

Special Features This Issue
"Folly" - :My Favorite Things"
"Apalachicola Antique & Classic Boat Show"

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



messing about in **BOATS**

Volume 20 - Number 3

June 15, 2002



3U
771
M47

messing about in BOATS

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

Volume 20 - Number 3
June 15, 2002



Published twice a month, 24 times a year. U.S. subscription price is \$28 for 24 issues. Canadian and overseas subscription prices are available upon request.

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@attbi.com

Commentary...

Bob Hicks, Editor



The two lead articles in this issue are about boat shows, the Apalachicola Antique & Classic Boat Show and the The Depoe Bay Wooden Boat Festival. One in Florida, the other in Oregon. Both featured small, mostly amateur built or restored, boats. It is obvious when reading about them that neither was a large scale money making proposition for the organizers. At \$15 to exhibit at Apalachicola how could it be? That's what I paid for admission at the Maine Boatbuilders' Show in March. Depoe Bay called their show a festival. Whatever they are called, these two events were representative of the sort of boating gatherings that take place more for the pleasure of the organizers, exhibitors and attendees than for the promotion of sales of boats built professionally.

During the 25 years I've been involved in messing about in boats there came into existence a sort of cross between the big commercial boat shows packed with modern consumer boats, power and sail, and the small boat gatherings such as Mystic Seaport's annual Small Craft Workshop. Mystic's Small Craft Workshop is where I found my current vocation back around 1980, I went and fell in love with traditional small craft. All sorts of wonderful small boats were there with their enthusiastic owners/builders and I could even try them out. I still enjoy attending over 20 years later.

Just about that time the Newport Yachting Center, location of major consumer sailboat and powerboat shows, undertook to host a show just for wooden boats called The Wooden Boat Show. I got caught up in this also, originally as a volunteer at the Peabody Museum exhibit, where we had started a traditional small craft group. Here were all these wonderful wooden boats that weren't seen at the consumer shows, with their builders, now more professionals, and now with overtones of "we're here to sell our boats".

Then along came *Small Boat Journal's* new owners with a Small Boat Show at Newport. Not limited to wood, it was limited to small, and this too I found stimulating to be at, we had a booth, for the few years this show lasted, to promote our new magazine, *Messing About in Boats*. Like the boat builders, I was now looking to "sell my magazine."

Neither of these shows survived the 1980s. The Wooden Boat Show shrank to too few exhibitors to carry on as the hopeful builders discovered that people came to see the boats, not to buy, and the cost of being there escalated too high to be affordable just to show off one's work. The Small Boat Show suffered a similar drop off in exhibitors, and undertook to bring in dealers of outboard boats to flesh it out. That killed it dead.

The Wooden Boat Show was resurrected in the 1990s by *WoodenBoat* magazine and carries on today, moving from location to location to avoid saturation of any one area's limited public interest and the resultant decline sure to ensue. Only *WoodenBoat* could carry this off with its entrenched loyal following.

Phin Sprague started up his Maine Boatbuilders' Show around 1990 with a handful of local area builders to promote business for them and, as I discussed in the May 1 issue, has succeeded to the point where the original ambience has fled, replaced by an influx of large, costly high end power boats, just like the consumer shows.

This middle ground between overtly commercial boat shows and the amateur shows or festivals is not one that is easily managed, gathering builders and enthusiasts together at reasonable cost to all to bask in the ambience of this game and still offer opportunity for sales to be made by small custom builders. In the Pacific northwest they seem to have managed it nicely at the Port Townsend Wooden Boat Festival and the Center for Wooden Boats' annual Wooden Boat Show.

Here in New England there remains one small show that is still providing opportunity for small builders to display their work at affordable cost for possible sales at an attractive location at the Lake Champlain Maritime Museum in Basin Harbor, Vermont at the southern end of that lake. The museum environment, like that at Mystic Seaport, eliminates the overt commercialism that infects, and eventually overwhelms, these smaller shows as they grow, but small boat builders are actively encouraged to come to sell boats. This year it takes place on July 6-7. If this interests you, you can learn more details by calling (802) 475-2022 or looking at their website at www.lcmm.org.

Looking Ahead...

We'll start with these articles held over: Gordon South thrills us with his "Last Sail of the Season"; Ron Hoddinott experiences "Sailing With a Legend"; Sarah Fisher reports on "The Launch of the Dred Pirate Ship *Nibler*"; Francis Walter Chronicles the "Delivery of the *Kassablanca Too*"; and Glen L presents their design "TNT...Tiny & Terrific".

Moving on to new material I find myself looking in on the "Gathering of Queen Mabs"; and also the "Launching of the Alewife"; and William Mantis covers the "Battle of the Paddles";

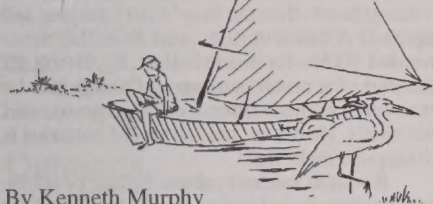
Jim Thayer begins an adventure tale in "Ibex & Swaying Palms"; Irwin Schuster tells of "Messing About on the Hillsborough"; Bill Nolan reports on how "Tortoise Piglett Does Lake Eufuala"; and Bill Gamblin's "Looking Back" focusses on a "Winter Sail on *Black Cat*";

Andreas Jordahl Rhule has a tale to tell about "An Old Timer Returns; Dave Carnell hears from the builder of a "Scottish Sea Skiff"; Chesapeake Light Craft Introduces their "Arctic Hawk Kit"; Robb White concludes his treatise on "Dinghies"; Phil Bolger & Friends report extensively on their "Update on Design #572, Longship"; and Bill Coolidge tells us why we should "Never Do That".

On the Cover...

John Thomson has come up with another cartop cruiser, this one a 4 masted schooner rigged daysailer, the 16'LOA *Folly*. It's has a lotta strings to pull, but they're all close by. Lots more details, construction and sailing, in this issue.

The Joys of Nature



By Kenneth Murphy

The Barred Owl

The messabout boatman will frequently anchor in a quiet cove protected by a stand of trees. There's a good chance that the trees are part of a wet or marshy woodland, the favorite habitat of the barred owl. So, as the boater makes preparation for a night's stay, a barred owl could well be observing silently, from its favorite perch. But it will be well after sunset, when the trees have become dark silhouettes, that the bird's presence is announced as it begins to hoot.

The barred owl is the "Eight Hooter". Its "hoots" come in two groups of four syllables. Something like "Who cooks for you who cooks for you all?" The "all" hoot is the dead giveaway, a sustained hoot that changes from a "hoo" to an "aw" at the end.

The most memorable encounter I've had with the Eight Hooter was while camping along the C & O Canal on the Potomac River. My two sons and I had been biking along the canal and had camped at one of the Hiker-Biker campsites that are spaced along the entire length of the canal. We had just snuggled into our sleeping bags when an owl started calling. Its wonderful sound was made even more exciting by the call's echo off the far shore of the river. Soon a second bird, further away, joined in, this duet eventually becoming a trio of barred owls, their hoots and echoes washing over us as we tried to imagine the size and shape of these nighttime creatures.

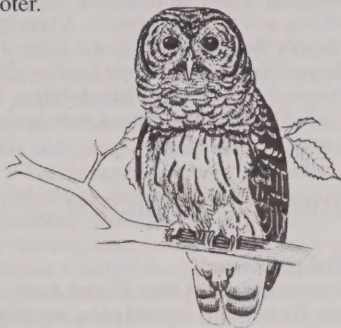
The Barred Owl is a large gray-brown owl with a big, puffy, round head. It has big brown eyes unlike most owls that are yellow-eyed. Its face is grayish white or pale brownish-gray with four to five concentric semicircular brown rings. Its breast is marked with cross-wise bars while its belly is barred length-wise. It has a distinctive sharp break and no ear tufts. Both sexes are alike in appearance. It weighs about one and a half pounds, with the females being somewhat heavier than the males.

The Barred Owl is typically a nocturnal hunter, but may also frequently be seen hunting during the day. When not hunting, this species is not easily disturbed from its favorite daytime roost.

Like many other owls, it will often choose a favorite eating spot. You might be able to recognize this spot by the pile of egested pellets building up underneath.

Both males and females participate in courtship. Both will vocalize loudly. The male

and female will nod, bow with half-spread wings, and shake and twist their heads from side to side. They are widely dispersed across Eastern North America, and west along the northern states - the habitat of many messabout boaters. We are a lucky band, indeed, who share our anchorages with the Eight Hooter.



A drawing by Karen Teramura found in *Chesapeake Bay, a Field Guide*, by Christopher P. White. To contribute your own salty experiences with nature, please e-mail Ken Murphy at kkmurphy@erols.com.

E-Mails on Past Columns

Concerning **Muskrats**, Bill Zeitler writes, "I have a true and personal muskrat story. My wife is a native Delawarian and had eaten many muskrats over her years. A few years ago we were hiking in lower Delaware, where down an old dirt road is a eatery appropriately named 'The Boondocks'. It is a place where many fishermen, hunters and trappers eat. On the blackboard - menu was scratched 'Special of the Day...MUSKRAT'.

"I had never eaten muskrat before, so being an adventuresome MAIB reader, I decided to order the Muskrat Platter. The waitress asked me, 'Would you like it with the head on or the head off?' Of course I answered 'With the head on!' After a bit, out came my muskrat platter...with the head on...beady eyes, chisel - teeth, and all. I took a deep breath and gave it a try. Not bad, not bad at all. Just don't look into its eyes!"

About the **Great Blue Heron**, Richard Carsen writes, "Did you know that they hunt small game on land, like, for instance, ground squirrel? I've lived in Newport Beach, CA, for 30 years. At the end of 16th street where I lived, there used to be an open stretch of land about 1.5 miles long by .5 miles wide. It bordered on the cliff north of the Back Bay. The edge of the cliff is about 90 feet above the water. Walking my dog there, I used to observe great blue herons hunting in the wild grass.

"Standing straight up, they would be as tall as a man. Impressive in profile, but needle slim from the front. The herons usually kept their distance but they aroused my curiosity. What were they really hunting? Upon the dry plateau, there are no frogs. A few lizards maybe, but lots of ground squirrels.

"One day, I got close enough. A heron had just struck and lifted off. He was close enough to observe clearly and he was carrying a ground squirrel, holding it in his beak by the middle. After that, I began to observe this quite often. They never ate them in situ -- always carried them off.

"At the end of 16th street, where it jutted

out into the field, there was a small church set in a large yard among trees. I was returning from my walk, having my back to the field, when I was hit by a heavy rush of air. A heron wing almost hit me, diving low underneath the trees. She was trying to shake her pursuers, a pair of red tail hawks, regular visitors to that strip of land. They were diving around the heron's head, trying to snatch the prey from her mouth. The heron dropped her prey and flew off. It was a ground squirrel. He fell in a big bush. The hawks hovered and searched but finally gave up and left. I searched the bush, but did not find the squirrel, dead or alive. It had disappeared."

Nature in the Raw Killer Quahogs

By Dave Carnell

Back in the 1930s, Old Gold cigarettes apparently were anything but mild. Their advertising slogan was "Nature in the raw is seldom mild". Their full-color ads on back covers of *Popular Mechanics* and similar featured subjects such as Viking warriors with battleaxes carrying off over their shoulders partially-exposed buxom blonde maidens. The quahogs of my tale could illustrate the same slogan for I have seen kingfishers caught and drowned by quahogs.

My mooring here goes dry at low tide and I turn from sailing to quahogging. My North Carolina neighbors call them "clams", but they don't have real clams here. I'll always remember the distinction from venturing into the hardware store in Orleans, Cape Cod, asking for a "clam rake" and being told in return that what I needed was a "quahog scratcher".

Here on our creek, kingfishers are common, attractive residents. They perch on the yardarm of my flagpole from which they dive in and come up with silver minnows in their grasp. On occasion, this venture goes awry. I first saw it about 15 years ago. The kingfisher made his dive, but didn't fly back to his perch. Instead he was flopping in the shallow water.

As soon as I realized he was in trouble I shed my clothes and waded out to him. There was a quahog firmly clamped on his bill. By the time I cried the quahog off, it was too late; the kingfisher had suffocated. The quahog had clamped down so tight that its shell was chipped on both edges. I think the quahog had its foot extended. The kingfisher saw it wailing and dove on it with his beak penetrating about half an inch between the shells before they slammed together.

I took the kingfisher and quahog to Dr. James Parnell, ornithologist at UNC-Wilmington here. Then a couple of years later there was a repeat occurrence in the same spot of our cove. Again, I was unable to save the kingfisher from suffocation.

I had seen something similar up at the head of the Chesapeake Bay around 1950. I was daysailing a Lightning at the head of Chesapeake Bay in the Susquehanna flats in the fall when there were a lot of migratory waterfowl about. I saw something sinuous going in and out of the water. When I got closer, I could see it was a duck with a freshwater mussel clamped to his bill and thrashing about in a vain effort to shake it off.

Nature in the raw is seldom mild.

You write to us about...

Activities & Events...

Toms River Festival

Our 25th Annual Wooden Boat Festival will take place at Huddy Park in Toms River, New Jersey on July 13-14. Hankins boats will be featured this year, along with vendors, food, seminars, music.

Toms River Seaport Society, Chet Ehrman, (908) 647-5022 or (732) 349-9209, www.geocities.com/tomsriverssmm.

Crocker Memorial Race

The 36th Anniversary S.S. Crocker Memorial Race, honoring internationally renowned yacht designer Samuel Sturgis Crocker, will take place July 20 on the waters off Manchester by the Sea, Massachusetts. The race is sponsored jointly by the Manchester Yacht Club and the Manchester Harbor Boat Club, of which S.S. Crocker was a founding member. This popular race attracts 80-100 boats including many wooden and classic designs. It epitomizes that special spirit represented by S.S. Crocker, combining those characteristic of both cruising and racing which emphasize seamanship and love of sailing. Come and enjoy the friendly atmosphere and the excitement of competition.

S.S. Crocker Memorial Race Committee, Manchester by the Sea, MA, Carl Doane, (978) 526-4867, or John Lind, (978) 526-9636

5th Annual Festival of Oar, Paddle & Sail

The 5th Annual Festival of Oar, Paddle & Sail takes place on July 20 hosted by The Antique Boat Museum in Clayton, NY. The renaissance of non-octane boating events in recent years has made this annual festival an international success. The popularity of kayaks, windsurfers and other small craft has spawned an enthusiasm by spectators and participants. You are invited to bring an historic rowing or sailing skiff, a new modern canoe, a scow, a windsurfer or the latest fiberglass kayak.

Families are encouraged to participate. Children of all ages can build a boat using cardboard and tape and then launch it for an informal race. Very young sailors can assemble a seaworthy small ship and test it in a shallow pool. Vendors will be on site with an array of small craft. The public can view kayak demonstrations or try a kayak or canoe or a turn of the century St. Lawrence River skiff.

Check out the Museum Builder-in-Residence building a reproduction of a turn-of-the-century Open Launch from the Antique Boat Museum permanent collection. There will be a war canoe to crew on, sailing races and demonstrations of the infamous rudderless St. Lawrence Sailing Skiff. If you have never witnessed a rudderless, you had best come. It will be a day to promote a "love for the peaceful river".

Other summer events of note are the 38th Annual Antique Boat Show & Auction on August 2-4 and the Antique Raceboat Regatta 2002 on August 16-18.

The Antique Boat Museum, Clayton, NY, (315) 686-4104, www.abm.org

Summer at Philadelphia

The Philadelphia Wooden Boat Factory has scheduled a full summer of classes in boatbuilding and related subjects. A brochure which details these is available on request.

Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2600, www.woodenboatfactory.org

Information of Interest...

Qualified Examiner

When you see a Coast Guard Auxiliary boat pass by with all aboard wearing PFDs, patrol signs on the bow and an ensign flying you may not know that all must have passed both written and on-the-water examinations. The crew you see must have a qualified coxswain and, depending on the size of the vessel, one or two qualified crew. There may also be a trainee aboard and he or she is required to pass written testing to go out on a patrol.

In every District of the Auxiliary there is a limited number of Qualified Examiners. They may or may not wear insignia of rank, that is not how they become "QEs". A QE must have a vast knowledge of boat operation and navigation rules and no one becomes either crew or coxswain qualified without performing on-the-water tasks and written testing by a QE. After qualification crew members and coxswains must re-qualify every five years.

All this came to mind as I prepared to take my boat out for on-the-water training under the supervision of our flotilla Member Training Officer. It is matter of pride for him to have every candidate he recommends pass all testing by our QE and this can mean a good bit of time and effort.

We have three specific tasks to deal with: vessel anchoring, taking another boat in a stern tow and bringing another boat into alongside tow. Anchoring is pretty straightforward. A stern tow is not too hard if the Auxiliary vessel has (as it should) a towline and bridle. Alongside tows are more complex, requiring four lines to specific cleats. One of the complexities is that many of the boats we actually tow do not have four cleats: bow, forward quarter, stern quarter and stern. The coxswain must know how to adjust lines to cleats that are available. When that is done properly he can then (and is asked to do it) take the in-tow vessel in a compete circle and then bring it to a dock. Boat size, wind and tide must all be considered and the crew must be properly instructed and know how to obey instructions.

As I write this tomorrow will be an interesting morning as I turn control of my boat over to a coxswain candidate and watch him and his crew candidates go through the exercises. Somehow, I always learn some little detail from these experiences and am always glad that my boat is of a design useful for training. When my next five-year testing comes up later this summer I feel reasonably confident that I can do it all right the first time.

Join your local Auxiliary flotilla. You, too, will learn to become a better skipper.

Tom Shaw, USCG AUX, Wilmington, NC

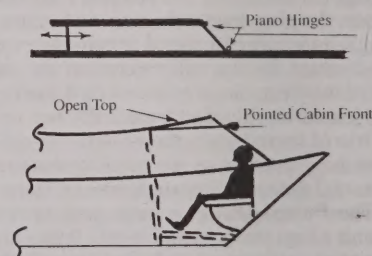
More Ideas from Norm

Ways to get the most for the least: Lead, much in need for sailboat ballast. A threadbare New Zealander arranged with postmasters to save the lead seals used on postal bags. A major nuclear research institute was faced with disassembling some kind of an accelerating reactor lined with lead. An alert boatbuilder arrived with an offer for a few thousand pounds at a price far below established junk prices. The eggheads thought they'd cut a fat hog and agreed. A homebuilder and SCUBA diver needed 500lbs for inside ballast. By diving off the end of a much patronized fishing pier he recovered enough sinkers in two days to meet his needs. However, lead from old batteries is disappointingly light.

Room in sailboat cabins: Sitting or standing headroom is hard to come by. The best hatch I've experienced was on a Thunderbird class sloop which operated on a kind of parallelogram basis. It pushed forward and raised most conveniently. Plenty of headroom to cook, put one's pants on, look around, or whatever. I've heard of complex sliding hatches that could jam in emergencies and entrap persons. The main tradeoff seems to be one that has hasps for firm locking.

A new place for the Pootie: This is an original idea batting .000 in usage. Heads (W.C.) clearly occupying cabin space involve considerable embarrassment. Involved is a pointed cabin front embodying marvelous lines like Phil Bolger's large powered dory types. Envisioned is the Pootie placed under the forepeak to be backed into. Immediately aft is an uncovered area permitting standing up and/or conning in inclement weather. This has a removable snap cover to obviate rain or enhance ventilation. A front bulkhead clearly removes this from the main cabin. The forepeak can also house anchors, chain. The open top can enable handling of ground and other lines free from chances of falling overboard.

Norm Benedict, Santa Maria, CA



Information Wanted...

Jet Propulsion Unit

I am looking for a small boat or canoe jet propulsion unit. I saw one once 20 years ago at a National Marine Dealer Show in Chicago and Detroit. Memory says they were 5-6hp size. Can anyone help?

Skip Gibson, 252 McKinley Ave., Grosse Pointe Farms, MI 48236-3460, (313) 881-3502, skipcanoe@aol.com

Geodetic Kayak Plans

In 1935 I was 10 years old and had a book, *Popular Science Annual*, in which were plans for a geodetic kayak. The book was lost in moving. I have tried to find this book in Library of Congress and the New York Public

Library and wrote to *Popular Science*, to no avail.

The Library of Congress sent me info on you and your geodetic kayak 1942 by Norman Mayer. I would appreciate a xerox copy of this geodetic kayak to see if it is like the one I remember. I would like to build one.

Maybe Bill Shaug, who has a good collection of books, can help. I would appreciate his address so I can write to him. Thank you for your help.

Robert Mc Kay, 861 E. 11th Pl., Hialeah, FL 33010.

Editor Comments: This is all a mystery to me, can anyone help Robert?

Opinions...

And Now the Dollboat (copyrighted)

I enjoyed John R. Stilgoe's recent letter in "You Write to us..." on today's trepidatious parents, PFDs, and modern women deprived of watery delights and adrenaline doses. I completely agree with John.

His opining also brought to mind an idea of mine, a way for pending fathers of little girls to help tomorrow's sailorboys find compatible mates. This idea doesn't always please humor-impaired women, but the well-balanced seem to like it well enough. Here it is:

We all know of marriages made in heaven that quickly go south when the groom belatedly discovers his bride, despite early promise, wants absolutely nothing to do with messing about in boats, and she most certainly doesn't want to live aboard.

This idea popped to mind several years ago after thumbing through Peter Spectre's book on baby cradle-boats, and shortly thereafter reading one of my wife's women's magazines. The article that caught my eye was a hand-wringer on how little girls are made to desire domestic bliss and household duties ashore at an early age by being given dollhouses.

Much as young salmon always return to the streams they were spat in, the article said young girls are thus taught at a malleable age to lust for houses, to crave dusting and rearranging furniture, and to become proficient in the use of Tidybowl.

When reading this, I was living with my wife aboard our canoe-stern cutter on San Francisco Bay. We were surrounded by live-aboard couples, some of whom were preparing to cruise, and several who weren't because the women aboard had gotten the "Walk-in Closet Syndrome". They wanted one.

Hmmm, I muttered, I wonder.... and I set off down the dock, clipboard in hand, interviewing women living on boats. How many, I wondered, chafed to go ashore, and how many of those had dollhouses as little girls? How many wanted to live aboard and go to sea who'd never played with dollhouses? I asked a couple dozen women over the course of a week or so and found that, lo & behold, most who relished the boat life had never had dollhouses!

It wasn't a huge margin but it was enough to justify my next notion: Dollboats.

The idea is, while the kid is in gestation (the gender known, thanks to modern medical science) the father who wants to help the next generation of sailormen encamps in his shop

for nine months. He builds a dollboat. He makes it to a scale of an inch-to-the-foot, perhaps a Virtue, or a Tahiti ketch, a pocket-cruiser or maybe a schooner, depending upon his ambitions for his daughter. He builds the dollboat complete with rig and joinery below, and he leaves the topsides open on one side, waterline to sheer, chainlocker to lazarette.

He gives this creation to his little darling about the time she learns bladder control, when her small fingers can reach in and plump pillows on the bunks, hang curtains over port-holes and pump the tiny head thirty times.

For fathers too clumsy to make such a model, there could spawn a cottage industry of dollboat-makers who could sell their wares in maternity stores, chandeliers and terminally precious nautical bookstores.

Not only should playing with a dollboat engender in the daughter a passion for living aboard, but when she outgrows the thing, about the time she starts sailing prams or Lasers, instead of ending up in the attic where every-one trips over it, as with dollhouses, the dollboat can be flipped around, placed on a mantle, and presto, Dad has a pretty model to admire, one with a story behind it.

Brooks Townes, Weaverville, NC

Why Boys Aren't Messing About in Boats

I would like to comment about your editorial in the March 1st issue. It struck a cord because I had just recently read Jon Eisberg's article "The Winty Thaw" in the March issue of *Cruising World*, which caused me to reflect about boats, my father, myself, and my son. Both you and Mr. Eisberg talk about boyhoods spent on the water in sometimes precarious ways, messing about in boats. But kids don't do that much any more.

Despite your presumption that the reason for this loss is modern society's concern for safety, I would argue that the problem is elsewhere, in the homes of almost every boy (and many girls) over the age of five. That problem comes in the form of screens, TV screens, computer screens, and the screens of hand-held electronic games. Kids today have been captured by the entertainment industry and are held firmly in its grasp. Whether it's TV and videos made for children and teens, or highspeed, often violent games from Nintendo, Sony PlayStation, and Gameboy (to name a few), or one of thousands of computer games available everywhere, many kids' social, intellectual, and emotional lives revolve around screens.

My nine-year-old son and his friends would much rather spend a beautiful, sunny day in a darkened living room playing electronic games than out on the water messing about in boats, or just about anywhere else in "reality" for that matter. And I live in the woods, on a lake in Maine, not some suburb. The games these kids play are exciting, engaging, and addictive. Players appear to master difficult physical moves and avoid "death", while building their understanding and skills within games and between games. They compete with themselves (trying to do better each time) and with their friends. Moves and counter-moves are the topics of endless conversations. It's all very fast-paced and decisive, and gives the illusion of danger. How can the reality of small boats compete?

So, if you want to know why most boys

aren't out on the water messing about in boats these days, ask what they ARE doing and why. I think you'll find many of them staring into screens, their minds engaged in battle, their fingers on buttons, levers, or keys. And when these boys finally do get down to the water? what sorts of boats do you think they will choose?

Lenny Reich, Belgrade, ME

This Magazine...

Favorites

Thank you for a great little magazine, I enjoy each issue. Robb White and Bill Gamblin are favorites.

Dave Howard, Sailmaker, Marshfield, MA

Immortalize your boat in an original oil painting.

Our artists will create an heirloom to be cherished forever. Simply supply a photograph of your boat and we will do the rest. Risk free ordering, pay nothing until you approve your proof. Special club pricing available.

The Design Works Gallery

toll free 877-732-6245

www.BoatPortraitStudio.com

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



www.woodenboat.com

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>

Burt's Canoes

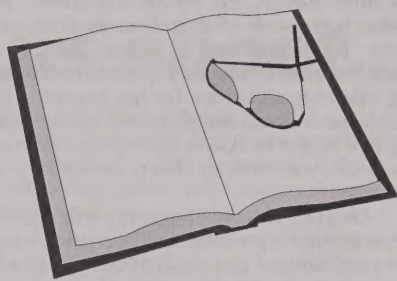
Traditional Wood/Canvas Canoes

BURT LIBBY 2103 Hallowell Rd.
(207) 268-4802 Litchfield, ME 04350

The Sailor's Illustrated Dictionary

By Thompson Lenfestey with
Captain Thompson Lenfestey, Jr.
(More than 8,500 terms & phrases used by
sailors, boaters, and seamen)
The Lyons Press 1994, 541 pages
\$24.95

Reviewed by Al Fittipaldi



Book Reviews

Says I to myself, how the devil do you review a dictionary? One word at a time, of course. Okay, first I look up the word "devil". Devil: (1) The seam in a wooden deck closest to the waterway. (2) The seam in the planking at or just below the waterline. (3) The seam nearest the keel. The devil is always a difficult seam to caulk. From this, the awkwardness of being "between the devil and the deep blue sea" is clear. "The devil to pay" is a caulker's term for the difficult task of paying (caulking) one of the seams known as devils.

Interesting. Didn't know that. Bet none of you fiberglass geeks and few of you woodenboat fanatics (as in "fans", of course) knew that either. Dictionaries indeed are strange bedfellows: You either need to look up a specific word (assuming you know how to spell it) or you can just go browsing in a serendipitous fashion-, like trolling for trout. By the way, to "troll" is here defined as fishing "by towing lines astern a vessel".

Trolling vessels are specifically excluded from the Navigation Rules definition of "vessels engaged in fishing", however, because they are not considered to be "restricted in maneuverability". In this latter browsing use, a dictionary is a great companion for your morning constitutional, as long as you don't try to cover too much water while you're in the "head": "The toilet of a vessel. Today the term is often used to mean the space in which the toilet and basin...are found. The use of this definition comes from the days when the crew relieved themselves standing on the wooden grating near the water's edge at the bow or figurehead of the ship; as a verb, "head" means when the wind moves more toward the bow and you can no longer lay the mark; see "header".

And while you're at the head, you might want to see how close the helmsman can come to clobbering those pesky dolphins with, what else, the "dolphin striker", "A stout bar or strut mounted downward from the bowsprit to spread the "martingale stays", which leads to another definition: "A chain or spar that extends downward from the bowsprit or jibboom to the dolphin striker to counter-balance the strain of the headstays." Our trusty dictionary goes on to explain that the term "martingale stays" comes from the "part of a harness used to prevent a horse from throwing his head back."

In light of what you now know about reading at the head amidst the dolphins and the bow spray, you might prefer to take your reading to the nearest dock where it should be a bit drier. Wrong. The dictionary notes that strictly speaking, a "dock" is "the water next to a pier. A vessel is in its dock when it is tied to the pier, in its station in a basin, or (in earlier usage) at anchor in a creek."

As you continue reading you soon discover that dictionaries don't have much of a

plot and the characters have all "jumped ship" ("to leave a naval ship without permission and with no intention of returning; to desert"). "Romeo and Juliet" has a lot more fire and brimstone, of course, but then "Juliet" is here defined as "a phonetic word for the letter 'J'". As a single-letter hoist it means "I am on fire; keep clear." In retrospect, the letter "J" perhaps is what Shakespeare should have had Juliet run up the yardarm, would have saved five lives.

The *Sailor's Illustrated Dictionary* is organized into these user-friendly sections: Illustrations and Tables; Foreword; Preface; Key to Use of This Dictionary; Dictionary of Nautical Terms; Abbreviations; Bibliography. On the down side, despite its title, the illustrations are few and far between, showing up on only 44 of the book's 541 pages, some of which are not illustrations at all but tables. And, the illustrations are too simplistic to be of much use. A stark example of such cursory illustrations is the page showing only ten of the most common knots.

While the dust jacket shows three sailboats bashing to windward, actually, the dictionary is oriented more to the generic term "sailor" (as in "seaman") rather than to rag sailors. Also, reflecting the authors' naval backgrounds no doubt, the book is salted here and there with arcane military terms; "MRS" for movement report system; "SERVFOR" for service force; "SLEP" for Service Life Extension Program, that might be of only passing or no interest to the general boater.

Summing up, *The Illustrated Sailor's Dictionary* is a useful addition to your nautical library with the added benefit that it can probably best be used as an aid to going to sleep just before dousing the light.

The Essential Boat Maintenance Manual

By Jeff Toghill
The Lyons Press (2001)
123 West 18 St., New York, NY 10011
Paperback, 288 Pages 7" x 10"
ISBN 1-5857-327-5, \$29.95
Originally published in Australia by
New Holland Publishers
Reviewed by Al Fittipaldi

Any book that bills itself as "the essential boat maintenance manual" starts off with a heavy burden to deliver the goods, in depth,

on a huge topic. One could supposedly make the case that maintenance is at the core of messing about in boats; indeed, we all know the extremes of some boat owners who seem to prefer doing maintenance and putting to making a wake. To those benighted souls, who love time in the boat yard almost as much as time on the water, Jeff Toghill's book would seem to be the answer to their prayers, given the scarcity of good boat maintenance books on the market. I say "seems" because, careful mate, this book comes with an Aussie accent, charming if you're into Fosters (Australian for beer) or Crocodile Dundee flicks, but annoying as hell if your boating is done in the U. S. of A.

This is one of those "slick" books, all glossy pages and color photographs, that tries to impress with prettiness. And while the pictures are nice, they don't really shed much light on the subject; worse, and it is one of the many irksome flaws of this book, the photos only vaguely relate to their captions and the captions as well as the text itself offer a lot of lame stating-of-the-obvious (more about that later).

The book is organized into fifteen chapters: 1 Introduction. 2 Fiberglass, the Wonder Material. 3 Wood, the Old Faithful. 4 Metal, Aluminum and Steel Hulls. 5 Tools and Techniques. 6 Fastenings. 7 Paints and Painting. 8 Sails. 9 Masts, Spars, and Rigging. 10 Marine Motors. 11 The Underwater Areas. 12 The Main Causes of Maintenance Problems. 13 Vulnerable Electrics. 14 The Safety Gear. 15 A Few Fitting Out Ideas.

Each chapter contains what the author calls "tips" that are supposedly pertinent to the subject of that chapter, a good idea in theory. But how do these tips shake down in practice? The chapter on wood, for example, has this tip: "Larch is a good boat building wood but it is only available in some parts of the world."

That's it, nothing about the properties of larch or where it is available; or this tip in the metals chapter: "When chipping rust always use protective eyewear." Yes, of course, but who chips rust in the recreational boating scene? Or this in the Vulnerable Electrics chapter: "Nautical measurements are in nautical miles, not statute miles. One nautical mile equals 1.15 statute miles." No kidding. After a few more such scintillating pearls of wisdom, one almost expects to be cautioned that: "You don't have to understand water to get wet."

On a more positive note, the writing is generally straightforward with only a few alien terms, such as "grp" for fiberglass, "white spirit" for paint thinner, and "oregon pine" ("The most widely used of all woods for general boat work"). For...what? Jeff doesn't say. But good writing has to be about something, no?

Where's the beef in this book? The reader wants a hefty steak but all he gets is a measly little shrimp on the barbie. Indeed, the book seems to have been cobbled together in haste, it tries to cover all the maintenance bases for all kinds of boats from kayaks to heavy displacement auxiliaries and power boats. As such it is superficial, much is left out completely, and what is there is lacking in clear instructions; particularly the section on joining ropes.

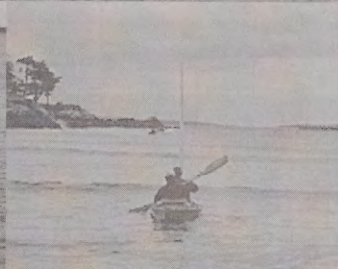
Here we are given cursory directions and shown three photos each for tying a short, long, and eye splice. But both the words and the pic-

tures are virtually impossible to follow. And speaking of the pictures again, most of them only have a grazing relationship to their captions, being vague, general, and having the most annoying penchant for stating what can best be termed vague, patronizing truisms, kind of like: "Boats that have a close encounter with a reef have a tendency to sink."

In this vein, one photo shows a sloop sailing on her ear with the caption: "Well set-up rigging means good performance under sail." Another shot shows the engine compartment of a new boat with this caption: "Some of the ancillary equipment on a diesel installation." Trouble is, none of the ancillary items in the photo are identified. One of the biggest stinkers is a photo of an outboard motor which observes: "Outboard motors are easy to lay up, they can just be taken home." And, by the way, there is nothing in this book about how to winterize an outboard.

In sum, while *The Essential Boat Maintenance Manual* might be useful to a rank beginner to boating, it falls woefully short of what we think of as "essential", useful knowledge needed to keeping a boat fit. Some better choices from closer to home are Ferenc Mate's *Shipshape* (Albatross Publishing); Nigel Calder's *Boat Owner's Mechanical and Electrical Manual, 2nd Edition* (Mcgraw Hill); William Burr's *Boat Maintenance* (International Marine); and Allan Vaites's *The Fiberglass Boat Repair Manual* (International Marine).

Note to publishing houses: Keep them furriner boat books off our shelves, especially this one.



The Caillou

A BETTER SMALL BOAT.™

877 CAILLOU

www.sail-or-paddle.com

built by Schooner Creek Boatworks,
designed by Tom Wylie,
Captained by Bruce Schwab

87' Free Standing Carbon Fiber Mast
built by Ted VanDusen's
Composites Engineering



All 100% solids
with NO VOC'S



"Ocean Planet"

the only all American-made Open 60

Phoenix Resins/MAS Epoxies is a proud sponsor of
"Ocean Planet"

Phoenix Resins, Inc. 2615 River Road #3A Cinnaminson, NJ 08077
1-888-627-3769 www.masepoxies.com E-mail: masepoxies@aol.com

Ocean Planet, September 14, in a spirit of remembrance, perseverance and
solidarity for the tragedies of Sept. 11. Photo by Latitude 38

Sea Pearl 21

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

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



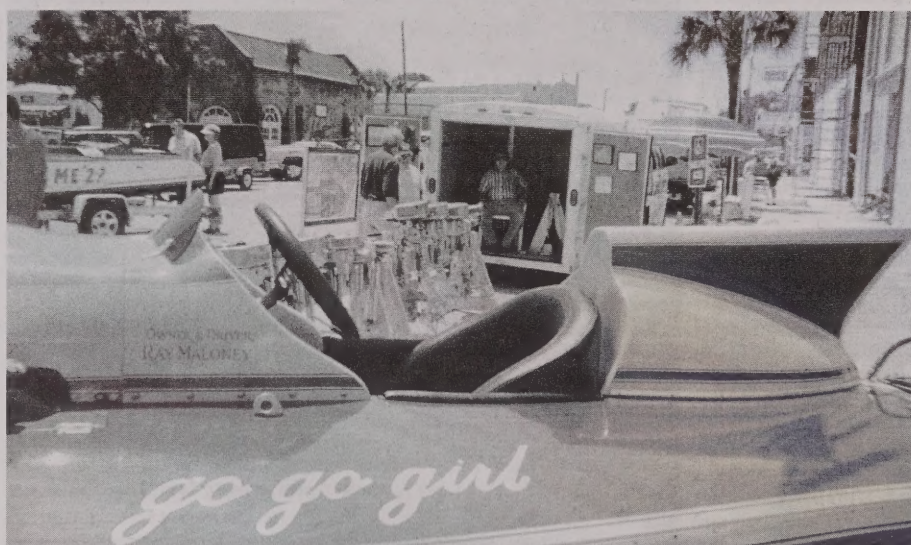
For Literature or to Receive
"The Not Quite
Professional Video"
on the Sea Pearl 21
CALL TOLL FREE:
1 (888) 881-BOAT

Marine Concepts
MANUFACTURING AND SALES
243 Anclote Road • Tarpon Springs, FL 34689





This is the most immaculately restored fiberglass runabout I ever saw in my life.

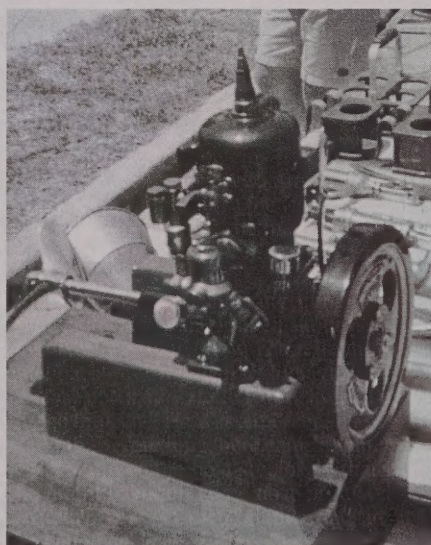


Here is the display of the father and son team. I don't know which one it is that is sitting in that trailer.

That's a closer look. I know every one of those damned engines by heart except the ones I knew weren't "as good as new and ready to run."



What a cute little thing.



Apalachicola Antique & Classic Boat Show

(Only \$15 to Exhibit!)

By Robb White

Well, I went to the Apalachicola Antique and Classic Boat Show and, though I wouldn't have any way to actually know, I guess it might have been like those small time shows before they have given way to all that big money. There were a good many small operators there and a lot of people brought a bunch of just plain old boats that they had been holding onto for one reason or another. I haven't done the varnish job on the skiff yet, so the only more-or-less presentable boat I had was the little felucca.

The boat on one side of us was an old 1959, 14' Alumacraft which I remember as the best of the aluminum boats. You know the one... had rounded corners to the transom. On the other side was an old aluminum Feathercraft. You know them too I bet. They were set up to look like hot-shot rigs with cross decks between the steering wheels and the engines. Some of them were anodized blue or gold. I always thought they were sillier than anything but they would run like a bat out of hell with a 35.

One fool around here had a blue anodized one but his 35 wasn't electric start so he had to climb over the back of the front seat to crank it and then he didn't know how to adjust the carburetor so it would keep idling while he climbed back over again to haul ass. He tried to teach his girlfriend to manipulate the throttle to keep it running and I heard that she got confused and ran out from under him. His other claim to fame was that he drove by the school and lit a cherry bomb to throw up on the steps and dropped it in his shirt pocket and threw the lighter instead.

We were the peanut butter in an aluminum sandwich down there but we had a good time. For one thing, the man with the old Alumacraft had had it since it was new and he was an old-school ardent fisherman of the creeks and rivers of this region... had written a very good book about it which he gave me and of which I will write a review pretty quick. He was in his eighties but was just about ready for a good paddling boat... what he called a Blountstown John boat. Blountstown is one of the little towns on the Apalachicola River, the biggest river in Florida. He drew me a picture. I already know the boat, my wife's uncle Norman, a wholesale grocery salesman and a fisherman had one and I have the right wood, ha. I never did get to meet the man with the Feathercraft but it was not blue so I wasn't worried.

What was the most amazing thing was that a man came along and looked at our little boat mighty close (that's how you tell who's who at a boat show) and then he looked at me mighty close and said, "Hello Robb, I see you brought the felucca." He was a messer and we got to talking. Before long, here came another man who examined the boat so closely that I think he might have left some nose prints on there. Another messer, then another and another and another. Jesus, I think there were at

least eight of them, all extremely interesting people. One man was working at Bender's shipyard in Mobile where the "Giant Catfish of Mobile" lives... says he is still there.

My intention was to wander around and see all the boats and old outboard motors so I set out with my little disposable (despicable?) camera and left my long-suffering wife to handle the "What's something like that cost?" questions. Actually, she sat in the shade and talked to a man from Ohio who was vacationing down here with his Iain Oughtred Wee Rob, which had to have a goddamned sticker and numbers on it (spanned three strakes) and so she just let the shoppers pass.

I became acquainted with several of the old outboard motor crew. I already knew one man, the green Mercury man that I see every year and he was right beside another old outboard motor man who was set up to race. He had two of the old Mini-Maxes like Mr. Glen L. Witt explained about, and one of them was built of welded aluminum! I talked to the Mercury man and then wandered over to the hydroplane man and then got side-tracked by a man who had three (that's 3) of those little peculiar Clark Trollers and one of them was cut away so you could see how it worked.

You know, they have the engine under the water turning the crankshaft in the foot, direct drive to the wheel. It has a model airplane spark plug down there that you have to take off a little plate to get to it and battery ignition coming through a little wire all the way down through the shank of the thing... no flywheel, no magneto. I never understood exactly how they were supposed to work because the only other one I ever saw was just a funny looking little headless motor with a frazzled wire coming out the top. I guess you crank it and then stick it down in the water. The little propeller didn't have hardly any pitch and, I bet, if you ever got it running, it wasn't much.

The Mercury man told me that it was possible to make one run but I don't think it would be worth all the trouble. Maybe a submerged diesel with a planetary gearbox. Maybe I'll undertake that project one of these days. Yeah, right.

There was another pair of old outboard motor men, a father and son team, both senior citizens. I always thought that old outboard men were sort of prissy. I mean, you know, they hunt up new decals and fix every little thing on those old pieces of obsolete junk like they were precious jewels. I found out different about that pair. They told me a story about how they had built a sailboat with a quarter inch thick stainless steel centerboard and they were down there in the Keys sailing around in it one time when they spied a woman who appeared to be sunbathing naked on a dock. They carefully tacked around so they could sail silently close by to have a better look. When they got close enough to ascertain that they were indeed correct in their assumption, they hit something like an old automobile engine with that stainless steel centerboard "Boy, you should have heard it... we got an eyeful alright," they both chorused gleefully.

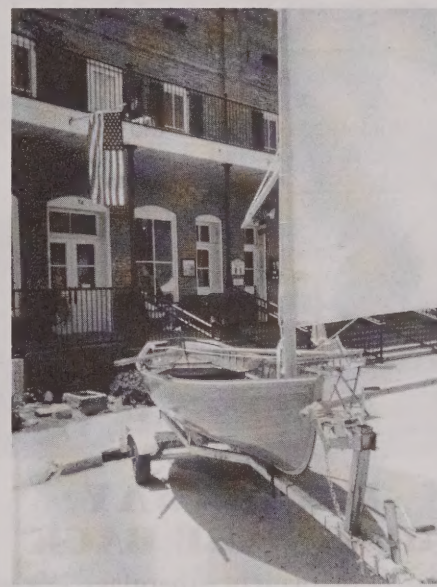
There was another man who was selling this product that you add to the oil in any engine to make it last longer. He had a 1969 Chevrolet six cylinder automobile engine on a little trailer and it was running without any oil in it. It didn't even have an oil pan, filter or valve cover, had 1,400 hours on it. While I was looking up under there at the crankshaft,



The aluminum Mini Max.



This is a beautifully built Swampecott dory right out of Chappelle.... straight-up amateur job. The man built everything on there but that old Seagull, all the blocks, sails, rigging, hardware. He even put the Seagull together from salvaged junk. I bet he even sewed that American flag flying from the gaff.



A beautiful Joel White Catspaw. It is also always in the show and I don't think it has ever been in the water. The old original varnish job looks like brand new. Besides the fact that it is most exquisitely constructed, another interesting thing is that I got to meet the builder who was down from Minnesota on vacation. He said that he thinks he made \$.50 an hour on the project and is doing something else for a living now.

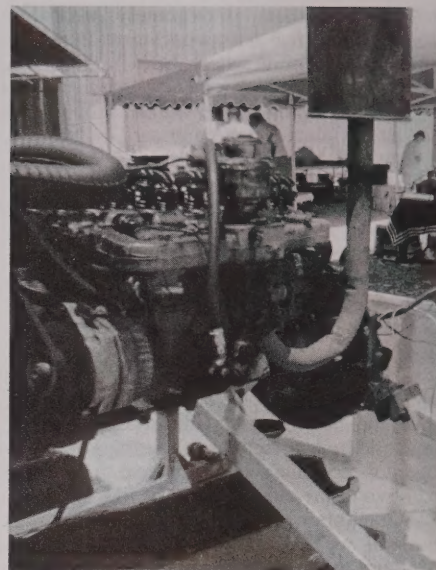
along came one of the messers that I had been talking to earlier. "I bet it don't have hydraulic lifters," he observed.

There was only one big-deal shiny boat there. It was a Ventnor, a fiberglass copy of an old late-thirties runabout, and whoever had hold of the longboard on the plug was a regular ace. It was as fair as a first class surface telescope mirror. The builder had just come from Mt. Dora where it took the prize. I didn't even ask the price... hell, I couldn't afford the upholstery job on a thing like that. That guy was just passing through Apalach and I don't think he sold too many of them Ventnors... probably won't come back next year.

As for the money, it costs fifteen bucks to exhibit in the Apalachicola Antique and Classic Boat Show. It is held every spring about last of April by the Apalachicola Bay Chamber of Commerce, 99 market St. Suite 100, Apalachicola, FL, 32320. The contact person is Anita Gregory, (850) 653-9419 or email <chamberl@digitalexp.com>



The Ventnor.



This is the oil-less Chevrolet engine. If you looked at it too long, that man in the suspenders would sell you some of that stuff.



KAYAKS

Boréal Design

Wilderness Systems - Old Town

CANOEES

Ranger - Old Town - Radisson

Hundreds on Display

FERNALD'S

On the River Parker

Rt. 1A, Newbury, MA 01951

(978) 465-0312



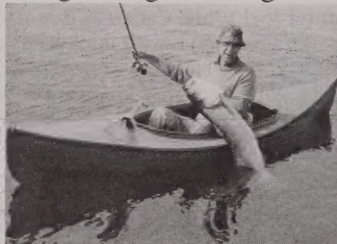
This ain't got nothing to do with the boat show but I got reminded of it down there and crept back through a real thicket to take a picture. It is an old two cylinder opposed Johnson grown up into a pecan tree back behind the old Lyman Evinrude dealer where I messed around when I was a boy. There was a big pile of old junk motors around that tree and when they hauled them off, the old Johnson was stuck. It used to be a lot more visible than that and, I guess, before long, it'll disappear completely. In my humble opinion, that's about the best thing that can happen to an old outboard motor.

This is us. I took a little poetic license with the aluminum sandwich, but you can see the Alumacraft off to the right and the Feathercraft is just to the left of that butthead.



ANNOUNCEMENT BART HAUTHAWAY BOATS ARE BACK

Lightweight Fiberglass



28lb Rob Roy

Double Paddle Canoe

Contact

CAL-TEK KAYAKS

P.O. Box 202

Kingston, MA 02364

(781) 585-5666

www.erols.com/cal-tekengineering

RUSHTON CLASSICS

19-LB TO 29-LB MODELS

The Depoe Bay Wooden Boat Festival

By Jim Martin

This annual gathering of messabout folks took place April 27th and 28th in Depoe Bay, a lovely little hurricane hole of a harbor on the rugged central Oregon coast. It is home to a small fishing fleet, a Coast Guard station, and a marina of small craft. The forecast for the weekend was for rain. If the people of the region let the threat of rain keep them home, they would seldom go out. Lots of folks showed up at Depoe Bay, and it only rained a little, and the sun even came out at times.

It is a friendly, informal crowd. Many have known each other for years. Most of the exhibitors are people who build boats out of love for the craft. Only a few expect to make even a part of their living from boats. There were no commercial exhibits of the type one usually sees at boat shows. The builders and restorers are justly proud of the high quality of their work, and they love to get together with others who share their passion. Some boats were in the water at the docks, and others on the shore.

Rowing races were held, and Harvey Golden demonstrated Eskimo rolls with his replica Greenland kayaks. Attendance was heavily weighted toward the over sixty group. When the generation who grew up with wooden boats is no longer with us, will the love of these craft survive? Perhaps shows like this will help to keep the flame alive.

The boats represented were a fun variety. There were canoes and kayaks and small rowing boats in large numbers, along with several small sailboats. The big guys were restored classic Chris Craft and Century runabouts with their high glow of varnish and their look of speed. Many of the designs would be familiar all over the country, such as Wee Lassies, Cosine wherries, Acorn skiffs and Phil Bolger designs.

Unique to the Pacific Northwest were the McKenzie River drift boats and a Native American dugout canoe based on an Oregon tribal design. Roger Fletcher gave a talk on the history of the drift boats that evolved on the swift Oregon rivers. They were designed and built by the guides who were paid to take fly fishermen to the hard to reach places along the rapids of the McKenzie, Rogue, Umpqua and Klamouth rivers. Roger has built models of the boats at various stages of their evolution, and he has a collection of photos and film of these pioneers who dared the rocky rapids in small boats.

Next year's Depoe Bay festival will probably be on the last weekend of April. If you can be there, you will have a great time. The event is a fund-raiser for the Depoe Bay Rowing Club, and the teenagers of the club and their parents sold great hot-dogs and slices of home made cake and hot coffee to take the chill out of the cold April breezes off the Pacific.

Several of the people I talked to were avid readers of *Messing About In Boats*. They love to read each issue, and feel that it keeps them in touch with the rest of the country.



Darrell Pepper, "The Wood Carver" of Albany, Oregon, built a very nice Acorn rowing boat, as well as stern board carvings and other nautical wood carvings.



Beach Pea

Drift Boat by Bryn Thomas.





Darol Ingalls of Pastime Boatworks of Ridgefield, Washington, built a truly perfect 11'9" Acorn which has won awards.

17' shovel nose dugout canoe inspired by native Northwest canoes, carved from a sugar pine log by George Fence.



Strip built 14' Cosine wherry by Will Dixon of Portland, Oregon.



14' Platt Monfort geodesic aerolite canoe built by Marty Vukonich of Otis, Oregon.

15' stretched Yankee Tender built by Dick Mitch.



Great Lakes Small Craft Symposium 4

Saturday August 17, 2002

9:00 AM-4:00 PM

Haithco Recreation Area
Saginaw, Michigan

Open to small wooden boats of all
types-boat building seminars &
demonstrations-boat raffle & door
prizes

Tri-City Amateur Boatbuilders' Website:
www.gougeon.com/GLSCS/
Information: (989) 686-3663
e-mail: coats@cris.com



A traditional drift boat by Ray's River Dorries of Portland, Oregon.



Swiftly 12 designed by Fred Shell and built by Steve Miller of Portland, Oregon.

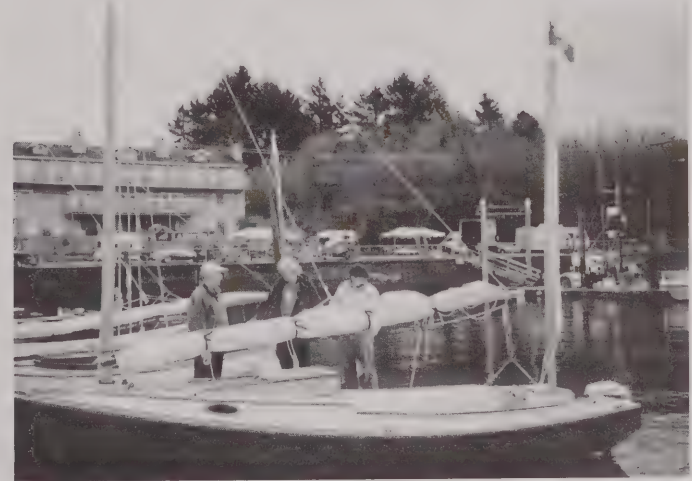


Century Resorter and '47 Century Sea Maid, both restored from near wrecks by Jack Buehn of Depoe Bay, Oregon.

Harvey Golden of Portland, Oregon, built these replicas of Greenland hunting kayaks with wood frames and nylon skins in place of the original seal skin. He also demonstrated Eskimo rolls in the water using his boats.



A Phil Bolger 20' Chebacco Cat Yawl built by Jamie Orr of Victoria, British Columbia.



Last summer the G.L.W.S.S held their 19th annual Show and Regatta in Leamington, Ontario. This location was decided upon due to the lack of deep-water space in Sandusky, Ohio, the site of the Regatta for the previous 18 years.

There were a couple of incidents, due to the international waters crossing into Canada, one involving the Canadian Customs officials and our very own pirates. The pirates, being a very sociable crew, "allowed", the Customs officers the opportunity to inspect a properly outfitted vessel. After two hours of examination, the Canadians departed with a new understanding of traditionally built boats, and a better appreciation of American modern day pirates. They found no contraband, treasure, or donuts, aye!

The Regatta and Show went on, but with high winds and threatening weather, it was somewhat altered to fit the situation. There were still hardy sailors for the race, and a suprising number of interested people to stop by and talk about the boats.

This summer The G.L.W.S.S. will hold its 20th Annual Regatta and Show on August 23rd and 24th in Huron Ohio at the Huron Boat Basin. It will be held in conjunction with the Lyman Boat Owners Association gathering. There will be 40-60 Lyman boats of all sizes, on land and in water, as well as 18-25 wooden

Great Lakes Wooden Sailboat Society-2002

By Greg Grundtisch

sailboats in water, with some land displays also.

This is the first time the G.L.W.S.S. has held its event in Huron. The location appears to be very good, with all the amenities necessary for a gloriously successful show. It promises to be a great time and a perfect way to spend a summer day messing about in boats. The public is very welcome to come and see these beautifully restored boats, ask questions, meet new people, and maybe learn a bit about boat restoration or building. There is a bit of local history, as Lymans were built just down the road, in Sandusky. But most important, it's lots of fun!

This year the lovely and talented Naomi will be there to discuss Catboats and Friendship Sloops. Naomi's famous *Bitty Kat* will be there, the world's best little catboat. The lovely and talented Ruthie Goetz with *Tina*, a

Concordia sloop, will be there. Lynn Miller will be there with his brand new skipjack. The pirates will be there. Why don't you plan to be there? It's fun for the whole family, and it's free.

I am trying to get Mr. Don Leuchtag and his bride Barbara, two notable Great Lakes sailors, to stop by for a gam and discuss his planned Atlantic crossing. There will be entertainment and demonstrations, seminars, etc. I am told that Shamus Donagain will be in attendance as well. The rumor is, he built another boat, and acquired a quantity of rum to celebrate said boat's first regatta. Keep an eye out for him.

The sailboat regatta will be held on Saturday afternoon, and viewing of the boats, visiting with the owners, and some sailing, will be on Saturday, and Sunday. There will be a wide variety of sailing craft, sloops, catboats, Tahiti ketches, Folkboats, Herreshoffs, many others. Some home built, some antique, gloriously restored classics.

For specific times of the Regatta, various scheduled events, or general information about the Great Lakes Wooden Sailboat Society in general, you can contact them by mail at Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145. Or, contact me at <grundy@fantasiadesign.com>



A Herreshoff Fish Class built from a recycled barn.

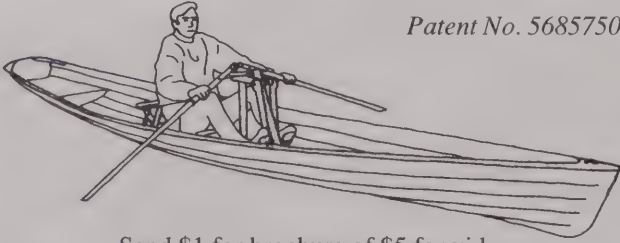


The 77' Great lakes schooner *Redwitch*.

Easy to use. Powerful. High quality exercise.

FRONT-ROWER *Forward Facing* Rowing Rig.

Patent No. 5685750



Send \$1 for brochure of \$5 for video.

Ron Rantilla
30 Cutler Street
Warren, RI 02885

401-247-1482
www.frontrower.com

The Rhodes sloop *Honorah* partially blocking a look at a New York 32, *Night Heron*.



Season's Open!

While the Hull Snow Row in early March sort of prematurely "opens" the on the water small boating season here in eastern Massachusetts, not much happens after that day until early May. Then the Essex River Race (human powered boats only) on the north shore in Essex is the happening that brings out the local early birds, and on May 11th about 50 turned up on a nice sunny, but windy, day. Look at 'em go for it! They'll not be stopping now until November rolls around.





The mate is happy to find the wind fair as we leave Cohasset heading for Cape Ann.



With a gentle westerly filling in, we made good progress heading for Cape Ann with just the spinnaker flying.

The twin lighthouses on Thacher's Island off Cape Ann are visible as we milk the last zephyrs before making Rockport.



Two Guys Cruise Narragansett Bay To New Hampshire

Part 4 - Conclusion

Bucking the Tide

Excerpts from the book by David Buckman

With the glow of a new day streaming into the cabin and awaking me I sat up to pump bilge. The mate's nest was empty. I didn't hear him leave, but guessed that he was off in search of real coffee, his sensitive palate having been gravely offended by the *Leight's* generic instant brew.

Clearing the harbor not long afterward with the promise of a beautiful summer day playing its soft pastels alongshore, we raised the main and genoa to a light westerly. Edging past the Grumpesses Ledge at four knots I looked south to Minot's Light where in my mind's eye I could see the photo of it taken at the height of the famous blizzard of 1978 when towering waves smashed over the top of the 85' high granite tower.

As we shaped our course eastward toward Cape Ann thirty or so miles north, in as civil a circumstance as one could hope for, Smithy ducked into the cabin and handed out the portable radio, and as we skimmed past Nantasket Beach and brought Boston fine of the bow, the chorus of Carl Orf's dramatic *Carmina Burana* added an epic ring to our cruise. Well off the wind, the living was easy as we reclined on soft pillows and eased quietly along. Our conversations ranged far and wide. A social progressive and fiscal conservative who never saw a handout he didn't like, the mate's take on things contrasted vividly with my own, which held that many of our most revered institutions have done as much to retard civilization as advance it and it was fun exploring our contrasting avenues of thought as we coursed along.

To port a yellow pall hung over the Boston skyline while to the east the smudge of Cape Ann darkened to horizon. At one point the wind drew around to the south and we got the spinnaker flying which boosted our speed to five knots, but that evaporated shortly afterward and the breeze returned to the westerly quarter. Lunch was served off Nahant, tea off Marblehead and ale off Gloucester. A pair of trawlers, probably bound for Georges Bank, passed close abeam. Enveloped in a cloud of sea gulls, they were named for various saints, which in this most dangerous of occupations, couldn't hurt. We got friendly waves from the crews on deck.

The wind waned as the afternoon wore on but we managed to coax nearly three knots out of the *Leight* (according to our \$7 speed stick) as we closed on Cape Ann's rugged southeast shore. Two sloops under power fell in behind us. We found much to recommend our quiet quest. It didn't much matter whether we arrived at 4pm or 6pm. There was a certain elegance to our circumstance. We drifted in silence and, without word to foul the quietude, we were entertained by the chuckle of the wave under the bow, the melodic tinkling of the small eddies trailing off the rudder and the feeling that we were levitating over the

cloud dappled waters. Drawing past the twin lighthouses on Thatcher's Island, we bore off toward Gap Head and sailed into Rockport.

A floating sign in the channel warned that no berths or moorings were available, but that score was of little concern to us, having always been able to find a place to tuck our little sloop away in the busiest of ports. Watching the fleet moored in the outer harbor toss about in power boat wakes we vowed to do better for ourselves. Ghosting toward the head of navigation the mainsheet kissed its own reflection on the water as we made for the town dock.

Crowded with gift shops, art galleries and eateries, Rockport's streets were filled with sunburned, sandaled and restless day trippers circulating through its gauntlet of commercial offerings. Motif #1, a reproduction of an old fish shack, destroyed most recently in the "Storm of 78" and rebuilt once again, was the centerpiece of this little thumbprint of a harbor.

Having made only minimal concessions to the matter of personal hygiene in the past few days, we felt adequately inoffensive, though our reception at a downtown victualer made us wonder. Carrying our purchases to the cashier, we asked the matronly woman where we might find the ale. Looking over the top of her glasses with the kind of disdain one might accord social deviants, she drew herself into a frump and informed us the Rockport was dry and that's the way THEY wanted it.

Properly put in our place, we returned to the *Leight* where we ran into the harbormaster. When we mentioned that we'd just sailed in and were looking for a berth he looked across the harbor and shook his head. Asking where our boat was, I pointed beneath his feet. Drawing his gaze to her powder blue deck he did a double take and chuckled, "Oh, that." When we replied affirmatively to his inquiry about whether we had fenders aboard, he pointed to Motif #1 and instructed us to raft up to his boat, *Roundtoit*, which lay alongside. "Its the best berth in town. It ought to be real quiet tonight," he said as he hopped into his pickup truck and roared off.

Our berth in the midst of this attractive seaport tapestry seemed a front row seat at a public spectacle. We were much photographed and our's seemed a privileged prospect. Our evening social was lively and attended by much humor and laughter. We even imagined that the faithful filing past were paying their respects to our arrival. We were tourists too of course but we felt far better situated than those creeping along Water street in their cars looking for a place to park.

Setting up the stove in the cockpit, the mate fried up a batch of beans and hotdogs. Admittedly low on the food chain, it was nonetheless consumed with great relish. Toasting the *Leight*, Rockport and even a few tourists with our last dregs of gin, we watched the sun drop over the village and the lights come on ashore. We were supremely contented. Decidedly silly too, and we entertained thoughts of heading for Nova Scotia and Newfoundland and becoming wandering adventurer/philosophers, a sort of east coast Route 66 concept. We'd get tattooed, consort with the oppressed, hang out with babes and fight for liberty and justice for all.

It was great fun being carried along on such a lively stream of imagination, but it wasn't too long before our eyes grew heavy



The Best Berth in Town, the *Leight* enjoyed this front and center location rafted to the harbormaster's boat in front of the famous "Motif #1".



The humpback whale which followed us much of the way from Rockport to the Isles of Shoals.



Leight on the "beach" at Haley Cove at the Isles of Shoals amongst the dinghies from the hotel on adjacent Star Island. In the background is Captain Haley's gaunt and lonely house on Smuttynose Island.

Last run downwind under spinnaker to Portsmouth, New Hampshire, end of our adventure.



and we settled into the cabin with barely enough energy to make an entry in the log before drifting off. Our long day in the sun sapped every ounce of our energy and I could not imagine a greater state of well being than that which lulled the *Leight's* crew to sleep the minute our heads hit the pillows.

It was a somewhat subdued dynamic duo that motored out of Rockport the next morning on glassy seas with not a breath of wind stirring. Our destination, the Isle of Shoals, lay about 30 miles to the northeast. The drone of the outboard ruled out all but shouted conversation as we putt, putt along at five knots. A half dozen times during the course of the morning the mate called my attention to "something" following us. When I would look aft to see where he was pointing, there was never enough detail to make anything of the scene but the myriad patterns of sunlight playing on the waters.

It was not until we were nearing White Island, on the southernmost flank of the off-shore island archipelago, that his speculation bore fruit. Shaking my shoulder and pointing to port, he whispered, "Bucky there's a whale out there. Jesus, it's twice as big as the *Leight*," he exclaimed excitedly.

Looking in the direction of his shaking hand, my eyes saw nothing the oily waters for a few seconds, until suddenly a great fin breached the surface and the great black leviathan, a humpback we guessed, rose out of

the water like wave dozen yards to starboard. It arched gently upward as though it were in slow motion, vented with a hollow "whoosh" and slid silently beneath the waves. Rummaging about on the cabin for my camera, I got a telephoto lens on it and managed to squeeze off a few shots. I was never certain where the great beast would surface so most of my prints were out of focus.

We kept company with our fellow traveler as it took up station to port. It finally parted when we stopped the motor and got sail flying to a fledgling southeasterly. Not long after noon we slipped quietly into Gosport Harbor, which is dominated by the rambling Star Island Hotel. Making for nearby Haley Cove, a shallow rockbound tide pool let into the west shore of Smuttynose Island, we housed the centerboard and beached the *Leight* amongst a gaggle of skiffs rowed there by hotel guests.

A dozen yards from the shore of the little backwater pool, the old Captain Haley house boldly occupied the high ground. Gaunt and weathered, it wore its patina of age with grace as waist high grasses bowed before it and bold ocean prospects stretched in every direction. Stepping ashore we followed a well worn path bordered by wild iris and blazing lilies, to its front door. Peering through its thick and wavy window panes, we saw interior images which seemed to dance across it floor, walls and ceiling like fleeting apparitions. A shaft of sunlight, quivering on the kitchen wall drew my

eye to the back window where it gained entry and framed a dramatic slice of Atlantic seascape that stretched unbroken for thousands of miles. Its empty rooms resonated with a starkness and gravity that seemed heightened by the chill of a sea breeze sweeping across the island. In spite of the civility of the day there was a severity of character to the place that made it easy to believe some of the high drama and history said to have been played out here.

Nudging the *Leight* off the rocks, so she wouldn't get stranded by the falling tide, we dropped the anchor over the side and had lunch while I offered Scott my partial knowledge of the islands colorful past. Well known to the Indians, it was "discovered" by explorers Pring and Gosnold in the early 1600s and it was Captain John Smith who described the place as a "heape of rocks" in 1614. It was settled by fishermen seasonally before the Pilgrims landed at Plymouth Rock. The Puritans of Boston thought its folk an ungodly and reckless lot and were astonished at their excess of drink. The nine islands were a major trading crossroads in the early 1600s and at one time had the largest population in the eastern provinces.

Writers of note Nathaniel Hawthorne, John Greenleaf Whittier, Russell Lowell and Sarah Orne Jewett gravitated to the islands in the mid 1800s when they were a gathering spot for artists and hangers-on. There is a grizzly chapter to its past too. It is said that on a dark and stormy night in 1722 the screams of mortal struggle pierced the roar of the breakers and the silence of death receded like a wave. The perpetrator, Edward Lowe, a pirate so ill regarded by his men that they later mutinied, was said to have landed here. No subscriber to a piratical code of honor he was searching for booty rumored to be buried here by fellow practitioner, Blackbeard. Rowing ashore he co-opted a woman posted there to guard the treasure by his pillaging adversary and when she resisted his entreaties to reveal the hiding spot, he dispatched her in the grisly way pirates are wont to.

While this seems the most fanciful of lore, in the early 1800s Captain Haley was moving rocks to clear a path across the island when he discovered four bars of silver. It is said that it was with those proceeds that he financed construction of the breakwater between Smuttynose, Cedar and Star islands.

It was midafternoon when we hauled anchor, set the spinnaker before a freshening southeasterly and shaped course for Portsmouth, ten miles distant where we struggled up the Piscataqua River against a strong ebbing tide and concluded another chapter in our barebones cruising adventures. Celebrating our arrival in the shadows of an old pub we reflected on the stature of our adventures along the coast. Although we'd been pressed a bit now and again, even those days when our comfort zone was challenged, the discomfort was manageable. When it came to creature comforts we were well disposed having slept soundly and arisen refreshed.

It seems that fellow minimalist traveler, Henry David Thoreau, anticipated our mind set when he wrote, "We strive to prolong our moments of comfort and leisure as if that were life and not stagnation of life. Life is current and not stagnant, and cannot afford to repeat certain past cheapness, to the expense of possible future affluence."



MYSTIC RIVER
BOATHOUSE

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

PRECISION



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

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

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

BAYBIRD

18' Gaff Sloop

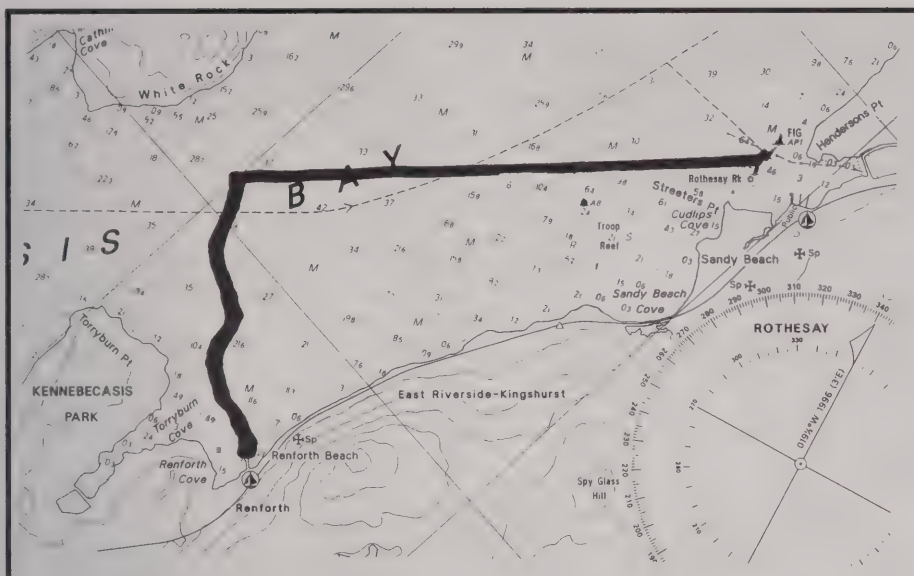
LOA 18' 0"
Beam - 5'6"
SA - 145sf
LWL - 16'
Draft 0'8"



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)



Looking Back...

By Bill Gamblin

Steer With The Sheets!

You know how you sometimes hear a fellow tell a story that is interesting. You tuck it away mentally with a note that, "It may not happen to me, but..." In the sail loft there were a lot of stories like that, stories of capsizing, of broken masts, of sudden leaks, and one of a broken rudder in which the fellow had steered by tending the sheets. Being a youngster of 13, I was an eager listener to all of the stories, whether they were about a 20-footer or an 800 ton square rigger!

One summer, '37 or '38, we sailed *Venture*, along with three or four other small boats, to the Rothesay Yacht Club's "Yachtclub Weekend." A splendid race on Saturday, followed by a good buffet supper and dance filled the bill for the grownups. But, for the youngsters, the dance was a waste of time! Among the boats that had come with us was the *Rowdy*, with her skipper Mary Coles. Now Mary was a friend whose boat we had watched as it progressed from a gleam in her father's eye to the 24-footer she now handled well! Mary also was a "good chap" in that she would join in on the fun with the rest of the gang around the boat club. So Mary was a natural to be the target for a practical joke!

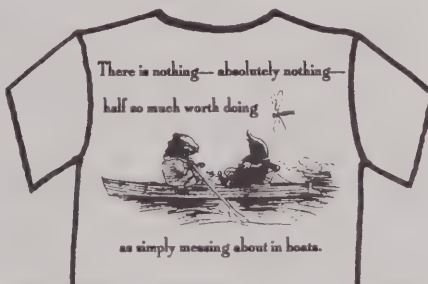
On Sunday morning we were getting ready to return to our home moorings. Some of the fellows had to leave after the race the day before, the rest of us got into a tender to drop the crews off at the various boats. We stopped at *Rowdy* and Mary got aboard. Then a discussion arose about her crew, since her race crew had gone home. Unfortunately I was elected, but before I got aboard I made an excuse about looking for barnacles or something, and I slipped over the side of the tender and swam under *Rowdy*. I wasn't looking for barnacles, but I was busy untwisting the wire that held a bucket onto her centreboard that I had put on the night before!

Having got rid of the bucket, I pronounced her free from barnacles or whatever, and got aboard and underway. The sail from Rothesay to the RKYC was great, nice breeze

and starboard tack all the way. We had gone about a mile when all at once the helm went dead! Swiveling the tiller back and forth had no influence on our course and there was no feel to the rudder! Immediately the story of steering by the sheets came to mind! We quickly eased off the main while keeping the jib hardened in, and we paid off until we were heading for the shore, about a mile away.

Fortunately that shore was well populated and had quite a few beaches. These would be gentle to *Rowdy's* hull, rough for the lump of lead on her centreboard, and very rough for her centreboard box, if we landed on one! When we got closer, we saw that there was a steamboat wharf in the general area we were heading for, so we headed for the wharf. As we got even closer we saw that the wharf had a slip about 10' wide where it sloped down to a freeboard of about 2'. This gave us a target to aim for, and we kept hardening and easing the sheets until we landed at the slip!

We moored *Rowdy* at the side of the wharf and caught a bus home. The cause of the trouble was the use of steel and brass in the rudder, which caused the blade to fall off and caused me to think of the story of steering with the sheets!



Simply Messing About In Boats
Nautical Apparel & Accessories

from
The Wind in the Willows

The Design Works

toll free 877-637-7464

www.messingabout.com

ATLANTIC COASTAL KAYAKER

Now in our 11th season!

Would you like to
read more, lots more,
about sea kayaking?

SUBSCRIBE NOW!

Atlantic Coastal Kayaker
will bring you 40 pages
monthly all about sea
kayaking, 10 times a year
(March through December)

**All this for only \$22
(10 issues)!**

Like to see a sample issue?
Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Send check for \$22 payable to:

Atlantic Coastal Kayaker

P.O. Box 520, Ipswich, MA 01938

(978) 356-6112 (Phone & Fax)

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

Folly

an attempt at a low center of effort for high winds

Here's the deal. I have a place on a lake where the wind is sometimes a bit too much. Bright blue water and whitecaps. I'd love to be out there, but it would be a white knuckle scene with the boats I have. Wouldn't it be great to have a two person boat designed for these conditions! Long enough to reduce pitching, fine entry with a sharply raked bow giving lots of reserve buoyancy to lift over waves, and keep spray down, and as low a center of effort as possible for a given sail area.

So by having several sails, you can get the center of effort down low so it's easier to keep the boat sorta right side up. Hence her most striking feature the three masted schooner rig, with ninety square feet distributed among four sails.

She was emphatically not designed to be a cute little version of a traditional schooner. If you look close, you'll note a complete absence of phony salty details. All the forms are the result of trying to get ninety square feet down low on a hull big enough (sixteen feet) to be reasonable and safe for two people in a blow. Well, an upstate New York blow anyway. Also simple to rig and build.

Still the toy schooner aspect is there whether I like it or not. Of course all, all, recreational craft are toys. Creative play. And I think it might be argued that our culture could use a little more such foolish-

ness. She does get a lot of attention. Sitting on the dock there's a sense of distorted perspective. (the hull only weighs a little over a hundred pounds so it's easy to pull her out) I've always thought that the hardest part of designing a boat was naming it, and here, if I do say so myself, I done good. This craft really might be foolishness. (A concern that has receded a good bit since sailing her)

She seems to work. Fast and weatherly, and as you might expect with that low center of effort, quite stiff even with her fairly narrow beam meant to slice through waves with as little fuss as possible.

An obvious problem that most people that have seen her is how do you handle all those strings? (fig.1) I was pretty skeptical myself but, after a gazzilion drawings, it worked out pretty well. The two aft sheets (the main and mizzen) lead to two cleats on the tiller staggered fore and aft to avoid confusion. And the two forward sheets (jib and foresail) lead to similarly staggered cleats at the base of the mainmast. All within easy reach of the captain. All sails are self tending, so the workload is reasonable.

Another aspect of the boat I worried about



LOA - 16 ft. (that's right) BEAM - 4 ft. SAIL AREA - 90 sq. ft.

was the complexity of putting it all together. Four sails would be four times the trouble to set up as the one sail I'm used to. It is more trouble, but not nearly as much as you might think, because all those sails and masts are little and easy to handle. The one time that I timed it, it took me seven minutes to drag the boat out of the boathouse, put it together, and launch it.

I've always been a firm believer in the simplicity is best school of design, but here I've gone over to the opposite camp for a while. After all, when you're sailing, you have lots of time. Why not play with the strings? It's fun.

An interesting experience in naval architecture was a balance problem. My other designs (Moondance et al.) had kickup rudders with which you could lean over the stern and shove the rudder blade down with a paddle. With Folly's mizzen in the way, you couldn't do this, so I used a shallow rudder with an end plate and a skeg to protect it. She had a slight lee helm, but worse, was very sluggish coming about. I cut off the skeg and went to a conventional kick up rudder with some lines

A part of the testing any new boat should be put through.



to rotate it up and down. She now came about right smartly, but the interesting thing was that instead of a slight lee helm, there was now a slight weather helm. All that area taken off the aft end (see right) produced such a tiny effect! It makes you sort of wonder how seriously one should take conventional naval architectural wisdom concerning the balance of the center of effort and the center of lateral area. and all that good stuff.

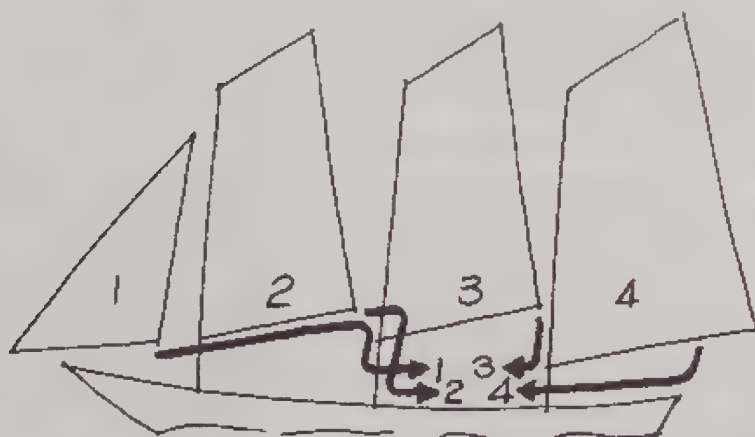
At this point, I don't know yet whether I want to make plans available as I want to build another hull. She's wide enough to be reasonably stiff, but it's hard to get around the main mast with one aboard, to attend to business in the forward part of the boat, and the extra beam of course will make her even stiffer.

And I still haven't had her out in a real howler.



All this area sawed off the stern and the balance changed very little!

thomson smallboats
box 670 vestal NY. 13851
thomson@binghamton.edu





What has become of Ira Sparks who crossed the Pacific alone in the little sloop *Dauntless* of Honolulu? A voyage like this seems nothing short of the miraculous. Steering such a little ship over almost boundless seas a distance of four thousand five hundred miles, and by a landsman and novice without so much as a compass or chart to guide him. Groping his way guided only by the sun and the stars towards the west, much the same as the Norsemen of old.

It was not a sporting venture in any sense of the word.

Out here on the island of Mindanao, P. I., people are still wondering what has become of this pilgrim, adventurer, idealist, or fanatic as you will, who covered this great distance over a trackless waste of water and still survived to set his feet on the opposite shores.

How was it possible to do all this alone? But let us go back to the little village of Peru, Indiana where he plied his trade as a carpenter. It was there that he beheld a vision of the Almighty, who commanded him to, "Go ye to the land of Palestine and there hear the word of God and teach it to all the people."

He immediately set out for San Francisco, where he arrived almost penniless. However, not wishing to lose any time, he made the rounds of the shipping offices trying to find a billet of some sort on a ship sailing to the Suez or the Orient. In this he utterly failed as he was no man of the sea and therefore had no experience. But he was not to be outdone. He studied out a capital plan and an original one. Why not build a packing box, stock it up with provisions and water, and have it shipped (with himself inside) as freight?

It all seemed a great success until the ship encountered heavy weather, when his temporary quarters proved decidedly uncomfortable, and it did not take him long to decide to break out and give himself up as a stowaway, with the result that he was severely reprimanded by the captain and put to work about decks.

Now Sparks was not the ordinary sort of "roughneck", as the crew soon found out. What with his kindly manner and sincerity he soon won the respect of his new found companions, who were so impressed that they all chipped in and paid the rest of his passage.

Upon his arrival at Honolulu he found that he was again near the end of his purse strings, so after looking around a bit, he found work at the Naval Station. It was here that he conceived the idea of building a little 23' sloop so as to continue his pilgrimage to the Holy

The Pilgrim Of The Pacific

By G. C. Van Voorhis

(From *Fore an' Aft*, January 15, 1927)

Land. To Sparks, this seemed to be the only means of carrying out the Lord's command; for where was he to procure funds to pay for such a long passage? So with his spare money and time he started to work and slowly but surely his boat took shape.

Not the kind of boat you or I would like to own as he knew nothing of boat designing. It was truly a backyard job. As I sit here facing her, she looks rather passable with her clipper bow and carved hand pointing dead ahead, but aft, she is as square as a box. Was he thinking of that packing box when he built her?

Directly at her sheer strake, the sides of her cabin are built and slanted in at an angle of 30 degrees allowing 3-1/2' width of a cabin top. In other words there are three decks in this boat. The cockpit deck, cabin top and forward deck. The cockpit is very small with hardly enough room for more than the skipper himself. As you go forward, "up and over" the cabin roof, you will notice the improvised bowsprit made from the blade and loom of an ash oar. The blade is cleated to the deck while the loom projects over the stem about 3'. As you step aft again, you will observe that he has installed a rudder that at some time was used on an old Navy motor sailer.

Shoving the tiller hard over and out of the way we will go below where for want of a better footing, we will balance ourselves on top the fresh water tank that is strapped to the keel and runs the full length of the cabin and holds about 60 gallons. On the left hand are storage bins built of slate, and on the right is a bunk built of the same material. He has built two cofferdams outboard of the hull, which reach just below the water line. The cofferdams taper forward but are cut off square aft which gives her that box like form in the stern. These two compartments are watertight and stowed full of cork. She is very heavily constructed using two by fours for frames, spaced one foot apart. The fact that she was sailed alone across the Pacific by an inexperienced man is a good testimony as to her seaworthiness.

In the presence of thousands of townspeople and tourists, Sparks started on his long voyage westward. While he was bidding farewell to his friends, he is known to have said, "They call this boat my coffin, but I am not afraid. The vision that commanded me to make this pilgrimage contained the assurance that there would be no danger on my way." Word was circulated at this time that Sparks was very poorly provisioned. Immediately a plane was sent from the U.S. Naval Air Station at Pearl Harbor with a supply of food which was put aboard the *Dauntless*.

It was many days before the *Dauntless* was heard from, and most people believed he had gone to a watery grave, but it seemed that he had a charmed life for on April 17th, 95 days later, Colonel L. R. Stevens of the Philippine Constabulary at Zamboanga, Mindanao, P. I., received a radiogram from Major Guy at Cotabato, Mindanao, to the effect that "Ira C. Sparks left Honolulu January 9, 1924 on a twenty three foot sail boat. Arrived at Matimus Point between Parang and Budas, April 14, 1924, enroute for Singapore and westward."

On Sparks' arrival at Matimus, he stated that he was in need of supplies, whereupon he was given the use of an outrigger canoe (vinta) and continued up the river to Cotabato. While there he mentioned that on his way he had touched at Tandag, which lies on the east coast of Mindanao in Surigao Province. No date was mentioned.

The authorities noticed that he appeared in the best of health with a full growth of beard but not inclined to be talkative. However, he was very much impressed by the courtesy of the officials who relieved him of his rifle, revolver and ammunition, because he possessed no Philippine license to carry same. He set sail for Zamboanga the same day and seemed glad to get away from this unfriendly lot. Their actions deprived him of his only means of defense against unfriendly Moro tribes, of which the smaller islands abound. That is the last anyone has ever heard of poor Sparks. He has vanished in the most mysterious manner.

His brave little ship *Dauntless* was found three months later on August 6th, 1924 tied up at the little island of Gatuana, far off the course to Zamboanga, stripped of sails, and useful equipment. There were no signs of a struggle or bloodshed, and the boat was dry and sound as a dollar. A thorough search of the cabin revealed some paint and brushes, a copy of the Honolulu *Star-Bulletin* and a suit of overalls. Moros cannot read newspapers and neither do they wear, or have any use for overalls. The fresh water tank was still secured to her keel.

Deputy Governor Manuel Berenguer of the island of Bailan reported the finding of the *Dauntless* and immediately notified the customs officials of Zamboanga, whereupon orders were issued for the revenue cutter *Mindoro* to tow her in.

She is now shored up high and dry, behind the breakwater at Zamboanga, where a shelter has been provided by members of the Commercial Club. One of her cofferdams is open for inspection. So lies the staunch little "Gospel Ship" in her cradle where she may end her days with her mission unfinished, but she is only waiting for the feel of her master's hand on her tiller; for does not the carved hand on her figurehead still point westward towards Palestine?



More New Boats

By Jim Michalak

Caprice

This one is a 25% enlargement of the smaller unballasted Frolic2, at least the main hull lines are. A straight scaling of an existing design hardly ever works perfectly for one reason or another. In this case, I raised the cabin deck to get more headroom and had to shift bulkheads around to get some more living space. But still, Frolic2 was a very good starting place. In particular, the customer wanted more cruising volume than with Frolic2 but still wanted the rough water abilities. She has a long lean bow with multichines leading to a flat bottom plank not unlike a dory. Length is 25', beam is 6'. Empty weight is probably about 900lbs.

I drew in four separate water ballast tanks totaling about 700lbs. of water, which should help keep her on her feet up to heel angles of about 90 degrees (that's not enough for blue water sailing where a big wave can flip you over). The ballast water weight could be replaced by lead or iron or concrete, if trailering the ballast around wasn't viewed as objectionable, and some extra interior volume and more stability would result. I'd think that a sharpie hull with flat bottom and metal ballast would have a lot more interior room than Caprice, but would be more punishing in rough water. I've also been concerned with rot in the water tanks because they are hard to dry out and very difficult to inspect and repair. Perhaps a swish of bleach with each fill will kill the rot bugs?

The prototype was built by Chuck Leinweber in Texas. Chuck writes the great internet small boat magazine www.duckworksmagazine.com. I was very fortunate in that right after he completed Caprice, he drove it to Illinois for the 2001 messabout at Rend Lake and I had the opportunity to try it out. Chuck pulled it with a four-cylinder pickup truck although I thought that was a bit of a stretch. Setup with the tabernacled lug sail is quite quick, a one-handed solo operation. The ballast tanks fill on their own although I think one has to shift his weight around the make sure they fill completely. The original plan was to pull the ballasted boat out of the water with

tanks full and drain them on the shore, but Chuck found it a bit too much to pull the ballasted boat up the ramp with his small truck so he uses a bilge pump to empty the tanks before retrieval.

The layout is pretty routine for a boat this size: The first two feet are open well for the anchors and wet stuff, followed by the bunk house for two, then the decked over raised cockpit that sheds water, followed by an open motor well.

The sail rig uses the balanced lug main that I like so much. The main mast is just 16' long setting 190sf of sail. It steps on a tabernacle which is off center enough that you could use the boat as a motorboat with the rig folded and still have the hatch openings clear. The small mizzen will steady the boat at anchor or while reefing the main. The sails shown on the prototype was made from white polytarp from a Dave Grey PolySail Kit. They set quite well, but I'm not so sure they will hold up on such a heavy boat. My own guess is that a normal polytarp sail might be limited to a boat with total weight of maybe 500lbs.

I had a chance to sail Caprice at Rend Lake. Very nice, I thought, with 5+ mph showing on the GPS in the gentle breezes we had that weekend. This boat has a single pivoting leeboard, as do nearly all my sailing boats. Works very well and allows an unobstructed interior. As you see from the beached photo, her shallow draft allows her to snuggle right up on the beach.

Caprice uses a rather large pile of plywood with taped seam construction. Eight sheets of 1/4" ply, nine sheets of 3/8" ply, five sheets of 1/2" ply, and one sheet of 3/4" ply. Prototype plans for Caprice are \$45.

Jim Michalak, 118 E. Randle St., Lebanon, IL 62254, www.apci.net/~michalak

Ultralight Folding Houseboats

19'x8'
200 lbs!
Paddle
Motor & Sail

Campanoe®

www.campanoe.net 888-865-3688

Building a Boat?



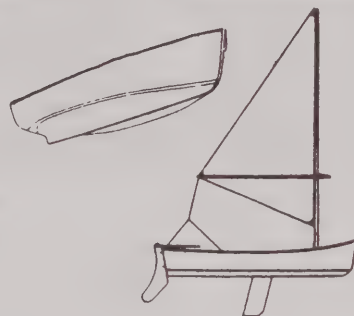
Let Greg Rossell help. He has written *Building Small Boats*, which covers both traditional lapstrake and plank on frame construction. 278 pages, hardcover, \$39.95.

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

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 • MAINE BOATS

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



The 14' Shoalwater Bay Oyster Dinghy underway.

I was drawn into the study and building of traditional small craft through the work of Howard Chapelle and John Gardner. I was attracted to the beautiful designs of boats that were often roughly and quickly built and used much as we do the pickup trucks of today. They spoke of a time when most travel of any distance was done by rail or water. Roads to sea-coast towns were unpaved wagon roads impassable in the rainy season and, in the case of Bay Center, Washington on Willapa Bay, consisted of a narrow board walk over the salt marshes. In such a society small rowing and sail boats were primary transportation modes. All of this added to the fascination of digging out the old designs and resurrecting them for today's pleasure use. I never thought that I could stumble across such a design as it seemed that all of these boats had been discarded generations ago and even the memories had faded.

In the years I have spent teaching boatbuilding and a variety of wood working classes at the Center for Wooden Boats in Seattle, I have many times stopped to study the large photograph of *White Wings*, a sailing oyster sloop that graced the main room at the Center. She was a beamy boat about 35' long with a large mainsail and a long hogged bowsprit. She had a shapely horseshoe stern above an elliptical transom. Her crew consisted of young men in sailor uniforms and young ladies dressed in turn of the century finery. It was all very romantic and tantalizing. Someday I hoped to learn more about her.

In 1994 I found the time to contact Bruce Weillepp, Director of the Pacific County Historical Society and Museum in South Bend, Washington. Bruce is a boat builder who specialized in museum studies while in college who has become an expert in the history of Willapa Bay and its oyster fishery. Bruce showed me his photo collection of the sailing

My Favorite Things

The Shoalwater Bay Oyster Dinghy: A Northwest Coast 19th Century Workboat

By Richard Kolin

oyster boats.

The owners of the oyster sloops were fervent racing skippers and so there is a remarkable collection of photographs of the workboat racing regattas. I discovered *White Wings* was one of a series of custom oyster boats that legendary boat builder, Dan Louderback built in the 1880s and '90s. Even better, Dan's son, Marion, a boat builder trained by his father, lived nearby. Bruce introduced me to Marion and thus began a trip to boat builder heaven.

In his later years Marion built a shop and ways next to his little cottage on the Willapa River. He had collected a small group of his father's boats as well as a few others historical to the area. Dozens of antique outboards filled in the spaces as well as some very interesting flotsam that was crammed into every nook and cranny. This was the first of three or four trips I made to Marion's shop and he was generous with his time. Among his father's artifacts were a series of half models of a 14' to 18' double ended rowing boat which he called the Shoalwater Bay Oyster dinghy.

Marion explained that Shoalwater Bay was the historical name of the Bay now called Willapa Bay. This a large, shallow bay just north of the mouth of the Columbia River that turns into a large mud flat at low tide. In the 1850s the local Native Americans showed the native oyster beds to the first settlers on the bay. These oysters fetched up to \$1.50 a piece

in gold rush San Francisco. This was the beginning of an oyster rush which began a major local industry which is still active today. The Shoalwater Bay Oyster Dinghy developed as a tender to the sloops and small schooners that the oystermen used to get back and forth to the oyster grounds and to ship the oysters to market.

Marion showed me a square sterned 14 footer that his father had built in the 1920s. She was carvel planked in six planks and had a planked skeg which meant that one of the planks was backed out or shaped to fit into the angle created by the skeg and the tuck of the transom. All very impressive. Another thing that struck my eye was an outer stem that was notched into the garboard strake. I never saw that before and peering under the bottom side up boat, I saw some other interesting details. At each thwart there was a knee that went from the rail to more than a foot under the thwart. The thwart sat on a shoulder cut into the knee and on a short riser that was fitted through the knee. This tricky fit was seamless! The riser appeared to have been grown through the knee.

I just had to come back take the lines off of this boat. I mentioned this to Bruce and he looked at me and said that if I was interested in taking lines, there was another boat in existence, a double ender. The double enders were more common than the square sterns and there was one on display at the Willapa Bay Interpretive Center on the pier at the small town of Nahcotta across the bay.

A few weeks later, I returned to South Bend to pick up Bruce for a trip to Nahcotta. He mentioned that there were two of Dan Louderback's oyster tugs at an oyster business run by John and Harlan Herrold at the south end of the bay. The boats were the *Tolkland*, built circa 1909 and the *Daring*, built circa 1917. Both are still in active use in the oyster business. We stopped by to look at the boats and meet John and Harlan. The brothers showed us the seine skiffs that they build of coastal spruce. I was impressed by the craftsmanship and the adherence to traditional practices. I mentioned to John that we were on the way to Nahcotta to look at the Oyster Dinghy. He looked at me and said, "Oh, I have one of those too!" I just about flipped.

John took us to a nearby warehouse where hanging from the rafters was another square sterned Oyster Dinghy. She had the fine lines of a pulling boat. She had been built by John's father and uncle in 1928, who John thought probably had the benefit of the council of Dan Louderback. She had all of the characteristics of the Louderback dinghy at South

Sailing Oyster Boats racing in a bygone time.



Bend but with finer lines. The flair at the bow was not as pronounced as the Louderback boats but the design was distinctly an oyster dinghy. John had remembered using the boat many times as a young man although now she showed her age and needed some restoration before she could be used again.

Then on to Nahcotta. The people at the Port of Peninsula were kind enough to let us into the Interpretive Center and there she was, the centerpiece of a display including photographs and tools of the trade. Despite the fact that she had obviously fallen upon hard times, her sharp lines showed her to be a thoroughbred. Notable was the hollow in her forefoot and the flair in her bow. She exhibited the same construction details as the square stern boats with the addition of curvature to the fore and aft thwarts and a mast hole and partner in the forward thwart. There was no mast step.

The boat was part of an exhibit created by local historian Nancy Lloyd in 1993 about the oyster fishery of Willapa Bay. The boat had been built in 1928 by Dan Louderback. She had been blown ashore in 1932 during a storm and wrecked. Marion Louderback rebuilt her and she had an active life until she was wrecked again in 1948. Then she was abandoned and ended up as an ornament in a flower garden with a tree growing up through the planks. In 1993 the boat was cut away from the tree and brought to the Interpretive Center where she sits today. This boat was an ideal candidate for reproduction.

I returned several times over the next few months to take off the lines of all three boats. Then other things intervened and, although I continued to collect information about the boats of Willapa Bay, the idea of a new boat based on the lines and general construction detail of the Oyster Dinghy was pushed aside in favor of other projects. But the idea never left and in 2001, I discussed it with Dick Wagner, the founding director of the Center for Wooden Boats. I proposed to build at least one historical design per year in our boat building classes. The first year we built a 14' square sterned carvel planked Davis Boat and in 2002 I proposed that we build a reproduction of the 14' double ended oyster dinghy. The Davis Boat proved that I could build a credible reproduction with students that had never built a boat before and I was ready to try it again.

In January of 2002, to facilitate the building of the oyster dinghy, I returned to Nahcotta to remeasure the boat and record her construction details. Both Nancy Lloyd and Howard Teague of the Port of Peninsula were kind enough to provide me with information and historical photographs. Much of the work of working out the lines and construction details was funded by a Gardner Grant from the Traditional Small Craft Association.

The second class which will build the reproduction is scheduled for September 7-15 at my shop in Marysville, Washington a short

drive north of Seattle (the first class, held in May, will have taken place by the time you read this). Boat builder's plans for the boat will be available. For more information about the class or the plans contact me: Richard Kolin, 410777th Pl. NW, Marysville, WA 98271, (360) 659-5591, <kolin1@gte.net>

For more information about the Pacific County Historical Society and Museum contact: Bruce Weillepp, Director, P.O. Box P, South Bend, WA 98586, (360) 875-5224, <Museum@willapabay.org>



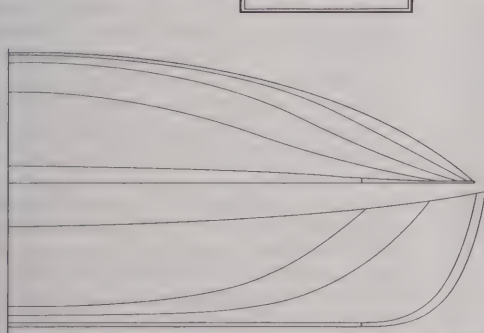
The Oyster Dinghy built in 1928 now on display at the Willapa Bay Interpretive Center in Nahcotta. The 14' Shoalwater Bay Oyster Dinghy at rest.



Shoalwater Bay Oyster Dinghy

Lines taken off boat built by Dan Louderback ca. 1928
Length: 14' 4" Beam: 4'
Lines taken off at Nahcotta, Wa
c Richard S. Kolin - Marysville, Wa, January 2002

Lines Plan

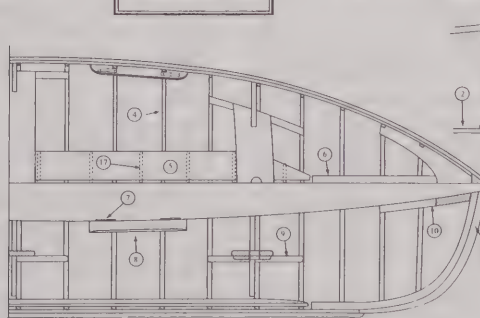


Not to scale

Shoalwater Bay Oyster Dinghy

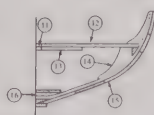
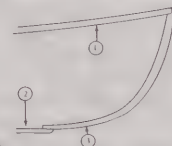
Lines taken off boat built by Dan Louderback ca. 1928
Length: 14' 4" Beam: 4'
Lines taken off at Nahcotta, Wa
c Richard S. Kolin - Marysville, Wa, January 2002

Construction Plan



Bill of Materials

- | | |
|--|---------------------------------------|
| 1. Guard rail - 5/8" x 1" oak | 11. Mast hole - 1-7/8" diameter |
| 2. Slab - 3/8" oak | 12. Thwart - 3/4" spruce |
| 3. Chute stem - spruce | 13. Mast partner - 3/4" spruce |
| 4. Frame - 1/2" x 3/4" oak | 14. Thwart knee - 1" oak |
| 5. Floor boards - 1/2" cedar | 15. Planking - 1/2" western red cedar |
| 6. Inner stem - 1-1/4" oak | 16. Keel butts - oak |
| 7. Outboard frame - 3/4" oak | 17. Floorboard frame - 3/4" oak |
| 8. Outboard pad - 1-3/8" oak | 18. 3/4" hole for bow line |
| 9. Riser - 1-3/8" oak | 19. Fasteners - Bronze screws |
| 10. Backboard - 1-1/4" Honduras mahogany | |



Anything else important? Yeah, it needs to be light enough so you can handle it. I got a good story for you. I have a friend who is (usually) a single man and lives on an island that has no communication except by boat. One time he had this heavy fiberglass skiff that he used in good weather to get back and forth to his place. He convinced this young woman, the daughter of the fisherman who preferred the flat bottom to the semi "v", to take a ride over there with him to see the sights and maybe watch a little TV or something. While they were gone exploring, the tide went out and when they got back, there was the boat high and dry on the flats and a good hundred yards from the first sheen of water, and probably another fifty to unaided flotation.

My friend said, "Too bad about that... next high tide is at three forty nine in the morning, might as well stay the night." With that, the fisherman's daughter strode down to the boat and unclamped the 9.9 and dropped it onto the sand and said, "You get your sorry ass down here right this minute and help me drag this boat to the water." If it had been mine, she wouldn't have had to utter a word. She could have just caught hold of the painter and skipped off across the flats all by herself but it wouldn't have been necessary. I ain't got no TV.

In places where the bottom is rocky, you damn sure better have a light dinghy if you plan to leave when it is stranded. I have seen so many people standing around a boat trying to make a decision about whether to drag it over the pointy rocks or go back to the bar for another round. Lots of places, there is no real good place to beach a boat and it is best if you can easily carry it up onto the grass. Most of the damage to dinghies happens when nobody is around. They get caught under the dock when the tide rises, get onto something on the bottom when the tide falls, get crushed by the boat whose place they are occupying when it comes back, or drag anchor in some bad bottom and drift off to find a new home.

If it is light, doesn't that mean that it has to be flimsy? The boats that we build are light and not flimsy. We guarantee it. Our methods (fiberglass laminated to good wood just like a modern longbow) make a light, strong boat. We have heard this lament so many times that we have become belligerent about it. Sure you can bust one of our boats, but you can bust the handle out of a sledge hammer too. We feel that not only are light boats much faster and handier under any circumstances than heavy tubs, but that they hold up better... don't hit as hard. A lot of the time, the place where you need to leave your dinghy is not the best kind of a place. Might be rocky, or crowded. Either way, it is nice to just clap on and carry *Precious* up to the grass to wait for you.

What about the rare times when the dinghy bangs up against the big boat? Ha. Who are you trying to fool with that "rare times" foolishness. I saw a wood sailboat that had three feet of caulking popped out of three topside planks on the port side of the stern from nothing but dinghy impact. My dinghy, on the other hand, just lightly kisses the side of my boat because it is so light. It takes energy to do damage, and mass is the second ingredient of energy.

I have, many times, seen a barge loaded with gasoline compress a big fat timber meant for a fender on a massive concrete pier so that enough creosote was squeezed out to make a

Dinghies

Part 2

By Robb White

slick on the water big enough to kill a small ecosystem. That barge was doing five inches a minute when it did that. Velocity is the first ingredient of the energy of the impact and you should try to control that, but once you have bought your dinghy, the mass of the projectile is out of your hands.

But what if the dinghy gets caught between the big boat and an immovable object like a dock? Unless it is as tough and heavy as a jet-liner tire (the preferred fenders for tugboats) it might get busted. I once saw a big houseboat-looking thing make short work of an inflatable dinghy in the Industrial Lock on the East side of the Mississippi in New Orleans. They were locking into the river and decided to use the inflatable between the boat and the side of the lock as a fender. It worked well until the rising of the boat from the wash of the river water running into the lock overcame the dinghy's ability to slide against the rough concrete of the lock wall and it turned over with the foot of the engine gouging into the side of the boat and the head trying to scrape all those little steel rungs off the wall of the lock. Before they opened the gates into the river, that lock had tied two or three knots into the fabric part of the dinghy and busted and ground the engine into junk. It is best to use something besides the dinghy for a fender.

Any advice about inflatables in general? Yeah, leave them at the store, they look their best hanging up there beside the ceiling where the heating system keeps them nice and tight. We have a scale of isolation that we apply to the places we cruise. It correlates exactly with the state of inflation of the inflatable dinghies that we see. If the inflatables are nice and fat and don't even try to fold up when somebody gets in, we know we are still in the states. If they are just sort of undulating with the waves but still have enough air in them to show the original shape, we know we are within a day trip of a cold beer. If the people have to pump them up every time they use them, or have them hauled up on the beach trying out several of the patching kits they brought to see if they can find one to fix some of the leaks then we know we are getting there.

I hear that an inflatable dinghy is safe from theft most places as long as you keep the engine off it. If you ever tried to row one, you'd see why. Inflatable dinghies have four enemies: Sunlight, sharp objects, abrasion and the people who have to use them for any length of time.

What if we are cruising on a shoestring and can't afford a perfect dinghy? Join the crowd. We can't afford one either. Our dinghy is sixteen years old and I have thought of hundreds of improvements. I am going to keep it until I can afford to build one just right. I bet there aren't too many other dinghies as light as it is with as many miles on them. If I didn't have it, I would be looking at these rotomoulded polyethylene tubs they sell in the yacht stores. They are ugly, and probably won't last long, but they are cheap and light.

Maybe by the time the sun turns it into pollution, you'll know what will work best for you and have your priorities straightened out. The way I feel about it is that if it can't be ideal, it needs to be cheap. You can mix concrete in it when you aren't using it for a boat.

Any advice about outboards? Yessiree. They have come a long way, but they are still not foolproof. Look for one that is light, quiet, leakproof, and capable of starting with the first pull of the rope. I also like to look carefully at how the carburetor is attached. One "improvement" in outboards has been the elimination of the high speed jet adjustment. No matter how careful you are with fuel, someday, the high speed jet is going to get stopped up. When it does, the engine will start and idle fine, but as soon as you give it the gas, it will stagger and cut off (here in the South, we say, "It won't take the gas.").

It used to be that all you had to do was open and close the high speed adjustment a couple of times, then it would go again. Now you have to take the carburetor off, remove the float bowl, unscrew the high speed orifice and remove the little tiny piece of trash that was stopping it up and put the whole thing back together without dropping anything more serious than one or two of the float bowl screws over the side and without introducing another miniscule piece of trash into the system on the clean side of the fuel filter. I have a friend who makes his living doing just this. When I say that the elimination of the self cleaning adjustable high speed jet was the worst thing to ever happen to outboard motors, he just smiles and says that he thinks it was the best.

The best carburetors are the ones that are built so that the same screws that hold the little plastic intake silencer on the front go all the way through the whole carburetor and hold the whole mess on the engine. The couple of little clips on the throttle linkage and choke control should be easy to get to and the fuel line should be able to be slipped off without tools. Avoid those engines which have the two nuts which hold the carburetor on the crankcase studs way back in recesses in the body of the carburetor. It takes a monkeywork marvel to take the carburetor off of such an engine.

Any type seem the best? I like the quiet, four-cycle ones best. They are a little heavier for their horsepower, but they seem to be more reliable and they don't put as much oil into the water with their exhaust. You know all that oil you mix with your outboard gas goes straight into the water with the exhaust. Some places where there are a lot of people burning a lot of gas in outboard powered boats (and Goddamned jet skis... and that adjective is accurate and not meant for blasphemy) there is a regular sheen of oil on the water like somebody was trying to make a mess. I think that the pollution from the two cycle, fuel lubricated engine is going to come home to roost with us all before long. I like the little four cycle ones best and I'll just step out on a limb here and whisper something in your ear.... "Honda".

What is the worst kind? Avoid those little extra light weed eater style motors that the advertisements always show being carried by a young woman in a swim suit. They are loud, don't push very hard and are susceptible to carburetor problems that make a stopped-up high speed jet seem like a delight. I once had a sweaty, irritated looking man, working on

something nasty in the cockpit of his sailboat, ask me (as I rowed by), "Excuse me, you wouldn't happen to know how many of these tiny little %\$#^&* balls are supposed to be in the carburetor of a *&%#&e+! Cruise and Carry would you?" I didn't know, but I do know the only two reasons why that good looking young woman in the swim suit is looking so smug in that ad. Either somebody paid her enough money to pick it up and carry it, or she knows she is carrying that little engine to the trash.

Any other opinionated prejudices? Avoid those cute little old fashioned looking and acting outboards that everybody says will run forever. They will, but not on my boat. When they are running they get hot from the propeller all the way to the hand grip, smoke like a World War II bride, spray a constant fog of gas onto the water all the time from the carburetor, are loud enough to eliminate all chance of dignified conversation and vibrate so bad that you have to stand up to break contact so your eyeballs will vibrate less so you can see where you are going. I had one which I kept for years and years on a boat which stayed on the bottom most of the time from neglect. I could, with confidence, go to the coast, bail the boat out, and have the engine running in about an hour. I can assure you that I cut it back off just as soon as I could. I was delighted when some fool finally stole it.

Anything else about outboards? Keep the foot lower than the head. You see so many people with the inflatable hoisted flat against the transom of some monster motorboat with the engine still on it and the propeller higher than the head. Outboards exhaust through the foot and the exhaust, which comes right out of the cylinder, is cooled by seawater. When you turn one upside down, that cooling water in the exhaust pipe runs into the cylinders and rusts up the piston rings. In only days of this sort of treatment, the rings will be stuck, and the motor will be ruined and won't start.

It only takes a second or two to inoculate those rings with salt water, like when you are trying to rattle the engine onto the stern rail from the dinghy and you inadvertently tip the foot just a little bit too high. If this happens, start it right away. If it was in the water just a minute ago so that the rubber water pump (you do have a spare in your kit don't you?) is lubricated with water, start it right there on the taffrail. Run it for only a second or so. It only takes one or two firings of the cylinders to blow the salt water out and you don't want to hurt the water pump. If you are in doubt about how wet the impeller is, better put it back on the dinghy. Never start a dry outboard motor.

More outboard lore? Tip it up when your aren't using it. The enemies of outboards are stupidity and corrosion. Aluminum is just plain electrolysis bait. Even if the manufacturer has put all the zinc anodes that they could fit on the foot, electrolysis will be the death of it sooner or later. All the other outboard problems can be fixed, but not severe corrosion of the lower unit. All the time your engine is in the water, it is costing you money (one old timer said a nickel a minute). That's why those stern drive things that used to be so popular are going out of style. They couldn't be tipped completely out of the water, and cost a bunch of people a lot of money. They should have talked to me before they even invented the damn things.... don't you think?

(To Be Continued)

SIMMONS SEA-SKIFF EXPO 2002

September 6, 7, 8, 2002

South Harbor Village Marina, 5001 O'Quinn Blvd., Southport, NC
1-1/2 mi. W of Southport; 1/2 mi. E of Oal Island Bridge

Boating, fishing, speakers, music, pig pickin'

Registration: \$25 before July 31; \$35 before August 16

Includes use of docks and slips, two dinners, T-shirt, certificate

All original Simmons boats and replicas welcome, any condition

Display boat in water or on trailer

All proceeds to Cape Fear Museum, home of the Simmons Sea-Skiffs

Tommy Robbins, 910.253.4272 <shoresound@mindspring.com>

Alex Slaunwhite, 864.962.5259

FEATHERCRAFT FOLDING KAYAKS GALORE

"For The Few Who Expect More"

We Specialize in Folding Kayaks Exclusively

**KLEPPER • FEATHERCRAFT
FOLBOT • NAUTIRAID • POUCH**

All in stock • We ship • Why wait?

Best Selection in the Whole USA

Save \$\$\$ when you buy from W.F.K.C.

Toll Free (888) 692-8092

Western Folding Kayak Center 6155 Mt. Aukum Rd.

Somerset, CA 95684-0130

www.westernfoldingkayak.com

◆ We buy used Klepper folding kayaks ◆

SEE SMALL-CRAFT SAILS

AND GET A QUOTE AT

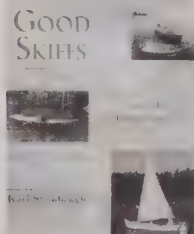
www.dabblersails.com

OR CONTACT US AT

- dab@crosslink.net
 - Ph/fax 804-580-8723
 - PO Box 235, Wicomico Ch., VA 22579
- Stuart K. Hopkins, Sole Prop



Good Skiffs



presents a tantalizing variety of skiffs together with building and materials commentary. For a free catalog that includes this and other unique books, write or call:

Devereux Books, PO Box 503

Marblehead, MA 01945

(781) 631-3055

www.devereuxbooks.com

"belongs at the core of a basic boating library." That's what *WoodenBoat* had to say about this wonderful book that presents a tantalizing variety of skiffs together with building and materials commentary. For a free catalog that includes this and other unique books, write or call:



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



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

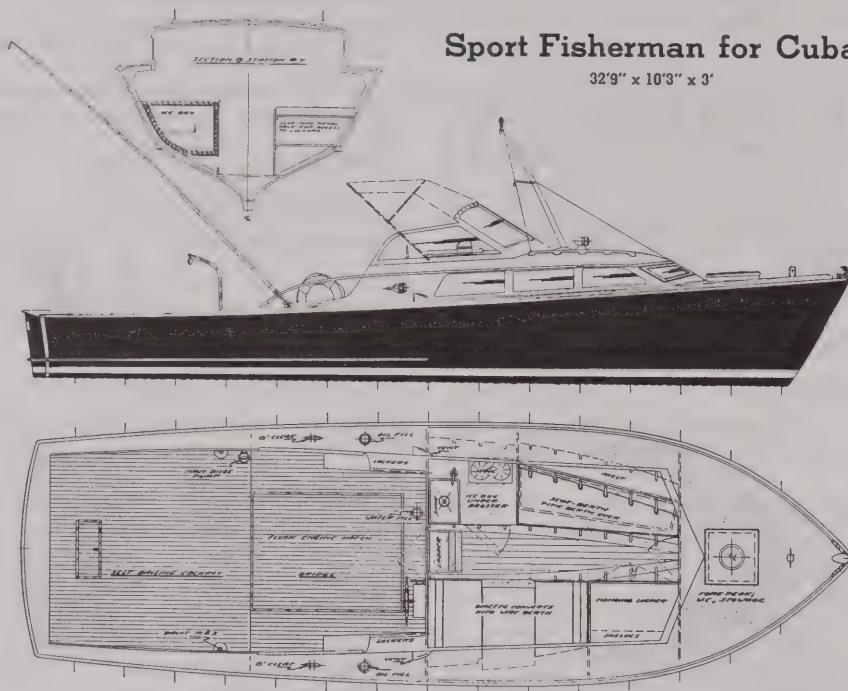
Tel 508-240-2533 Fax 508-240-2677 Email: info@by-the-sea.com



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

Sport Fisherman for Cuba

32'9" x 10'3" x 3'



Bolger on Design

Cuban Sport Fisherman

32'9" length on deck
 10'3" breadth, 3'0" draft

This cruiser was built in Havana in 1955; that is, pre-revolutionary. Another one was built from the same design in Venezuela. They were a throwback in construction, having light sawn and natural-crook frames instead of the steam-bent frames taken for granted in this country in boats of this size and type. Planking was carvel. This construction calls for a lot of skill by the loftsmen and is quite labor-intensive. It makes a very rigid hull but has no significant advantages except that it can use timber that does not take steam well, and, in the case of these boats, the builders were used to it and could do it quickly and well. Nowadays, of course, a shape like this would be more likely to be strip-built, with thicker planking and much less frame.

Each hull had pretty built-down planking instead of solid deadwood skegs. This is a little more easily driven than the skeg-built hull, and creates a good pump well. The built-down boat may tend to be longer lived as there is not so much coming and going of piled-up timber. These boats had very sharp lines forward, as the shape of the flats on the plan-view drawing suggests. Flaring sides gave them plenty of buoyancy; they were reported to be exceptionally good in rough water.

The Cuban boat had a single 115hp Hercules diesel which was expected to give her a 12-knot cruising speed. No performance figures were received, and we don't have any record of what the Venezuelan boat had for power. She's the one with the crowd on board, taken off LaGuira during a tournament. Neither was intended for serious cruising. They were day fishing boats, and we'll note again that at the time, single screw was thought best for sport fishing as less apt to foul lines, and quick-turning was valued over speed.

The building plans of this design are missing from the archive. The drawings here were copied from *Rudder* magazine of May, 1955. The photos were received from the owners at the time.



The Mark V 39 is relatively easy to build outboard powered sharpie. It is designed for a 25-50hp outboard. I have a Mercury 25 Bigfoot, which pushes the boat at 8 knots at 4,500 rpm, and it gets about 5 to 6 mpg at that speed. If it had a 50hp outboard, it should easily cruise at 10 knots or so. It is mainly a river cruiser, but it can do short offshore hops in calm conditions. I've had it out in the open Gulf in 20 knot headseas, but I won't do it again if I can help it. Since it is a flat-bottomed boat, it pounds quite a bit in steep head seas.

The bottom is 8' wide from about midships to the stern. The sides flare out from the bow to about half way back, and then tumble home toward the stern, making a nice sweeping sheerline.

The cabin is "street-car" type, like the launches and water taxis of around 1900. There is room on top for a nice 12' skiff and a few solar panels. The mast can be easily lowered to give a 10' bridge clearance.

The interior has 6'8" headroom throughout, but if more is needed, the cabin height can be raised a few more inches. Aft, there is a stateroom with a couch that converts to a 7' x 4-1/2' bed, with a 5-1/2' desk and large hanging locker opposite. There are plenty of bookshelves forward of the desk and couch. Forward, there is an 8' long galley, with an 18" wide pantry with sliding shelves. Water tanks are under the galley counter and head sink and total 90 gallons. The forward cabin also has a drop-leaf table and helm, with enough floor space for two people to sleep on air mattresses.

Forward, there is a locker big enough for a full-sized bike, and two self-bailing chain lockers. Aft is a self-bailing cockpit with a pair of 24 gallon gas tanks, and lockers for propane tanks, life jackets, and other things.

Construction is mainly plywood and epoxy. The bottom is 2" thick, and the sides are 1" thick, making the hull stiff enough to eliminate a lot of framing and bulkheads. The first layer of the bottom is tongue-and-groove flooring. I used some nice fir from an old house. It is varnished inside and serves as the cabin sole. There is no bilge, but an epoxy-plywood hull sheathed in fiberglass or other cloth doesn't leak. There are no through-hull fittings at all.

The boat is relatively easy to build for an amateur, but one should have some boat building experience before taking on a project this large. Lofting is not necessary, as all the dimensions for the molds and bulkheads are on the plans. I built *Heart of Gold II* by myself in just over a year of full-time work (about 50 hours a week). I used inexpensive materials as much as possible, A/C fir plywood, and

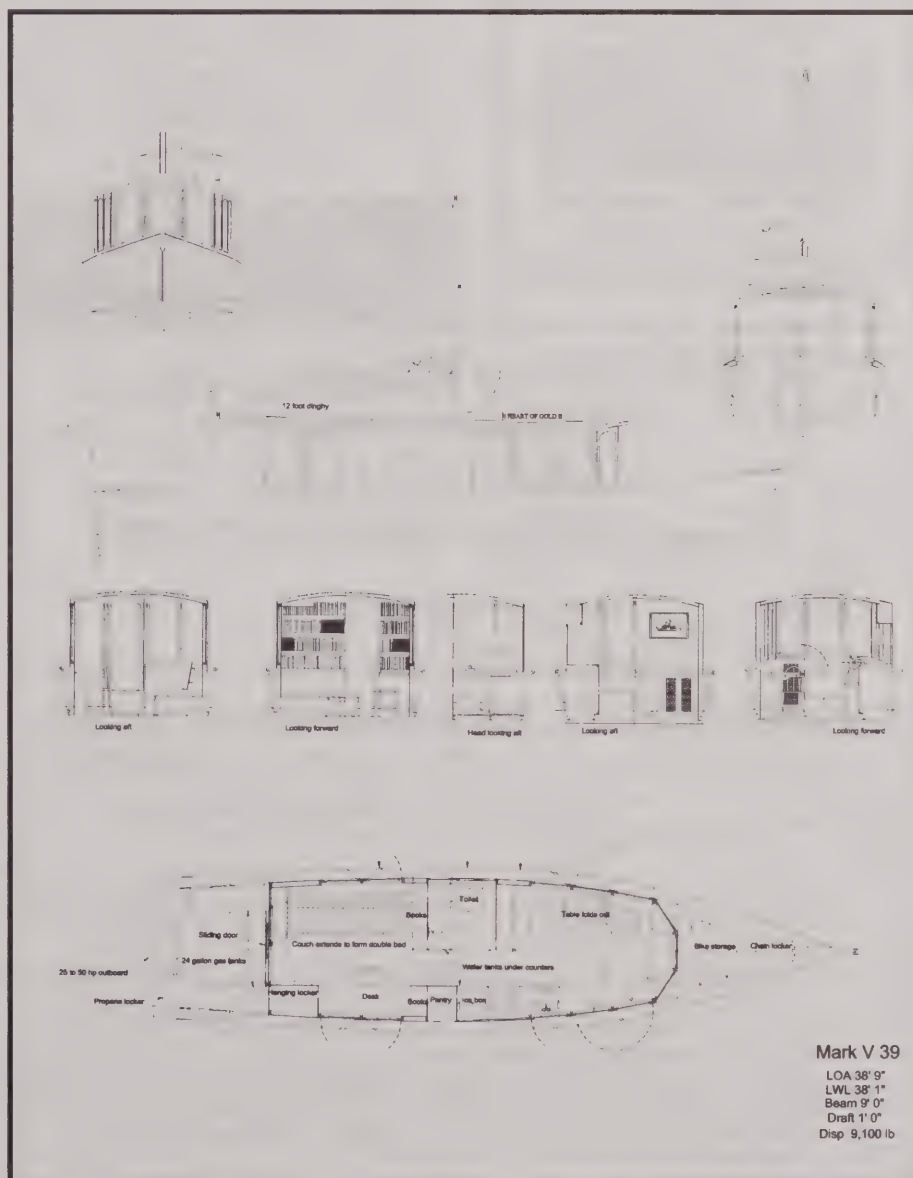
Mark V 39

By Mark van Abbema

regular construction grade pine. I spent approximately \$20,000 on materials and gear.

I live on the boat full-time. I launched it in the Missouri River near Boonville in September and took it down the Mississippi River to the Gulf, and on to Ft Myers Beach, FL, my winter home. Study plans with pictures are \$5, and complete building plans are \$85.

Mark V Designs, 1019 Riviara Dr., Boonville MO 65233, <<http://markvdesigns.com>>



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

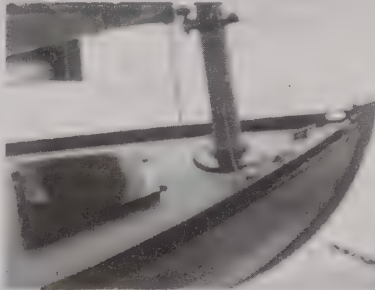
Box 222, 43 Arey's Ln. (Off Rt. 28)
So. Orleans, MA 02662
(508) 255-0994

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

Builders & Restorers

O'CONNELL'S

NEW BOAT CONSTRUCTION
WOODEN BOAT REPAIR
VENEER OVERLAYS
SPAR CONSTRUCTION



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

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

Pert Lowell, Co., Inc.

**Custom
Small
Boats**



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

Mast Hoops



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

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

Robb White & Sons, Inc.

**Custom Small Boats
Forty Years**

P.O. Box 561
Thomasville, GA 31799



THE ADIRONDACK GUIDEBOAT by the

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

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

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

(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

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



**Builders of Traditional and
Contemporary Rowing and Sailing Craft**

Richard Cullison 11515 Kenton Drive
301-946-5002 Silver Spring, MD 20902

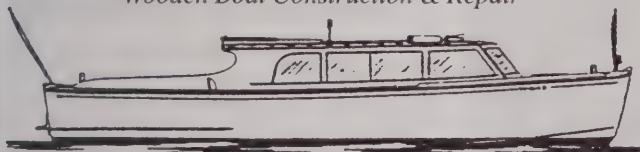
www.CullisonSmallCraft.com

Hansen & Company
**Builders of Practical & Impractical
Boats**

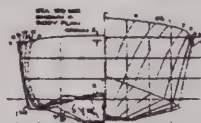
Gloucester Gull Rowing Dories,
Kayaks & Other Small Boats

Dennis Hansen 207-594-8073
P.O. Box 122 dgehansen@aol.com
Spruce Head, ME 04859

HADDEN BOAT COMPANY
Wooden Boat Construction & Repair

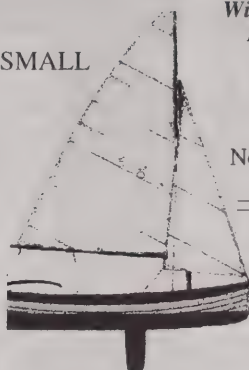


Currently building
34' W. Atkin tunnel stern
Sea Bright Skiff



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

SMALL



William Clements
Boat Builder
Since 1980



P.O. Box 87
No. Billerica, MA 01862
Telephone (978) 663-3103

Now building "SMALL," an elegant 14' Updated British Dayboat
an Antonio Dias Design

E-mail: bill@boatbldr.com Web site: boatbldr.com

****WOOD BOAT and CANOE RESTORATION SUPPLIES****

MAS EPOXY ** TARGET COATINGS
CANOE CANVAS ** TRADITIONAL CANVAS FILLR
BRASS CANOE TACKS & STEM BANDS
AND MORE!!

For free catalog call (800) 896-9563

**This Space
Available**
Budget priced
for the small
boatshop

**ONLY \$30 /
ISSUE**

**Reach 5,000
small boat
enthusiasts**

Messing About in Boats
29 Burley St.
Wenham, MA 01984-1943

**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

**SOLID
COMFORT
BOATS**

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans



HUGH HORTON SMALL BOATS

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



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.



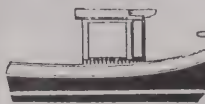
SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478
(802) 524-9645
www.by-the-sea.com/shellboats

Plans & Kits



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' Stitch & 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

SEAWORTHY
SMALL SHIPS

WOODEN POND MODEL KITS



MODELS THAT REALLY SAIL

RUBBER BAND & SAIL POWERED KITS

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

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

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

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

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

THE SIMMONS



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

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



Sea-Skiff 18

pictured
• 17'1" x 5'7"
• 5" draft
• 20-40 HP
• Plans - \$35 US

Sea-Skiff 20

twice that size
• 19'4" x 7'6"
• 10" draft
• 50-70 HP
• Plans - \$50 US

Sea-Skiff 22

20% bigger than the 20
• 21'6" x 8'3"
• 12" draft
• 70-90 HP
• cabin versions sketched
• Plans - \$50 US



Information packet - \$1

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

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

A Top-Rated Sea Kayak

The Coho: "Of all the boats I have reviewed, the Coho is my hands-down favorite...."

I would recommend [her] to anyone, whether novice or an experienced paddler,"

V.S.—Sea Kayaker Magazine
Oct. 1998



John Lockwood, Designer
30-Year Wilderness Paddler
Computer Design Pioneer
15 Kits • 5 Plan Sets
Ultra-Light
Stitch-n-Glue
Best Kayak Kits
Since 1986

Pygmy Boats Inc.

For a Free Color Catalogue Write: PO Box 1529 • Dept. 2 • Port Townsend, WA 98368
(360) 385-6143 • Read the Reviews of our kayaks at: www.pygmyboats.com



PIRAGUA

14' x 33" x 70 POUNDS
\$15 PLANS - \$1 INFO ON 16 BOATS
JIM MICHALAK
118 E. RANDALL, LEBANON IL, 62254

WEE PUNKIN



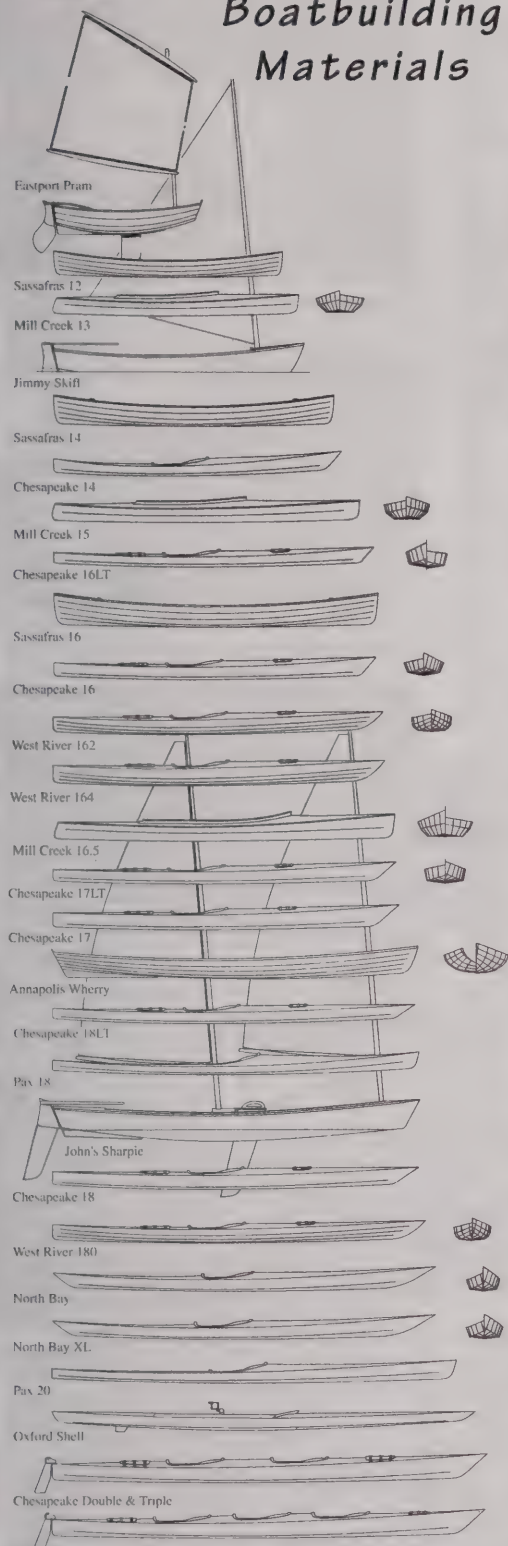
"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat 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



Kits, Plans & Boatbuilding Materials

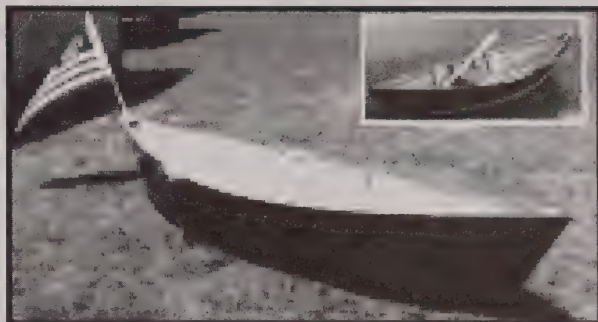


CHESAPEAKE LIGHT CRAFT

Find what you need at www.clcboats.com

Chesapeake Light Craft
1805 George Avenue
Annapolis, MD 21401

Request a free catalogue:
410-267-0137
info@clcboats.com



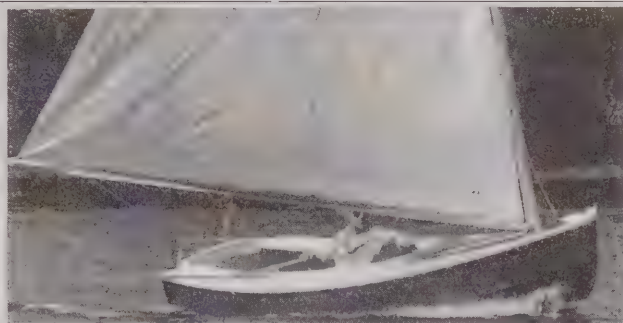
DORITA

Build a scale model, then build the boat. Complete plans and instructions for building this 11' - 6" plywood and fiberglass rowing mini-dory PLUS a laser-cut basswood kit so you can build a 1" = 1' scale model to see how the boat is built before making a major commitment.

Only \$29.75 plus \$3.50 postage. (U.S. & Canada)



Ted Jones'
Gundalow Boat Shop
603 Brown's Ridge Road
Ossipee, NH 03854
e-mail: laj@worldpath.net



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 103 Small Boat Rigs*, \$28.95 ☐ *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

GEODESIC

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 the Mark V 39

Simple flat-bottomed hull, no lofting. Over 8 knots with 25 hp outboard. Nice roomy cabin, 6'8" headroom. Study plans \$5.00, building plans \$85.00

Mark V Designs

1019 Riviera Dr.

Boonville, MO 65233

<http://markvdesigns.com>

green heron

the maximum car-top cruiser for two



The strong, detachable railings house enclosing panels, and let you stand and move around as on a much larger boat.

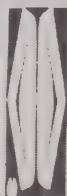


13.5ft. x 6ft. SA.90 hull 130 lbs. clear, carefully illustrated instructions and full size patterns \$60, study plans \$5

THOMSON SMALL BOATS

BOX 670, VESTAL, NY 13851

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



Shoestring Shipyard

Boat plans, books, kits and boatbuilding classes for the backyard boatbuilder.

www.shoestringshipyard.com

PO Box 117, Sagamore Beach, MA 02562
508.888.7960

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



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

CONRAD NATZIO BOATBUILDER



SANDPIPER
13'9" Sailing Skiff
With Choice of Rig



SHOVELER
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

Visit us on www.broadlyboats.com

or send \$1 for details of each boat

Conrad Natzio Boatbuilder, The Old School, Brundish Road,
Raveningham, Norwich NR14 6NT, UK,
Tel.Fax +44 1508 548675

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

GAMBELL & HUNTER SAILMAKERS

*Sails
and
Rigging*

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

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat



Kits • Plans • Books
Cove & Bead Strips

MAS
EPOXIES

the **NEWFOUND** 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

ATLANTIC WHITE CEDAR

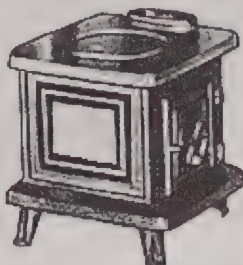
Boat grade rough sawn flitches in stock.
Most are 16' long 4/4 to 8/4 thick. New
supply ready to ship.
Call or write for info.

J.D. ENGLAND CO.

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

Supplies

TRADITIONAL MARINE STOVES



CAST IRON
PORCELAIN ENAMELED
WOOD BURNING
HEATING & COOKING
COMPACT

**NAVIGATOR
STOVES**

718 486 8049

WWW.MARINESTOVE.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 •
Squeegees Syringes • Brushes • Rollers •
Paper Pots • Gloves Coveralls • And More

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

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

MERTON'S FIBERGLASS SUPPLY

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

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

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

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

CUT COPPER CLENCH NAILS

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

3 diameters: 1/16", 3/32", 1/8"

12 sizes: 3/4" to 1-3/8"

Send \$3 for Sample Packet & Info.

STRAWBERRY BANKE MUSEUM

POB 300MB, Portsmouth, NH 03802

Why use System Three for your boat project?

**"Because Boatbuilding
Launched Our Company."**

Kern Hendricks -
Chemical Engineer & Founder

\$15.00 at
systemthree.com
enter discount code:
wb1

We understand boat specific applications.

In 1978 Kern Hendricks was building a boat.
When the available woodworking products didn't measure
up, he was inspired to create a better marine epoxy resin.
Since then, we've spent 24 years creating products and
literature specifically for wood/epoxy boat construction.

Your first boat is important.

Make sure you get it right by experimenting with our
boatbuilders trial kit. It's packed with information and all
the supplies you need to get a hands-on understanding of
how epoxy works. Only \$15.00 at: **www.systemthree.com**
or call: **1.800.333.5514** (reg. \$20.00 use discount code: wb1)

Get it right. Get the kit. SYSTEMTHREE

You'll get The Epoxy Book, plus 12 ounces of resin
and hardener, fiberglass cloth, brushes, measuring cups, filters, a
roller cover, squeegee, gloves and a certificate good for \$10.00
off your first purchase.

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

TEAK & HOLLY • LAUAN

SPIC • KHAYA • FIR

Telephone (413) 783-5589
20 TREETOP AVENUE
SPRINGFIELD FAN CENTERBOARD COMPANY
SPRINGFIELD, MASSACHUSETTS 01103
DROP RUDDERS • TELESOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

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

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

MATSUSHITA
Carbide-Tipped Blades
Smoothest cuts. Thinnest kerf. Least power. "...much better than any other circular saw blade I ever used" (Robb White). "Cuts better than blades costing three times as much" (Mac McCarthy, Feather Canoes). "I've fallen in love with the 7-1/4" Matsushita blade" (Thomas Firth Jones).
Best Buy: 7-1/4" comb., 1/16" kerf, \$26 ppd
Check or M.O. to:
DAVE CARNELL
322 Pages Creek Dr.
Wilmington, NC 28411-7850 (910) 686-4184

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

Mermaid Stabilizer

FOR SAFE, COMFORTABLE CANOEING AND WINDSURFING



Canoe Stabilizer
Ideal for safe, comfortable canoeing. Especially recommended for novice canoers - young or old. Also great for whitewater canoeing, hunting, fishing, or freight. Works on either side, allows for easy docking. Easily installed - no tools necessary.
Only \$159.50 U.S.



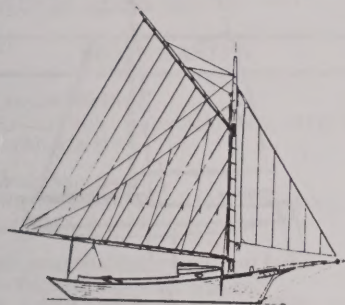
Canoe Stabilizer Sail
Now a canoe sail that really works. Attach easily to the canoe stabilizer and presto, you have a sailboat. 1800 square inch Dacron sail. Complete with rudder, lanyard, and sail support.
Only \$299.50 U.S. (Optional lee board available - only \$79.00 U.S.)

Mermaid Stabilizer
Internet: <http://www.w2d.com/mermaid>
E-mail: mermaid@w2d.com
Phone / Fax: 1-306-398-2889
1-800-215-5307



Classified Marketplace

BOATS FOR SALE



18' Friendship Sloop, Phil Bolger's "Monygram" design. Beaut classic shape, blt '75, hull, rig & sails in gd cond. Deck & cabin nd work. Compl w/tandem axle trlr. Considering part trade for catboat sail and/or rig (approx 200sf).
ART KLEINER, Florence, OR, (541) 902-0979, <boats@artcanoes.com> (3)



11.5' Beverly Sailing Dinghy, '88, Cape Cod Ship-building. FG hull, alum mast. Beam 4.5', CB, 207lbs, 66sf main. Exc cond. \$1,800. Galv trlr \$150. Located in ME.
JAMES FAY, Weston, MA, (781) 893-5086 or (207) 371-2374, <jfay@mit.edu> (3)

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

16' Com-Pac Sailboat, '81. Classic safe, easy to use family sailboat in vy gd cond. W/jib, genoa, main, new main sail w/Com-Pac logo and hull #, new main sail cover, anchor & line, galv Magic Tilt trlr w/new winch stand, bearings & spare. \$3000 firm.
PETER HAYES, Topsfield, MA, (978) 887-6137, <p-dhayes@attbi.com> (3)

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.



Blueberry, 20'3" wood/epoxy '88 gaff headed sloop by Phil Bolger. Draft 2'10", displ 3,400lbs, straight keel. Recently replaced main & staysail. 10.3hp 2 cyl Vetus (Dutch) diesel aux. 2 comfy bunks & mini settee. Sea Swing stove, VHF, ground tackle, potti & other cruising gear. Fully described in Bolger's *Boats With an Open Mind*. My book *Blueberry* gives a full account of design & construction. Age of skipper suggests it's time to sell. \$6,900. At Reynold's Garage & Marine, Hamburg Cove, Lyme, CT, season's dockage paid.
DAVID D. HUME, 340 Darling Rd., Salem, CT 06420, (860) 859-1058, <clhume@worldnet.att.net> State of Maine contact BOB CONGDON, (207) 734-8840, <rcongdon@midcoast.com> (3)

18' Herreshoff America Catboat, FG '91, 15hp electr strt Johnson in well, galv trlr. All round gd cond. \$5,800.
ED HAMMER, Newbury, MA, (978) 465-0736. (3)

13' Chamberlain Dory, lovely wooden boat, 4 oars, sprit rig, motor, trlr. \$1,200 OBO.
NEVILLE WOODRUFF, Grand Jct, CO, (207) 781-8270. (3P)

Newport 17 Sailboat, overnighter (2 berths) w/huge cockpit. FG constr, CB, lifting rudder, 4hp Mercury, trlr, fully equipped. \$1,500 takes it.
PETER JEPSON, 21 Marsh Ave., Newbury, MA 01951, (978) 462-1175. (3)



'83 Marshall Catboat Hull, 26' x 12' x 2'6". FG is about 7/8" thick at keel, solid, no core. Finished out by Concordia Yachts, S. Dartmouth, MA. Chosen for its stability for a man in a wheelchair. 75hp, 4cyl FWC Volvo diesel, 2:1 reduction w/less than 100 hrs. Edison hydraulic steering & wheel. Twin bilge keels. 2 bronze seacocks are only holes in bottom of boat. 5 dbl bronze steps on rudder & hull, 4 10" & 1 12" cleats, 4 chocks, 12 HD chainplates for any combo, dbl rubrails w/1/2 rnd guard, all above hyv bronze. Cabin section about 1" of insulation, 9 cabin windows all opening, molded in deck shelf entire hull length, full length engine stringers 2" x 10", extra stiffeners in hull. Crows nest, 2 gin poles. Gear that goes w/boat too much to list or remember. Also scale model of boat incl. \$25,000. **'72 Marshall 22**, new sail & sail cover '99. 22hp Palmer (gas) runs vy well. Larger sail area than normal. Open arrangement below. Nds cosmetics & repairs around deck icebox. Sailed every day from May to November weather permitting. \$19,000.
BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742-4750, (732) 295-1590 before 9am or after dark, at 81 I still go out to play every day. Sorry, no email. (4)

27' Bristol Weekender Sloop, Alberg design, 8' Beam, 4' Draft. 5 sails, full keel, Universal Atomic Four 30hp engine, Edson pedestal wheel w/4" Ritchie compass, Kenyon knot meter & apparent wind meter. Cockpit engine gauges, 3 Barlow winches w/handles. Teak cockpit grates. Used in fresh water only. Steel storage cradle, in storage NH. \$9,000.
DAVID WELLS, Wolfeboro, NH, (603) 569-6685, <wells@wsbtech.com> (3)

Sunrise Skiff, 12', 54" beam. New mahogany construction. Navy blue topsides, red bottom & buff interior. Bright seats, rub rail, transom, knees, & breast hook. Two rowing stations. 85lbs. Will take a small OB. \$950. **Susan Skiff**, blt in 1987 by the Rockport Apprenticeshop. Cedar on oak, lapstrake. Newly restored. 2 rowing stations. Set-up a lug sail, unused mast, sail, & spars. \$1,000.
JOHN LARRABEE, E. Orland, ME, (207) 469-2670 after 6pm EST. <johnbl53@yahoo.com>. (3)

14' Peep Hen, '89, green hull, tanbark sail, cabin & cockpit cushions, bimini, swim ladder, '97 3hp Johnson OB w/f&n, trlr. Vy gd cond. \$3,800.
DAVID SOUSA, New Bern, NC, (252) 636-1548. (3)



Classic Coho, 13'7" LOA, 3'6" beam, wineglass transom, teak decks, rails, curved coaming, custom bronze oarlocks & stem, FG, weathered spoon blade oars. Blt late '60s by E.D. Stokes. \$2,000. Will deliver in northeast.
GEORGE HAUX, Skaneateles, NY, (315) 685-6222, <HAUX@LOCALNET.com> (3)



15-1/2' Crescent CB Sailboat, plywood, gd cond. Pamco trlr, 3hp Johnson, mainsail, jib & halyards in exc cond. Varnished tiller, paddle, flrbs. Watertight bulkheads & toolbox, life jackets, flares. All equipment exc cond. \$1,800 OBO. TOM SMEREKA, Grosse Isle, MI, (734) 576-4169. (3)

GJAC, Matt Leyden designed sharpie coastal cruiser, 14.5' x 4' x 1', ballasted for stability. 100sf standing lug in gd cond; roller reefing & furling; scull & push pole. Has leebs & kickup rudder. Some cruising gear incl. Galv trlr w/new wheels & tires. D.G. MUSTANTE, CT, <aol.com>, (860) 448-3615. (4)

23' Birdwatcher, '86 Phil Bolger design. Luan mahogany ply w/1" marine fir bottom w/West System @ epoxy, SS fittings. Professionally blt. Galv trlr, 3.5hp Chrysler OB, porta-potti, oars, row box/seat, many extras. All in gd cond. A ltwt shallow draft cabin/cockpit sailboat, one of Bolger's favorite designs. Asking \$3,900. STEPHEN ANDERSEN, Estes Park, CO, (970) 586-2787. (4)



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 sponsons, 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> (3)

Alden Ocean Rowing Shell, 18' dble model (can also be used as a single), in gd cond, incl refinished oars & dolly wheels. Asking \$1,500.00. DAVE NALLETT, Keene, NH, (603) 355-1194. (3)

'52 Wenaumet Kitten, blt & maintained by Bigelow. Compl refastened '88. New CB '00. W/ spinnaker & boom tent. \$4,500. R. WOGISCH, 2 Meredith Way, E. Harwich, MA 02645, (508) 430-7305, <cf109@aol.com> (3)

91/2' Joel White Nutshell, exc Shore Sail. Sapele plywood, interior finished bright. New hollow mast. Sell for cost of materials \$1,385. ROBERT SCULL, Wicomico Church, VA, (804) 580-7402. (3P)

'87 Starwin Sloop. \$4,000. **Grumman Gulfport 21**. \$1,500. **Dory Sloop**, pine on oak, t'bark sails, bronze fastenings, trlr, blt '87. \$4,000. CARPENTER'S BOAT SHOP, Pemaquid, ME, (207) 677-3768. (3P)

'85 Dovekie, Edey & Duff Hull #123, w/port quarter motor mount, hard & soft hatch covers, sail & mast cover, storage bin covers, oars, 4hp Johnson Sailmaster OB, various fuel canisters, gimballed propane stove, galv Edey & Duff trlr w/pr of lockable chests bracketing the bow of the boat for transporting the OB motor & fuel canisters on the road. All in exc cond. \$5,800. **'89 Klepper Aerius-I Expedition**, single-place folding kayak w/dble-blade paddle & a pr of cordura-like bags for transport. Kayak frame, rubber skin, & bags all in exc cond. \$2,100.

NICK SCHEUER, Rockford, IL, (815) 398-5640, <mobynick@juno.com> for details. (4)

18' CLC Chesapeake Sea Kayak, big hatches front & rear, CLC "Happy Seat", oversized Featherlite rudder & nylon spray skirt. Well blt. Tan hull, varnished deck. Big, stable boat for the kayaker who wants to play in big water and/or carry scads of gear. \$900. DAVE BREDEMEIER, Portsmouth, RI, (401) 683-3799. (4)

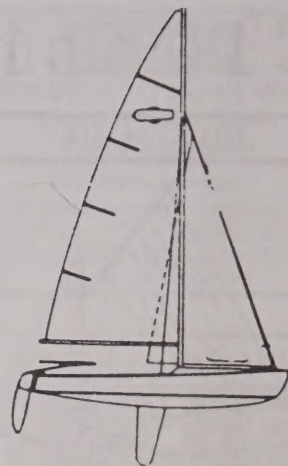
21' Dovekie, Hull #84, '83, shoal draft daysailer/camper cruiser, red hull, white deck & interior, tan-bark sail, oars, rowing seat, bow CB, FG gallows, 5hp '86 Yamaha, Bruce anchor, Edey & Duff galv trlr. All gd cond. Will deliver reasonable distance. \$3,500. BILL DODDMAN, Phoenix, AZ, (480) 940-0596, <WVDoddman@aol.com> (4)

Rebel Sloop, '69, 16' FG, trlr, 5hp Evinrude: New: running rigging, trlr tires, trlr lights, motor mount, trlr winch strap. Still in production with parts available from mfrgr. \$1100. DANIEL E. FARMER, Greenwich, NJ, (856) 455-4903, <danfarmer@worldnet.att.net> (4)

21' Drascombe Longboat, new trlr, 5hp Mercury OB, well equipped incl Autoplrm. Abt ready to sail. \$7,000. BOB DWYER, Essex, CT, (860) 767-8381. (4) **PHOTO (ran in #23 & #24)**



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



11'6" Penguin #8802, wood, Built late '60s? Fully refurbished 3 yrs ago. Exc trainer, grt for 1 or 2 adults. Enormous racing class, favorite for frostbiting. Fitted cover. \$975. Can deliver ME to MD. JEFF HILLIER, North Hampton, NH, (603) 964-5074, <jfhillier@aol.com> (4)



23' Bolger Retriever, blt by David Montgomery, launched '98, featured in *MAIB* 8/15/98. 90hp 4 cycle Honda, propane htr & stove, elec refrigerator & microwave, GPS, radio, hydraulic steering, 6.5' hdm. All windows & doors screened. Cozy river cruiser. W/tandem trlr. Asking \$29,000. PAUL CONNOLLY, Milwaukee, WI, (414) 270-0231. (4)

17' Herreshoff Rowboat, blt to orig lines. 84lbs, Honduras mahogany, Sitka spruce, western red cedar. Finely finished w/white linear polyurethane paint outside, varnish inside. A vy competitive fixed seat rowboat easily driven. 2 pr oars (strt & spoon), full length Acralon cover. Like new. \$1,900. TOM FULK, Anacortes, WA, (360) 293-8368. (4)

'91 Com Pac 23/3, 9.9 elec start Honda, galv dbl axle trlr w/4 new tires, compl new brake system. Bow & stern rails, life lines, swim ladder, VHF, AM/FM/cass, Loran, compass, Danforth w/rode, fenders. Asking \$12,500. DARRELL YOUNG, China Grove, NC, (704) 855-1155 anytime. (4)



'80 Tanzer 22, solid Fg weekend cruiser. Seaworthy, points well. Price incl trlr, 9.9hp LS OB w/tank, 4 sails, 8' dinghy, Origa alcohol stove, radio, battery, SeaLand portable head. Raised deck, poptop canopy allows stndng hdm. Fin keel sandblasted. Rewired interior. V-berth fwd, 2 qtr berths, dinette, icebox, sink w/water tank, all interior & cockpit cushions. \$4,500 OBO. KIERON WALSH, Peterborough, NH, (603) 563-8688, <kieron.walsh@prodigy.net> (4)

26' USCG Motor Surfboat, lapstrake cypress on oak. Restored & converted to gaff cutter motor sailer by Thad Danielson & owner at Redd's Pond Boatworks, Marblehead, MA. 2 cabins, rblt Westerbeke 4-108, mast, sails, anchors. Cruise 2, daysail many. Seaworthy & unique dbl ender. \$19,000 OBO.
DAVID GILROY, E. Granby, CT, (860) 658-9972, <bakergilroy@earthlink.net> (4)

BOATS WANTED

AMF Alcott Minifish.

AL COURTINES, Springfield, MA, (413) 731-9393, (508) 428-8943. (TF)

Grumman Sportboat.

ART BRUNT, P.O. Box 1295, Wolfeboro, NH 03894, (603) 569-4948. (3)

Sunfish, or similar fun, family boat for small lake in New England. Can make repairs.

JOHN LARRABEE, E. Orland, ME, (207) 469-2670 after 6pm EST. <johnbl53@yahoo.com>. (3)

Small Houseboat, such as GP-16 by Betts, or Aqua Casa by Berkeley Engineering.

JIM MUNSON, Scottsdale, AZ, (480) 585-0051. (4)

Used Sunfish or Sailfish, nd not be beautiful. \$200-\$300 range.

JEFF HILLIER, North Hampton, NH, (603) 964-5074 <jfhillier@aol.com> (4)

Shell, or wherry design solo rowing boat, 16'-18'. RICK MCNALLY, Westport, MA, (508) 636-7179; <rjmcnallyl@juno.com> (4)

AMF Alcott Minifish.

AL COURTINES, Springfield, MA, (413) 731-9393, (508) 428-8943. (TF)

SALES & RIGGING FOR SALE

Pelican Mainsail, w/sail & spar cover. Exc cond. \$100. Miscellaneous Harken blocks and cleats. Email or write for items and prices.

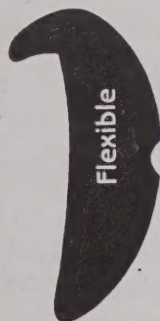
BOB SMITHSON, 988 NE Locksley, Bend, OR 97701, (541) 382-6470, <bobnyari@aol.com> (4)

GEAR FOR SALE

8hp Evinrude OB, '86 model, X-long shaft, w/alternator & tank. Well-maintained. "3R" guarantee. \$695. **8 Sheets 4x8 Okoume Plywood**, 9mm (3/8") thick. Sold as package below wholesale. \$395. JAY MOORE, Marblehead, MA, (781) 631-9454. (3)

30' PVC Gunwale Guard, new flexible white, nice professional finish for a skiff of 12'-14'. #2004-F in Hamilton catalog. Pd \$1.99/ft. Save 50%, \$30 plus shipping.

HANS WAECKER, 47 Bowman's Landing Rd, Georgetown, ME 04548, (207) 371-2282. (3)



Authentic Canvas Bosun Bucket, Made in Maine! Traditional 18th century English maritime design Made of extra heavy-weight natural canvas. 5 handy outside pockets with a double-weight web handle. Great for boat gear or onshore use! 10.5" tall

X 8.5" wide. \$25, S&H \$5. We accept Visa, MasterCard & American Express. NORS, PO Box 143, Woolwich, Maine 04579 USA, (207) 985-6134, Fax (207) 985-7633, <nors@loa.com>, www.norsgear.com (TFP)

Outboards, 5hp \$190, 12hp \$300.

ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (3P)

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*

Join us in expressing Ratty's sentiment to the world. T-shirt \$17, Long Sleeve T \$22, Sweatshirt \$27, Tote Bag \$18, Shipping \$4.75, orders up to \$50, over \$0 pleas inquire.

THE DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. Toll free 877-637-7464, www.messingabout.com (TFP)

BOOKS & PLANS FOR SALE

WoodenBoat Magazines, 1978-1994 inclusive, complete sets, mint cond. \$595 plus S/H/I/ **WoodenBoat Magazine**, Vol 1 No 1-6. \$100 plus S/H/I.

R.A. NOTARISTEFANO, 3 Jay Ct., Northport, NY 11768, (631) 757-3087 eves. wknds. (3)



Chog 18 New Design! Tape seam skiff built w/lines taken from a Westport work skiff. 17'10" x 6'3" It wt, strong & easy on the eyes. Building Plans \$75, Visa/MC JERRY MATHIEU, CUSTOM SKIFFS, Box 3023, Westport, MA, 02790, (508) 679-5050, (508) 636-8020 (4)

Classic Boats Monthly, 37 issues from No. 1 in September '71 to last issue in September, 1974. \$20 plus shipping.

HANS WAECKER, 47 Bowman's Landing Rd, Georgetown, ME 04548, (207) 371-2282. (3)



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)

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)

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)

"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)

MARINE RELATED ITEMS FOR SALE

Swan's Island ME House Rental, \$700/wk. Slps 4 or 5. Boat & kayak launching sites. 6 ferries daily. IVER LOFVING, Swan's Island, ME, (207) 773-9505 or (207) 526-4121. (TF)

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 (TF)

www.herknperk.com: You've seen the rest; come see the best. Herkimer & Perkins: Building Backyard Boats in Buffalo, NY. (3P)



Vacation Rental Waterfront, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slps up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk. LEONARD EPPARD, Lorton, VA, (703) 550-9486. (TF)

Life's Too Short To Own An Ugly Boat

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

◀ HERITAGE ▶

FEATHERLITE ANGLER

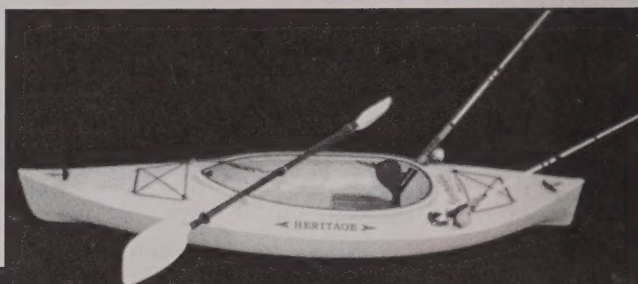
**"I have laid aside business
and gone a-fishing"**

The Compleat Angler

by Izaak Walton (1595-1683)

A good decision Izaak ... you would have loved the FeatherLite Angler, a user friendly, highly stable kayak with a huge 300 pound capacity, specially equipped for fishing. The Angler features two built-in rod holders, a convenient coiled paddle tether, a large non-confining cockpit, adjustable foot-braces, built-in flotation, accessible cargo storage, deck rigging and convenient end carries. For your comfort afloat, the Angler also provides a thick, pressure molded foam seat with an adjustable, padded backband. A built-in skeg lets the kayak track well while still permitting excellent maneuverability and good cruising speed. Weighing only 38

pounds at a manageable 9'5" in length, it's truly a breeze to handle, on or off the water. The Angler is molded in rugged polyethylene, well able to absorb hard knocks without complaint, finished in an inconspicuous low glare sand matte color. Easy to transport, easy to launch and easy on the budget, the FeatherLite Angler is ready to take you where the big ones are!



SUGGESTED RETAIL \$479

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

POSTMASTER: CHANGE SERVICE REQUESTED

XX-03

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

messing
about in
BOATS

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

S1 P6

|||||
*****AUTO**3-DIGIT 019

IRENE AXELROD
PEABODY ESSEX MUSEUM
161 E INDIA SQUARE MALL
SALEM MA 01970-3723