving enough spare for a seat, then came an improved DK13, designated the DK11, which had its dimensions on the plans given in millimetres only (one of my metric phases) and despite being much the same size and with an improved deck/cockpit arrangement, has never sold as well as the DK13 and DK14.

At this period GRP was seen as a mainly professional method of construction, requiring as it did a mould, which was expensive to produce and hardly worthwhile for less than a good production run. Many builders of the DKs were cladding the exterior with a thin glass cloth and resin laminate and thus getting the best of both worlds, the lightness and cheapness of homebuilt ply with the strength and wear resistance of GRP.

The next design was a light two-seater, the DK16, which was the most kayak obtainable from two sheets of ply (but still has more waste than the later DD19 and DD23 canoes which leave barely enough to make a match-



box). Then came a variation with the DK8 junior kayak built from just one sheet of 3mm ply, where the wooden keelson was replaced by a couple of layers of wider glass-fibre tape and resin. I had doubts initially as to whether this laminate would curve sufficiently well without delaminating but the prototype proved to be fine and hundreds have since been built.

More recent developments have been toward simplifying construction, the wooden keelson has been retained for the longer craft because it makes easier the obtaining of a smooth keel line, but the decks have been simplified by introducing laminated in-situ ply deck beams thus reducing even further the materials required. Compounded plywood boat building does have its restraints however, it is limited by the thickness of ply which can be persuaded to take up a compound curve; i.e., in two directions, and this limits the size of craft.

The other main problem is that of designing with the method. It is only with experience that any idea can be gained of the final hull shape likely to be achieved when using a particular keel line curve. It is, of course, this curve which determines the final keel line and the basic hull shape, although the latter is modified by means of the plan shape which is governed by the sheer lines of the hull panels and the actual hull widths required. This has not prevented the method having quite an influence on small boat design, most notably among multihulls, where the Tornado is probably the best known example, although here a simple mould is used to contain the hull panels and prevent twisting.

Some monohull designers have also utilised the method, the International Moth development class being one where it is particularly apposite. The only book I know which describes the compounded ply method in any detail is *The Gougeon Brothers on Boat Construction*, this is also strong on moulded construction and lightweight wooden boat building in general.

DENNIS DAVIS DESIGNS

Elegant economy. Build canoes, kayaks, or dinghies. Each from just two sheets of plywood. Or try my 3-metre trimaran from four sheets. \$2.00 for illustrated leaflet. D. Davis, 9 Great Burrow Rise, Northam, Bideford, EX39 1TB, UK

Faster, Accurate Rib Nailing

By Herman Buttron

Reprinted with Permission from *Sport Aviation*

Aircraft nails, often only 1/4" long, are used in fastening plywood gussets to strips of spruce when building ribs. I found that 4" tweezers work especially well if the tips are grooved with a small file. Each nail is held securely in the groove the same way each time.

To allow nails to be picked up quickly, I built a small tilted board that, when jiggled or tapped, causes the nails to roll and align for easy, repeatable pickup. The Stearman wings I built used about 30,000 nails, so these ideas saved time and gave better accuracy than either brad drivers or a magnetic tack hammer.

(Reader Norm Benedict submitted this article from the Experimental Aircraft Association's publication as he thought it might be of some interest as a technique applicable to boat building involving tacking light frames or plywood, and we agreed. Scott Spangler, Editor of *Sport Aviation* gave us permission to do so stating, "Please consider this letter as *EAA Sport Aviation's* permission to reprint the article with pleasure as one group of craftsmen to another.")



Nails spread onto tilt board.



After board has been tapped or jiggled nails all align.

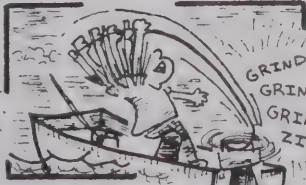


Grooved tweezers.



How nails are picked up and held by grooved tweezers.

SHIVER ME TIMBERS



by: Robert Summers





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

Length overall: 31'
 Length hull: 30'8"
 Length static waterline: 29'6"
 Beam overall: 8'3"
 Beam DWL: 7'11"
 Hull draft @ light DWL: 10'
 Draft over outboard: 1'8"

Displacement at 10" hull draft: approx.
 7000 lbs.
 Displacement at 11" hull draft: approx.
 8000 lbs. displacement

Battery weight: 1824 lbs.
 Fuel weight: 1230 lbs.
 Freshwater weight: 835 lbs.

Yamaha T-50 high thrust outboard: 50hp
 four-stroke four-cylinder, with 2.3:1
 gear ratio and 14x11" high thrust
 propeller

Fuel tankage: 200 gals. of gasoline
 Propane tankage: 2x20 lbs. (min.)
 Potable water tankage: 100 gals.
 Holding tanks combined: 160 gals.
 Battery capacity (12Volt) of 1832AH @
 20 hrs. rating

Two hard dinghies of 6'6" x 3'3"
 Tortoise to 14' x 3'3" Junebug size

Estimated cruise speed: 6.0 knots
 Estimated top speed: 7.5 knots

Bolger on Design

Design #633 Windermere

Two-some coastal
 liveaboard trailerable
 powerboat

Introduction

Windermere is an earlier, larger sister to our 22' Champlain (#636). While our work on her as an in-house speculation had progressed far enough to give her the chronologically correct design number 633, she lingered for years unfinished. Recently an accomplished client considered assembling a Champlain for riverine and coastal cruising, and he agreed to build the prototype Windermere if we finished the plans!

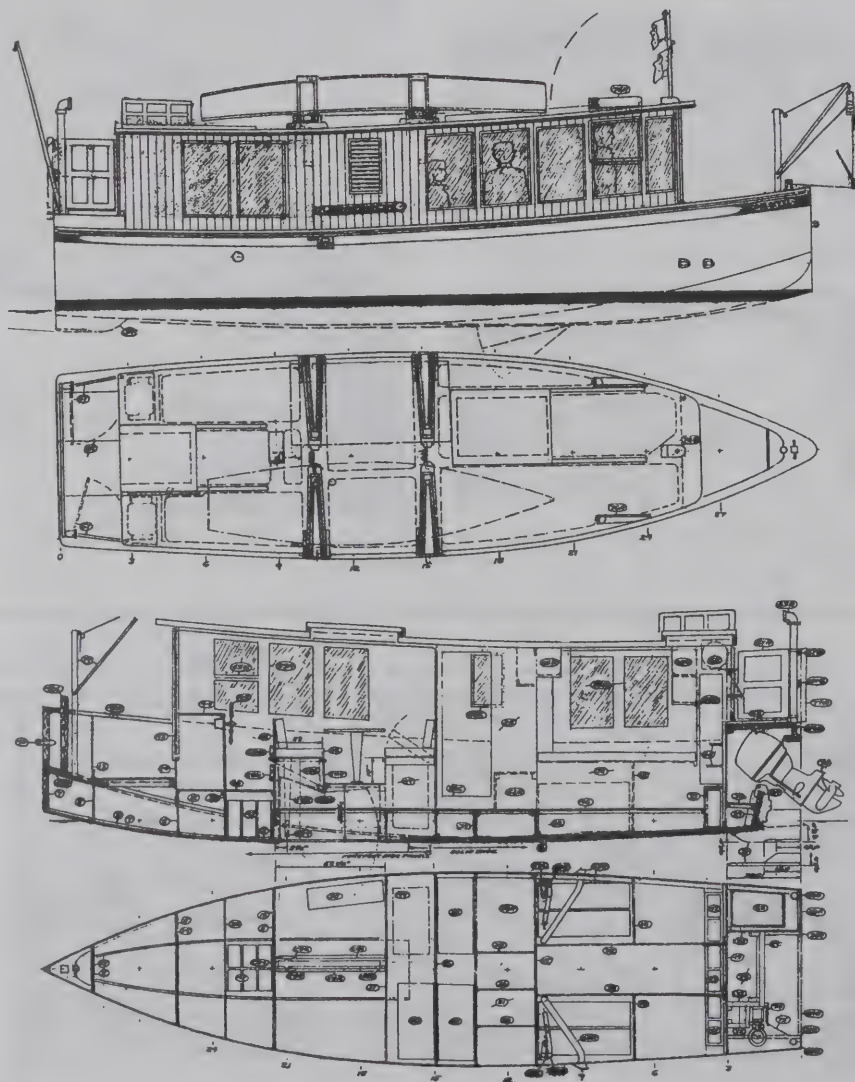
Our list of desirables added up quickly to the geometry shown here (with other versions in development):

One/two-some two-cabin full-time living aboard, even in moderately cold climate, with a defensible level of insulation, light, ventilation, head and elbow room, low noise/no smell/heat running characteristics, with plain cooking and personal hygiene facilities, plus one hard dinghy and a sailing skiff. If built well insulated with foam, she should be unsinkable with batteries, motors, and all.

To match these expectations hull shape, power plant, fuel, water, and electrical systems would be based on stock dimensions and stock hardware for least convoluted geometries and thus rapid assembly progress, not to mention (presumably) minimal expense for the achieved functionality.

Maximum trailer with load length on standard civilian license plates and without special permits in Massachusetts is (was) 33'. Minor fudge factor included measuring her on the highway, the standard four-ply sheet length by 8' beam was indicated resulting in a hull length of around 31'. Two feet for trailer tongue length seems marginal, but with mindful maneuvering and her reasonably slender bow, we deemed it just good enough for a 5000-6000 pound two-axle trailer (depending on ply species) and a medium weight tractor vehicle like an SUV, full size truck or van, and the surviving fleet of high end station wagons to assemble a new/used rig to any budget and annual mileage expectation, starting in the low four digits. For just twice a year movement, a commercial hauler may be cheapest.

Since 1995, a Yamaha T-50 50hp four-stroke outboard with large 14" diameter x 11" pitch propeller has been available, just right to cruise, maneuver, and brake



Being comfortable while cruising should also mean a reasonable degree of autonomy between costly marina stops. With an emphasis on stock hardware, Windermere got four 25-gallon units of potable water tanks, four 50-gallon units of gasoline tanks, two sizable battery banks for a nominal total of over 1800AH, with two 80+ gallons integral waste holding tanks allowing holding one's water for extended periods. Two 20-lb. bottles of propane should suffice for a lot of cooking in summer plus occasional heating sessions, with additional bottle storage conceivable for more extensive cold season cruising. There are longish under sole storage bins on centerline, volume in and under the raised dinette, two separate hanging spaces and clothes drawers in the stateroom, plus outside storage under the bow cockpit for additional anchor and tie-up gear, etc., and aft to starboard deep enough for fold-

The anchor davit allows raising and lifting in-boards onto its storage rack a 30-lb. Danforth/COR/Delta without hull damage.

In time there will be Sedan, Trawler, Fantail, Workboat versions plus hull stretches. For instance, longer low speed versions could be moved by two Yamaha T-50s, as they offer the equivalent of a single 20" diameter prop with the advantages of retractability, reverse-steering, etc.

To further save assembly time, galley cabinets below and above working surfaces are to stock dimensions, allowing you to just go and pick up a stock cabinet of your decor preference at your Home Depot store, such as the Mills Pride line of plain particleboard bodies with premium faces. We've used this line in our office and home with good durability and nice visual effect. Once you have decided on a stock decor for the cabinet door and drawer faces, you'll be able to use the same



decor over stock sized door and drawer openings in the stateroom, with you building the drawers out of ply and epoxy joints to perfectly fit the functional realities of the under bunk volumes.

With some clear thinking on the overall interior appearance beyond galley and stateroom, matching surfaces out of that line are available in a broad range of dimensions as door and drawer fronts, and could be strategically placed forward as well, very effectively integrating such elements on a consistent painted but irregularly-shaped (boat) background. No need to have everything custom sized paneled to have a very nice interior flavor with real wood finish. Mills Pride finishes over oak or maple will be good enough for interior on-boat purposes without spending much time selecting fine lumber and veneers. With these factory jobs likely more cost effective, already color matched, (of real wood) and ready to go in their installation in a few days for a very rich interior.

Just one option...

Structurally she is optimized for butt joined/"Payson joint" ply sheet assembly which is plenty strong, fast to assemble, and will avoid lengthy scarphing sessions. The plywood used throughout this structure can be standard fir marine plywood. The boat is designed with enough displacement to carry ample weight and not to need use of premium lightweight plywood. Components such as chine logs and bulkhead fastening framing which are best made of natural timber, can be any wood that takes glue well (that is, *not* teak or oak, for instance), and which is dense enough to hold mechanical fastenings well. Fir and mahogany are appropriate, cedar and spruce less desirable.

With exception of joint/seam surfaces, it is intended that all large surfaces will receive their glass/epoxy sheathing while laid flat on the floor or bench, allowing rapid coating without epoxy runs to be laboriously sanded off later. If space is at all limited, fabrication should begin in the reverse order, with the side panels and bulkheads, and many or most other

components prepared and stacked at the sides of the shop to be conveniently accessible when they are needed, after much space has been preempted, first by the assembly jig and thereafter by the hull bottom.

For example, you'd start with the smallest bulkhead to begin acquiring an efficient construction routine, progressing to the largest and store them standing and numbered.

Then you'll build her topsides from chine to roof-edge as a full-length item with port unit stored to port and starboard unit stored to starboard, making sure not to build two identical sides or a starboard version on the port side as these long, skinny, and thus very flexible panels will only want to be turned over, stiffened temporarily longitudinally by 2x3s shot with drywall screws.

Only after you have prefabricated all bulkheads, frames, longitudinals, and topsides, will you build the bottom upside down over the jig, finished with forefoot, angle fillet, epoxied and glassed, primed to the bare edge and even bottom painted, before you turn this most heavy and sprawling assembly rightside up using two 2"x8" based gantries and a tackle on each. Then you'll erect/brace the bulkheads plumb until the topsides go on, and, theoretically, she'd float.

Electrical

Windermere's electrical storage capability consists of 12 industrial units of 2V lead-acid cells for two banks (two times 6x2V=12V) with a total capacity of 1833AH (@20 hrs. rating) and 1830 lbs. of total weight. These comparatively large battery banks are both vitally important as ballast in Windermere and as power reservoirs carrying significant amounts of quiet energy for secluded peaceful anchorages between marina stopovers useful once a week for serious charging sessions. The typical outboard alternator is, unfortunately, very wimpy (here only 10 amps) and photovoltaics will help stretch her electric endurance.

But for a week of evening reading, listening to music, anchor light nights, morning hair drying sessions, microwave use, Gourmet Espresso machine rituals, or just sober hours and days of fog-induced radar navigation supported by laptop-based GPS/moving maps software, plus the steady draw of an electric refrigeration unit, she needs reliable amp hours. Like her larger fuel, water, and holding tanks, sizable batteries on a boat of Windermere's size are a significant enhancement of her/your relative cruising autonomy, a capability that you will soon take for granted. And no ratty gen-set to ruin things.

For proper battery care and long life (15-20 years = investment) you should only plan on routinely drawing them down to 50% level of charge, leaving you about 45% of rated capacity as honestly usable under realistically maximum charge of 95%, amounting to net 825AH at 12V = 990 watt hours available for consumption between charging sessions or using 1 KW a day for nearly 10 days. Photovoltaics will stretch that some. For the full time liveaboard this would conservatively mean 52 charging sessions a year, or only about a 1000 over 20 years, with these batteries advertised as capable of between 1000 and 1500 cycles. Their current cost, in approximately the low \$2000+ range, can readily be spread out over all these years.

Examples of consumption: 10W anchor

light x 10 hrs./night = 8AH/100W/day = 10% of 1KW. The icebox may eat 6 amps x 12 hrs./day = 72AH/day @ 50% cycle = 864 Whrs = 86% of 1 KW. Total of 96%. It adds up!

Get one 40+ amp smart charger per bank. Hooked up for the night with a mild 110VAC 30 amp outlet 24 amps would be drawn by those two chargers to force up to 80 amps @ 12V every hour back into the two house banks. Thus, with tapering off charge regimen 12-15 hours tied up should give you another week+ of quiet power supply, not to mention power from solar panels and even those wimpy 10 amps off the engine. One night out of seven+ seems acceptable since an endless shower might be indicated by then anyway, along with laundry sessions and other errands. With sun and prudence, make it two weeks.

The electrical panels of 12V DC and 110VAC would be in the console facing aft to port well off the floor out of kicking danger or water splashing to be easily viewable from even the aft deck. Any circuits unnecessarily left on before leaving the boat and easily installable, repairable, and modifiable by just opening the port door of the console, sitting on a comfy cushion and getting on with a job which requires somewhat above average concentration for fine first-time results. This is also where the two 40+amp chargers would likely reside.

One could consider running an oversized 110V circuit on both sides of the hull to allow one or two GFCI-protected outlets per compartment (one in head and galley). Even afloat, away from direct AC hook-up, short-term use of AC-based gadgets in galley and head fed by the batteries via an inverter will be very convenient, allowing use of affordable and well-built AC devices.

Powerplants

Yamaha T-50 high thrust four-stroke outboard motor with 20" shaft and 14"x11" high thrust propeller to match her displacement-speed of around 7.5 knots. This motor is intended to be routinely used at comparatively low cruising RPM of around 3000-3500 for a happy purr around 6-6.5 knots, exploiting the four-stroke part throttle economy for long range and low stress long life. This particular motor is unique in its horsepower class as its 2.3:1 lower unit gearing allows a much larger propeller than usual amongst outboards (14" diameter) with less slip and more authority in maneuvering, including its comparatively superior ability to stop the boat in emergencies. Stick with this well-proven model (built since '95).

Higher burst speeds are possible with significantly larger power (minimum. 2x50hp) to push her over the hump with top-speeds in the teens, depending on power and loading.

Auxiliary or back-up motor should be the venerable Yamaha 9.9 high thrust. Smaller motors down to 5 hp will give the boat adequate headway and drive her against a moderate wind if fitted with a low pitch three or four blade sailboat type propeller. In emergencies, attach via wing nuts an extension tiller, with twist grip power/shift control, long enough to be comfortably used while standing erect on afterdeck.

Next issue we will look at the anchor davit as it would be suitable to fit other craft as well.

Plans for Design #633 Windermere are available from us for US\$350.



Explore
Narrow Waters
with Dee Carstarphen

www.peninkpress.com
ph / fax 804-580-8723
amazon.com

Pen & Ink Press, P.O. Box 235
Wicomico Church, VA 22579

KayakCraft
by Ted Moores



Take a great 17' sea kayak design, add Ted's skill and craftsmanship, and you have a book to guide you through a great experience. 176 pages, \$19.95.

Order Toll-Free 1-800-273-7447
or visit our site and click the link
for WoodenBoat Books.

WoodenBoat, PO Box 78
Naskeag Road, Brooklin, ME 04616

www.woodenboat.com

Well, in the first place, a fiberglass rudder is a good thing. So is a wood rudder, but sometimes it just ain't appropriate, like on an inboard planing boat. Traditionally such a thing is made of cast bronze. I love a piece of bronze in its place, but that's a heavy, easily bent, thing to steer a boat with. A fiberglass rudder is better.

Fiberglass will bend but it'll spring back just like it was. It is possible to build a fiberglass rudder much thinner than a bronze rudder and still have it plenty strong. The only trouble with it is the shank. A fiberglass shank wants to abrade the rubber shaft bearing and the top bushing and might make that horrible dust where it touches any metal. One way to avoid that is to build a stainless steel armature with a piece of schedule 40 stainless pipe and some other stuff welded onto it to lay up the fiberglass around.

If you hit something with such a rig, you might bend the pipe and bust the fiberglass. Even if you don't, water will run down in the inevitable crack around the pipe and freeze and the crack will gradually get wider and wider until it will hold enough water to bust something. I know a man who took the whole tiller off his moored sailboat for the winter to save the varnish job, and when he put it back on in the spring, he couldn't turn the rudder. The pipe had filled up with water and frozen and swollen up in the hole. It was a bad problem. Except for the abrasion, it would be much better if the whole thing was fiberglass to begin with.

What I did this last time is, so far, the best. I built a fiberglass rudder with a fiberglass shank but I encased the shank in a thin stainless steel tube. I believe it is a good rudder. I can't bend it beyond its elastic limit (considerable) by clamping the blade in the vise and pulling on the shank. Even though the shank is only an inch in diameter, I can't break it even with an extension pipe to pull on. When you think about it, a 1" fiberglass fishing rod is hard to break. Just imagine what it would be like if it was solid.

Here is how I did it. First, I searched for the thinnest piece of 1" OD tubing I could find. Guess where it was? A lot of these people over here on this island where I hang out are likely to demonstrate their dominion over nature in the most extravagant ways. If their battery dies while trying to crank their car after salt crystals have blown up under the hood (ain't going to do that motor a bit of good, Maybelline) for the three months since they last came down, they just put a new battery in it and leave the old one at the dump (a horrible place).

If they have a beer party, they don't want to go to the trouble to haul the empty keg back to the mainland. You ought to see my collection. Inside of those kegs is a beautiful, food-grade stainless steel ball, a delightful stainless compression spring, and the most marvelously thin, stainless steel 1" OD tube. I also scavenged a most wonderful battery, looked like a six-pack of beer. All it took was a little charging and it cranked my bulldozer for four years, even when I had to bleed the injectors, and it takes a real battery to do that.

Dang, I got sort of sidetracked from explaining about that rudder, so while I am off the track, I might as well tell you what I think we ought to do to fix the airline/terrorist situation. I believe that the solution is to have an armed air marshal sitting up there in the front of everybody like a school teacher facing her

How to Make a Fiberglass Rudder

By Robb White

class, except with her little shotgun across her knees. It doesn't seem like these sons of bitches include women in their plans, except as victims, and using women for the job ought to cut down on the chances that we might hire the wrong man. The only other qualifications would be to make sure she knew how to shoot (and hit) and had the resolution to do so. I know several women who already have that capability.

Of course, our air marshal would have to learn how to say, "Please raise your hand if you want to go to the bathroom," in about five or six languages. She could sit there by the locked cockpit door with her little pump .410 so, in case some fool (which, I think suicidal terrorism is the ultimate act of a fool) with a plastic box cutter decided to overstep himself, she could put the rooty-toot-toot to him with some seven-and-a-half shot like Frankie did Johnny, or maybe like Rosie did the rivet, to keep him from advancing to the cockpit. I say seven-and-a-half shot because we wouldn't want to gratify him by killing him. You know, as an aside, it is convenient not to have to say he-or-she when referring to the enemy.

I just thought of something else. It wouldn't hurt a bit if our air marshal wore some lipstick and maybe a little mascara and a dab of fingernail polish, possibly on her toenails, too, peeking out of her high-heeled sandals, even some steel belted radial panty hose or perhaps not. Certainly a very short skirt and a shirt with a pretty wide expanse of chest gleaming out the top would help to alert some of the passengers to her presence. If she were to notice a sneaky-looking man glaring with malevolence (knowing our enemy, she could ignore the ill will of women), well, that man just wouldn't get to go the bathroom is all. It wouldn't make a martyr out of him, but it might help to keep him off of our airplanes in the future.

Now that I got that off my chest, back to the fiberglass rudder. The way I did it was to carve a mold of the blade into two boards, with half a tunnel in each to hold the shank tube straight. I shot it with a little 3M 77 aerosol contact cement and covered it with Saran Wrap, sprayed that and laid out a layer of 4-oz. fiberglass fabric in the cavity of both boards. I cut a graduated series of woven roving patches that I figured would fill the cavity completely when the boards were put together and clamped. Then I unraveled enough woven roving to make a head of hair for a hideous blonde Rapunzel. Then I doubled those strands and tied a strong, thin polyethylene strap around the bight. I put on my gloves and NIOSH fume mask and stuffed the whole mess down into a can of catalyzed polyester resin. Working fast, I threaded the strap through the beer keg tube and pulled Rapunzel through.

Dang, it was nasty looking, would have even grossed out Jim Thayer but I didn't get a drop on me or the floor and it worked perfectly. I had already tried the fiberglass in the tube, dry, so that I knew it would go in there, and I had polished the inside of the entrance

of the tube so it wouldn't snag.

When I had pulled the bight out of the top end of the tube enough, I had a disgusting mop of dripping fiberglass hanging out the other end. I quickly, but calmly, laid up the woven roving in both sides of the mold with the leftover juice from the can and, when I had both sides sloppy full, I laid the tube in the groove and, poking with a stick, arranged the mop so that the strands of fiberglass went every which-a-way among the contents of one cavity. Then, using the same motions as a New York Pizza Ace, I slapped the two boards together and screwed them tight Godamighty, it was awful looking. About nine bucks worth of polyester resin squeezed out the edges of the mold and ran off the plastic on my bench and onto the floor. I just cut and ran went fishing, caught five very nice speckled perch (black crappie, *Pomoxis nigromaculatus*, if you must know).

After I got back and got the fish cleaned, salted, peppered, and mealed up ready to fry, I snuck back in there. You know, it is much better to powder your fish a good bit beforehand so the meal (I like fine ground Mexican tortilla meal, "masa harina") will have time to soak up the juice. It'll stay on the filets better like that and the vaporizing of the water in the meal will repel the oil (peanut, clean and hot) before it can soak into the meat and they'll fry out to be less greasy. Drain them on a screen and they'll turn out right palatable. I hate to keep getting off the subject like this, but I need to disseminate all this information before it gets lost and, not only am I a fair boatbuilder, I am a damn good cook. Ain't much with pastries and casseroles, but I do know how to deal with single objects like a fish.

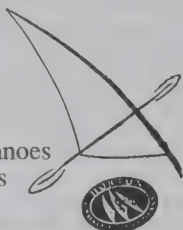
Meanwhile, while the masa was getting right, back in the shop the stench was still overpowering my powerful ventilating fan, but the resin was hard. I snatched the whole mess off the bench, plastic and all, and ran out into the yard with it. After I took out the screws, I had to saw all around the edges to find the crack to pry the boards off my rudder. Boy was it slick, just as cute as anything, neatest little airfoil to it. All I had to do to it was scrape a little resin off the beer keg shank sleeve and trim the edges. I have had enough polyester experience not to be worried about the mess on the floor of the shop. It all came off the concrete in one piece. That crap won't stick to anything but itself (and fiberglass). and even then everything has to be just exactly right. I better pin my tiller fitting on there, or before long I'll just be turning the tube while the rudder wiggles down and falls out. Good thing I thought of that, ain't it?



KAYAKS
Boréal Design
Wilderness Systems - Old Town
CANOES
Ranger - Old Town - Radisson
Hundreds on Display
FERNALD'S
On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampan

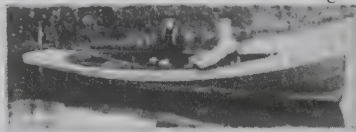


HUGH HORTON SMALL BOATS

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

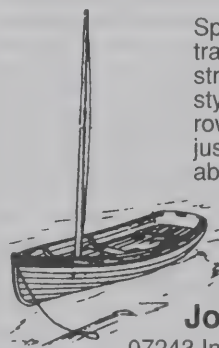
SUTHERLAND BOAT & COACH

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



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

Independence Boatworks Builders of Small Wooden Boats



Specializing in
traditional lap-
strake or clinker
style hulls for
rowing, sailing or
just puttering
about.

John Bresnan

07243 Independence Rd.
Defiance, OH 43512
(419) 782-2876

www.independenceboatworks.com

Builders & Restorers

New from Compass Classic Yachts 14' CLASSIC CAT



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

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



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

Cullison SmallCraft

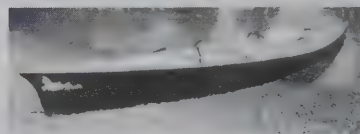
Builders of Traditional and
Contemporary Rowing and Sailing Craft

Richard Cullison
301-946-5002

11515 Kenton Drive
Silver Spring, MD 20902

www.CullisonSmallCraft.com

SECRET MOUNTAIN WOODEN BOATS



Custom Shop
for Building and Repair of Wooden Boats
Kayaks ~ Canoes ~ Paddles
Sailing ~ Paddling ~ Rowing ~ Electric Power

Also offering
Country Lodge Furniture, Wildlife Carvings,
Fine Art Prints
Graphic Design and Web Designing

www.secretmtboats.com

P.O. Box 837 Ava, Missouri 65608
Phone 417-683-3238
E-Mail secretmtboats@secretmtboats.com

Reproduction of Charles Lawton

10' Yacht Tender

Cedar on Oak

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



C. Stickney Boatbuilders Ltd.

HC 61 Box 1146, St. George, ME 04857

(207) 372-8543

email: stickney@midcoast.com

Wooden Boat Construction & Repair



TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS

ROB BARKER

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

Robb White & Sons, Inc.

Custom Small Boats
Forty Years

P.O. Box 561
Thomasville, GA 31799



O'CONNELL'S

WOODEN BOATS



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

Marc Barto • 12319 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3213 Fax (410) 778-8138

Hansen & Company Builders of Practical & Impractical Boats

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

Pert Lowell, Co., Inc.

Custom Small Boats



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

Mast Hoops

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

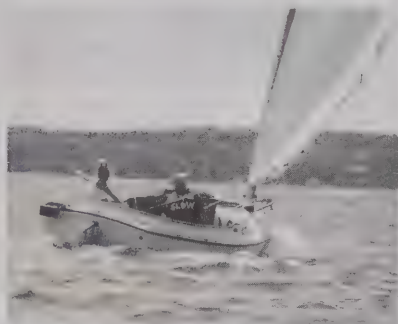
Pert Lowell Co., Inc.

Lanes End, Newbury, MA 01950
(978) 462-7409

AREY'S POND

Cape Cod's
Sailing Headquarters
& Wooden Boat Center
Established 1951

Proud Builders of Arey's Pond Catboats



14' "CAT"

12' Kitten - 16' Lynx
20' Cruising Cat

Traditional elegance with a fiberglass
hull, teak trim & floorboards,
all fittings solid bronze
sitka spruce spars

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

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

FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW

12' Cape Cod Catboat



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

Construction

Fiberglass Hull & Deck
Varnished Oak Trim
Bronze Hardware
Wooden Spars

NEW! Compass CLASSIC CAT

14' Classic Half-Decked Catboat

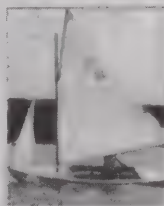
Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

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

BAYBIRD

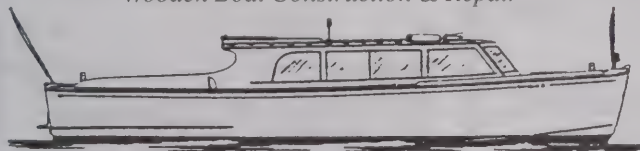
18' Gaff Sloop



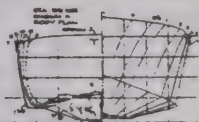
LOA 18' 0"
Beam - 5'6"
SA - 145sf
LWL - 16'
Draft 0'8"

HADDEN BOAT COMPANY

Wooden Boat Construction & Repair



Currently building
34' W. Atkin tunnel stern
Sea Bright Skiff



11 Tibbets Ln., Georgetown, ME 04548 207-371-2662

Small Shop?

Here's a small ad space for
you for only \$9 per issue

Messing About in Boats

29 Burley St.
Wenham, MA 01984
(no phone)

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
Cooperstown, NY 13326

Woodenboat Restoration & Rigging



REDD'S POND BOATWORKS

Thad Danielson
1 Norman Street
Marblehead, MA 01945

thadd@mediaone.net 781-631-3443 888-686-3443

Wooden Boat Building, Classic Designs,
Traditional Construction and Materials



SWIFTY 12

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



SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478
(802) 524-9645

www.by-the-sea.com/shellboats



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

Unique Wood-Strip,
Performance, Sea Kayaks

Kits, Plans & Finished Boats

Send \$3 for a catalog to:
Nick Schade
Guillemot Kayaks
Apt. M, 824 Thompson St.
Glastonbury, CT 06033
ph: 860-659-8847

<http://www.KayakPlans.com/m>

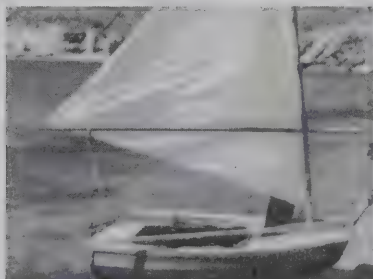
PICCUP PRAM



11' X 4'5" OA - 100# Empty
Taped Seam Multichine
\$20 Plans - \$1 INFO ON 8 BOATS
JIM MICHALAK
118 E Randall, Lebanon, IL 62254

Plans & Kits

WEE PUNKIN



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

GRAND MESA BOATWORKS

15654 57-1/2 Rd., Collbran, CO 81624-9778

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat



Kits • Plans • Books
Cove & Bead Strips

EPOXIES

the **NEFOUND** Catalog
WOODWORKS inc. \$3.⁰⁰

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

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



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95

INSTRUCTIONAL VIDEO \$19.95

Monfort Associates

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



www.geodesicairoliteboats.com



Build a Steam Launch

- PLANS, HULLS, BOILERS, ENGINES FOR VICTORIAN LAUNCHES
- COMPOUND AND TRIPLE EXPANSION ENGINE CASTINGS
- SEND \$20.00 FOR STUDY DRAWINGS PACKET



ELLIOTT BAY STEAM LAUNCH CO.

6744 SE 36th Avenue, Portland, OR 97202

Tel. 503-775-5954 • Fax 503-775-9073

www.steamlaunch.com

DENNIS DAVIS DESIGNS

Elegant economy. Build canoes, kayaks, or dinghies. Each from just two sheets of plywood. Or try my 3-metre trimaran from four sheets. \$2.00 for illustrated leaflet.
D. Davis, 9 Great Burrow Rise, Northam, Bideford, EX39 1TB, UK



Glen-L marine designs

PO Box 1804/AM2
9152 Rosencrans Ave.
Bellflower, CA 90707-1804
562-630-6258 fax 562-630-6280



'TUBBY TUG'
9' Stotch & Glue
Kid's Tugboat
Plans & Patterns \$47

WWW.GLEN-L.COM

Gigantic 216-page Design Book -- lots of photos & info; over 240 designs. ONLY \$9.95. "How to Epoxy Manual" \$2. Complete catalog on-line www.Glen-L.com or phone 562-630-6258 to order. MC/Visa/Disc/Amex

SWAMP YANKEE BOATS



Three Ultralight Stitch & Glue Versions
1. Ruston's "Wee Lassie" Solo Canoe
2. Rob Roy Type Decked Solo Canoe
3. Touring Kayak

Information Packet \$2.00

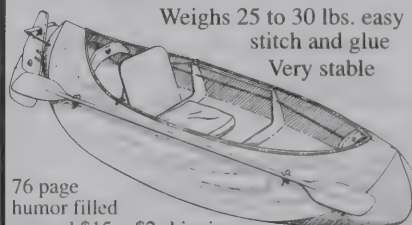
Robert W. Sparks

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

BUILD A LITTLE DUBBER

KAYAK size 7-1/2' or 9'

Weights 25 to 30 lbs. easy
stitch and glue
Very stable



76 page
humor filled
manual \$15 + \$2 shipping
Peter Hunt - The Shed for Sail Studio
PO Box 135 Norton, MA 02766 508-285-4984

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

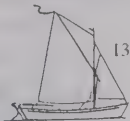
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings,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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WYZATA, MN 55391

(612) 473-2360

CONRAD NATZIO BOATBUILDER



SANDPIPER
13'9" Sailing Skiff
With Choie
of Rig



SHOVELOR
9'9" Pram Dinghy
For Daysailing,
Camping
Children's Boat

**OYSTER-
CATCHER**
15'6" Flatiron
Sailing Skiff
For Daysailing
& Camping



SPOONBILL
15'10" Sailing
Scow For
Camping Or
As Outboard Launch



PLANS FOR EASY HOME BUILDING

For study plans send \$1 for each boat to:
Conrad Natzio Boatbuilder, The Old School, Brundish Road,
Raveningham, Norwich NR14 6NT, UK,
Tel.Fax +44 1508 548675



Bobcat 12'3" x 6'0"

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

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

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

Name

Street

City State Zip

Harold H. Payson & Co.

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



ATKIN

ILLUSTRATED CATALOG

Over 200 designs. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities, and houseboats. \$10 U.S., \$15 Canada, \$18 overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

ATKIN DESIGNS

P.O. Box 3005, Noroton, CT 06820
apatkin@aol.com

Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD • FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

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

3 Gal. Unit \$147.00

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

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



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

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

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

MERTON'S FIBERGLASS SUPPLY

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

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

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

Supplies



Shoestring Shipyard

Your on-line source for
backyard boatbuilding.



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

GAMBELL & HUNTER SAILMAKERS



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

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.

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

PADDLES & OARS



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

SHAW & TENNEY

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

SEE SMALL-CRAFT SAILS

AND GET A QUOTE AT

www.dabblersails.com

OR CONTACT US AT

- dab@crosslink.net
 - Ph/fax 804-580-8723
 - PO Box 235, Wiconico Ch., CA 22579
- Sutart K. Hopkins, Sole Prop



The
Gear
Hammock

The
Marlinspike Artist

360 Gooseberry Rd.
Wakefield, RI 02879
Tel: (401) 783-5404

Made by hand with traditional fishing net methods and materials. Knotted from cotton seine twine with solid brass or stainless steel rings at ends. 24" and 36" long. \$15.00 and \$20.00. includes shipping and handling.

Atlantic White Cedar

Custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'.

Cypress and other species available upon request.

Woodcraft Productions Ltd.

P.O. Box 17307
Smithfield, RI 02917-0704
Tel (401) 232-2372
Fax (401) 232-1029

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



as simply messing about in boats.

Simply Messing About In Boats
Shirts & Tote Bags
other designs available
toll free 877-637-7464
www.messingabout.com

YANMAR
Diesel Power

ORR'S ISLAND BOAT WORKS

Award Winning Dealer 9hp-500hp Diesels

Full Parts Inventory
Expert Technical Assistance

8 Park Place (800) 339-6777
Orr's Island, ME 04066 (207) 833-5852

E-mail: oibw@ghi.net



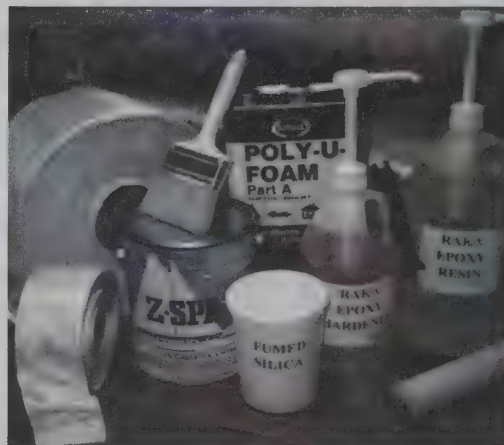
By-The-Sea

www.by-the-sea.com

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale

- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

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



RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing and composite construction. Our large fiberglass inventory include many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day UPS shipping. Our normal store hours are from 9am to 5pm Monday to Friday, but calls are welcome seven days a week until 10pm. Write or call us or see our internet site for complete info and prices.

RAKA, INC.

41 No. Congress Ave. #8B, Delray Beach, FL 33445
Ph. (561) 279-8929 - Fax (561) 279-2539
www.raka.com

TEAK & HOLLY • LAUAN
OKOUME • SAPELE • TEAK
MARINE PLYWOOD
 Hardwood Plywood
 Hardwood Lumber
1 (800) 899-1664
 We Ship Anywhere!

 **MAINE COAST LUMBER**
 35 Birch Hill Road
 York, ME 03909

SPIC • KHAYA • FIR

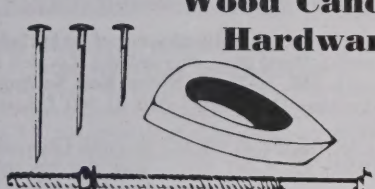
Telephone (413) 783-5589
 20 TREETOP AVENUE
SPRINGFIELD CAN CENTERBOARD COMPANY
 SPRINGFIELD, MASSACHUSETTS 01108

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

CUT COPPER CLENCH NAILS
 We have old Atlas Co. machines. Pure half hard hand drawn copper. Just the thing for lapstrake canoes, skiffs, dories.
 3 diameters: 1/16", 3/32", 1/8"
 11 sizes: 3/4" to 1-3/8"
 Send \$3 for Sample Packet & Info.

STRAWBERRY BANKE MUSEUM
 POB 300MB, Portsmouth, NH 03802

Wood Canoe Hardware



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

NORTHWOODS CANOE SHOP
 Ph: (888) 564-1020
 Fax: (207) 564-3667
 Web: www.woodencanoes.com

This Space Available
\$21/Issue
for supplies our readers may find useful.

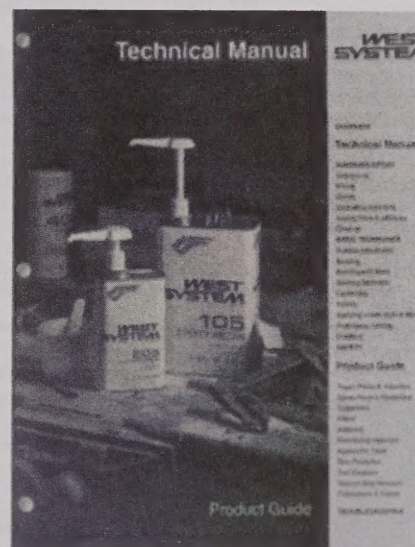
Messing About in Boats
 29 Burley St.
 Wenham, MA
 01984-1943
 (no phone)

Don't start your project without these!



The Gougeon Brothers On Boat Construction

A 297 page book on lofting, safety, tools and construction methods for building boats with wood and WEST SYSTEM Brand Epoxy. Includes hundreds of detailed illustrations and photographs.
 Hardcover, \$27.50



The WEST SYSTEM Technical Manual

A great way to get familiar with WEST SYSTEM, the universally trusted boat building and repair products. Everything you need to know for bonding, laminating, fairing, coating and finishing your project.
 29 pages, illustrated, FREE

WEST SYSTEM
 BRAND

Gougeon Brothers, Inc., Dept. 77, P.O. Box 908, Bay City, MI 48708, Ph. 517-684-7286

Classified Marketplace

BOATS FOR SALE



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)

Ocean Kayak Scrambler XT, \$385. ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (17)

4 Medium Size Sailboats: 22' FG Starwin Sloop, '87 drop keel, 4 berth. \$4,000. **22' Marblehead (Chaisson) Dory Sloop**, pine on oak, silicon bronze, '89, tanbark sails. \$4,000. **Grumman Gulfport 21**, FG, sloop rig, cuddy, red, '??, \$1,500. All have kickers. '69(?) **Cal 30**, sloop rig, Atomic 4 engine. \$8,000. THE CARPENTERS BOATSHOP, Pemaquid, ME, (207) 677-3768, ask for Andrew or Bobby. (16)



Two Adirondack Goodboats (what are they? Look at www.adirondackgoodboat.com). **Bodid II**, once on the cover of this magazine. This unique Adirondack Goodboat specially built for composer, poet, teacher (Carnegie-Mellon Institute), and bass trombonist (of the Pittsburgh Symphony) Byron McCulloh. For his last season of using her, Byron had me restore her thoroughly. She has sponsors, a bowsprit for a jib set flying, a taller, hollow mast and larger mainsail (there's also a storm sail), and larger leeboard and rudder. Drop-in sliding seat and Swiss sculls. Caribbean blue out, gray inside. W/ customized trlr & cover, a sacrifice at \$3,000 (photos on the website). **Wake Robin**, a standard Adirondack Goodboat in as-new condition, newly painted in Epifanes light green outside & varnished inside, w/beautiful red cedar interior. W/trlr, cover, bow flotation bag, PFDs, S & T spoonblades, sail rig w/scarcely used Douglas Fowler lug-sail, and a scarcely used Nissan 3.5 hp, \$4,500. WO/ sailing rig, \$3,500. MASON SMITH, Adirondack Goodboat, Long lake, NY, (518) 624-6398, <mason@telenet.net> (17)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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

23' Cape Cod Knockabout, in gd cond. Nds cosmetic work & some minor woodwork. Dacron sails in gd cond. Blt in '36 by Cape Cod Ship Building Co. Trlr incl, ready to roll. \$2,500 OBO. **18' Steam Launch**, V twin steam engine, water tube wood burning boiler. Trlr incl. This is an operating steam launch ready to go. Could use some cosmetic work on the wood hull. Machinery is in gd working order. Asking \$4,800. JON KNICKERBOCKER, P.O. Box 6247, Brattleboro, VT 05302, (802) 257-0318. (16)

MacGregor 26, family weekender sloop, exc cond. Partners wanted. Upstate NY, Lake George/Great Sacandaga Lake area, virtually unlimited use in northern season, winter southern sailing trips possible. We provide boat insurance/boat familiarization/launching/maintenance costs/inside winter storage. You provide dock fees & cleaning (boat is waxed/winterized & ready to go for spring now). PATRICK SMULLENS, 8 W. Montgomery St., Johnstown, NY 12095, (518) 762-2105, <PSmulleens@yahoo.com> (16)

15' FG Canoe, early '60s Hurters w'aluminum keel & thwart. Outfitted w/gaff rig sail, leeboards, rudder. Sail kit was sold through magazine ads, has an Indian head stencil on sail & brass fittings. The canoe sails very well in moderate weather, is fast and stable with two adults aboard. The FG needs bleaching & recoating, wooden rudder is dry-rotted. Repair or restore this fun boat over winter. \$200. GAYLE SMITH, New London, CT, (860) 439-1799 *3, <gsmith29@snet.net> (16)

'57 Lugal 15' Runabout, plywood kit boat w/'60 Evinrude Lark 40hp, Teenie trlr. Nds bottom work. \$900 OBO. **'58 Lyman**, \$500. **'47 15' Fish Hawk**, Shell lake Boat Co., cedar on oak, bent rib, nice project. \$250 OBO. SCOTT CORRIGAN, Hickory Corners, MI, (616) 671-4573. (16)

Wife Says Sell, Crawford/Phoenix/Balogh/Aquamotion. **Crawford '91 Melonseed**, centerboard, refinished by Roger in '99, hardly used, Exc cond. \$4,000 w/trlr, OR **Crawford '83 Swampscott Dory**, well and lovingly used, every possible addition by Roger, jib, tilt rudder, etc, vy gd cond. \$3,500 w/trlr. **Phoenix Vagabond 16' Open Kayak**, w/rudder, downwind sail & paddles, vy gd cond \$900. **Balogh Trimeter Sail Rig**, 44sf zip reef sail, never used, exc. \$600. **Aquamotion Front Rower**, w/accessories, little used, exc. \$750. BARIS LAMPERT, Leesburg, FL, (352) 435-0274. (17)



'48 Hinckley SW Jr. 30' Sloop, compl restored, new bright maghogany cabin, hatches, coamings, toerails & rubrails. New fastenings, floors, keelbolts & many frames. Opening bronze ports, dodger, bimini, autohelm, depth sounder. Bright spar, lg sail inventory. Universal 16hp diesel. Cruise ready. Beautiful. BRUCE VIZINO, Shandaken, NY, (845) 688-7393. (16)

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)

Antique Dyer Sailing Dinghy, one of 1st FG hulls (nds work). Wood mast, orig red sail. Located in Ellsworth, ME. \$300. **17' Swing Keel Sailboat**, from England. Cabin slps 2. Trlr. \$1,500. Located in Florida. CHAUNCY BANCROFT, P.O. Box 693, Ellsworth, ME 04605, (207) 667-4696, <bancr@webtv.net> (16)

Dovekie, the backpacker's yacht. Boat & trlr in A-1 shape. TOM BALDWIN, Princeton, NJ, (609) 844-0988. (16)

Lyman Clinker, '52, 14' boat & trlr, dbl cowl 18hp '57 Evinrude. Grt looking vessel. \$1,200. BRIAN QUINN, Rowley, MA, (978) 948-2168. (17)

16' Wooden Sailboat, blt '95, mahogany plywood over white oak frames, new spruce spars, new sails, trlr. Ready to go. Priced at material costs. \$2,500. Great daysailer. MIKE PARSONS, Ridley Park, PA, (610) 461-4821, (610) 986-7516. (17)

12' Geodesic Aerolite Canoe, all framed up, ready to cover. All materials to finish. Incl plans, instructions, video, molds, strongback. Asking \$250. DAN MARCUS, Noank, CT, (860) 536-7398. (17)

13' Peapod, FG hull w/oak, cedar trim. Sprit rig, tanbark dacron sail, CB. Ash shoe on keel. Perhaps 25 yrs old in gd cond..Oak rail cracked & sistered under 1 oarlock, some cosmetic work needed. Sailing gear in exc shape. \$600. BOB KUGLER, Westport, MA, (508) 636-2236. (17)

6' FG Dinghy. \$95. **Kayak Single**, canvas over frame ca '40s, 2 folding seats, orig paint, vy gd cond for age. \$550. VI BEAUDREAU, 7 Peppercom Ln., E. Granby, CT 06026, (860) 658-0869, <vbeaudreau@hotmail.com> (17)

16' Lyman Runabout, nice boat, nds minor touch up & TLC. Nearly new galv trlr, 25hp Johnson OB (mice got under cover and made a nest, what a mess!). Boat & motor last used 5yrs ago, stored under cover since. Asking \$1,250. JOHN WHEBLE, Kingston, MA, (781) 585-6962. (17)

BOATS WANTED

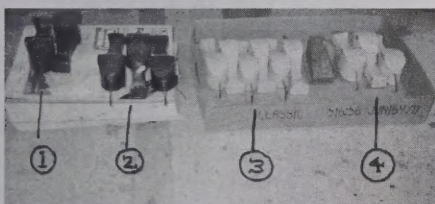
21' - 27' Cruising Catamaran (micro), such as Wharram, Robert & Lillian Woods, or similar. Pref w/trlr. Or **Catalina 25'27'**, w/swing keel, Bristol 26', used in gd cond. SEVERIN KODDERITZSCH, Rockville, MD, (301) 762-3487, <avantifeli@aol.com> (17)

SALES & RIGGING WANTED

Wood Mast, 14' x 3" suitable for Beetle Cat. HOLT VIBBER, Waterford, CT, (860) 442-7376. (16)

Used Catboat Sail, gaff, approx 170sf, foot approx 15'. ART KLEINER, Florence, OR, (541) 902-0979 ask for Art, <boats@artcanoes.com> (16)

GEAR FOR SALE



Spline Weights, left to right in photo: 2 Keuffel & Esser, 3 copies of K&E, 6 yellow weights made by John Atkin for his second office, 3 yellow weights larger than original 6. All are lead (3-1/2lbs) w/brass pins. \$20 ea picked up at office, shipping quoted. PAT ATKIN, Atkin Boat Plans, Box 3005, Noroton, CT 06820, <apatkin@aol.com> (17)



Canvas Bosun Bucket From England, a traditional English maritime design made of durable natural heavy canvas. Rope handle w/5 handy outside pockets. Great for

boat gear or gardening too. 10.5" tall x 8.5" wide. \$24. S&H \$5. We accept Visa, MasterCard & American Express. NORS, P.O. Box 143, Woolwich, ME 04579 USA, tel. 207.985.6134, fax 207.442.0159, email <nors@loa.com>, on the web at www.norsgear.com (TFP)

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



as simply messing about in boats.

Famous Quotation & Illustration

from *The Wind in the Willows*

Tee \$16.50, Tank \$16.50, Long Sleeve \$21.50, Sweatshirt \$26.50, Tote Bag \$18.00, Shipping \$4. VISA/MC/AMEX. Other designs also available. DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. For more information call toll free 877-637-7464 or visit our website www.messingabout.com (TFP)

Classic Wood Cleats, guaranteed, stock or custom. Free information. WINTERS BROTHERS, P.O. Box 494, Caledonia, MI 49318. (21P)

Oars Galore; 1 pr 7' varnished w/leathers, 1 pr 8' varnished w/leathers, 1 pr 7' painted spruce, 1 pr 8' oiled hand carved narrow blade (vy beautiful), varnished spruce spoon blade 2-pc double paddle. \$250 for lot.

DAN MARCUS, Noank, CT, (860) 536-7398. (17)

GEAR WANTED

Old 1 or 2 Cylinder Engines, parts, etc. Palmer preferred but interested in anything. JOHN WHEBLE, Kingston, MA, (781) 585-6962. (17)

Boom Brake, for 30' sloop. **Outrigger Skate**, for Penguin alum iceboat (uses Sunfish sail, nd skate & fitting). Interested in other Penguin parts too. E. CASS, 81 HCK, Wellington, ME 04942, (207) 683-2435, <edeshea@tdstelm.net> (17)

Kickup rudder for conventional hull with transom, centerboard sailing dinghy. Anything from a Penguin, Blue Jay, etc. should do fine. LEE TRACHTENBERG, FINNUS505@aol.com, 317-852-5212, PO Box 490, Brownsburg, IN 46112. (17)

BOOKS & PLANS FOR SALE



Build 13-1/2' of Bliss, from 2 sheets of plywood. Plans \$26. Illustrated leaf let of 16 craft \$2. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (EOIP)

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 (TFP)

Wooden Boat Back Issues, from day 1. Issues 1 through 160, missing issue 5, gd cond. Index of 1st 100 issues incl. \$400. You pick up, in Southold, NY (way Eastern Long Island). JOE GOLD, Southold, NY, (631) 765-2515. (16)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)

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/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, www.Glen-L.com (TFP)



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)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6"x 4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (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)

Interesting Magazine Assortment: *Watercraft*, *Better Boats & Boatbuilding* from Great Britain (4), *Multihulls* (7), *Steamboat Bill*, Journal of the Steamship Historical Society of America (6), *Maine Boats & Harbors* (2), *Living Aboard* (1), *Open Water Rowing* (10), *Folding Kayaker* (5). All are recent issues, 2000-2001. Before I trashed them I thought I'd see if anyone out there would like to have them for the cost of shipping and packaging. \$10 the lot. First call takes them. BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm.

BOOKS & PLANS WANTED

Book Wanted, Royal Lowell, Boatbuilders Down East: *How to Build a Maine Lobster Boat*, International Marine Publishing '77. I'm planning to build a "large" RC model. All I really need to get started is a set of lines. Can anyone help? STEVE LEVESQUE, 23 Colonial Way, Plainville, MA 02762, (508) 643-0589 days, (508) 695-5921 eves. (17)

MARINE RELATED ITEMS FOR SALE

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

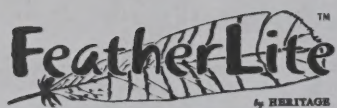


COLUMBIA TRADING CO.

BUY - SELL • Nautical Books
FREE BOOK • Ship Models
CATALOG • Marine Art & Antiques

On Line Catalog:
www.columbiatrading.com

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

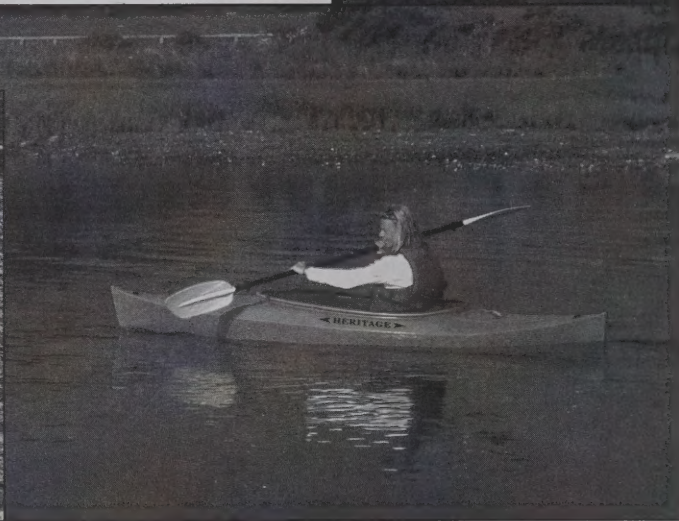
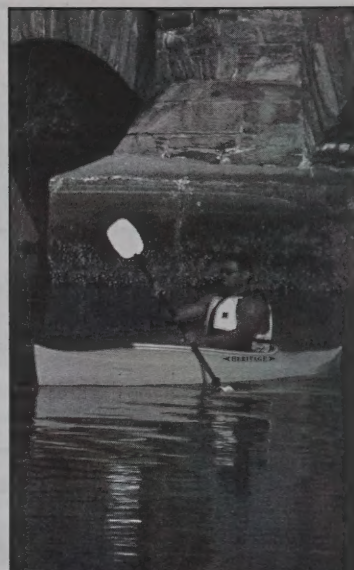


A runaway best seller, the FeatherLite is a beautiful lightweight kayak with a large cockpit, adjustable footbraces, built-in flotation, a comfortable seat and convenient end carries. Highly stable and user friendly, it's a breeze to handle on the water . . . or on and off your vehicle!

The FeatherLite Pro also includes molded rubber end carries, deck rigging and a shock cord "Paddle Park" feature. Both lightweight, rugged kayaks at affordable prices.

Length 9'5"
Weights 36/37 lbs.
Carrying Capacity 300 lbs.

SUGESTED RETAIL:
FeatherLite \$299
FeatherLite Pro \$399



◀ HERITAGE ▶

Heritage Kayaks ▪ 55 Ballou Boulevard ▪ Bristol, RI 02809 ▪ (401) 253-3408 ▪ www.heritagekayaks.com

If the FeatherLite is not available through a nearby retail dealer, Heritage can coordinate delivery through a participating dealership.

POSTMASTER: CHANGE SERVICE REQUESTED

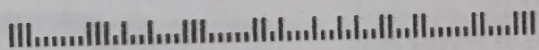
XIX-16

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

PRSRT STD
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

S1 P6 ###



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

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