

Special Features This Issue
"Small Boat Show at Lake Champlain"
"Six Days of Riverine Grandeur"

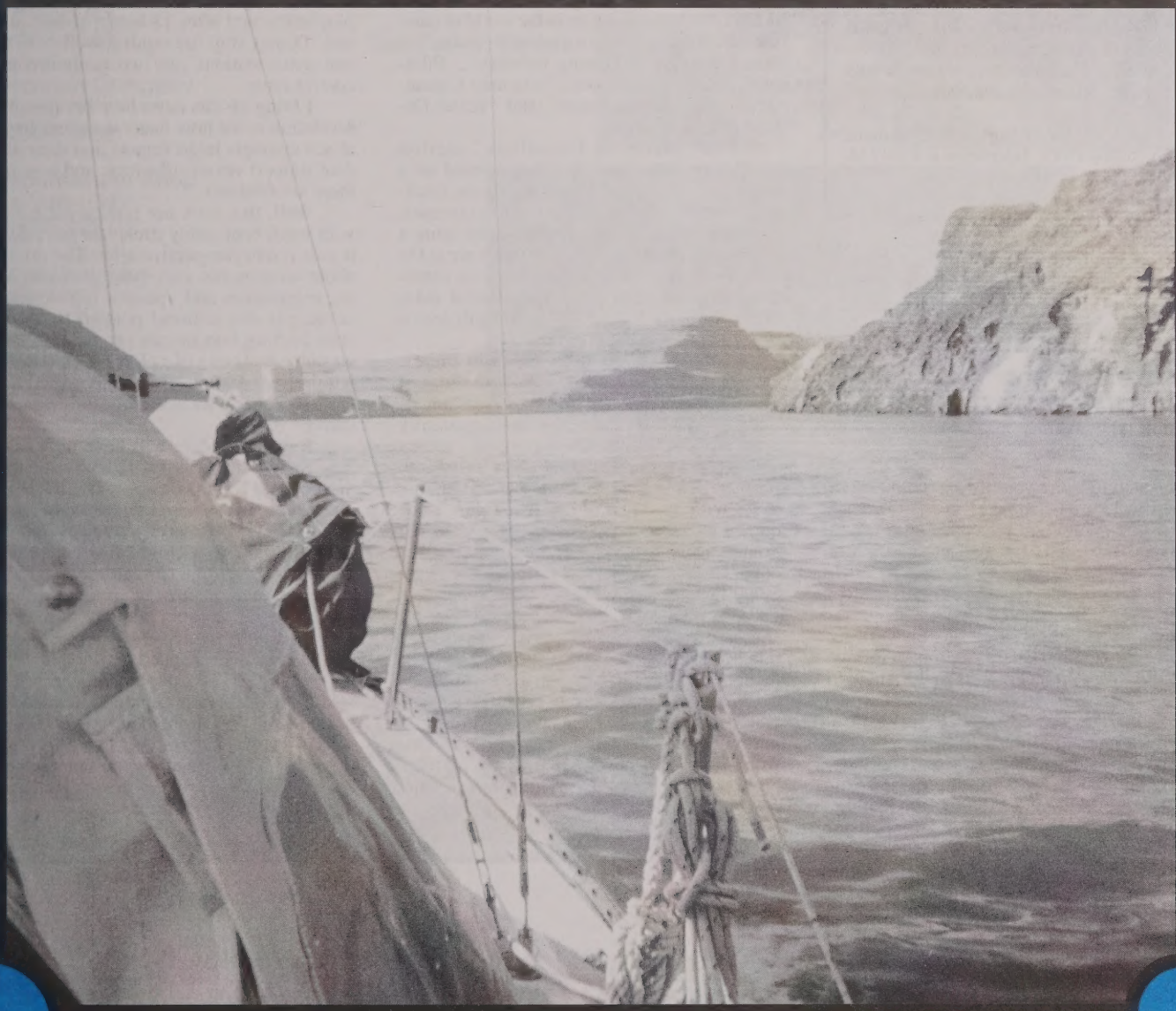
PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM, MA 01970



messing about in **BOATS**

Volume 20 - Number 8

September 1, 2002



6V
771
M47

messing about in BOATS

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

Volume 20 - Number 8
September 1, 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

Looking Ahead...

I plan to bring you my annual report on "The Blackburn Challenge".

Robb White will have two tales for us, "Salvage Job" and "Epoxy Deterioration on the New Old Skiff".

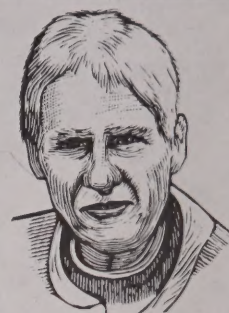
Bill Coolidge regales us with a story about "Three Boats and a Dog"; Bob Nelson begins a six part series on "Trailer Sailer Cruising in Julie II"; and Charlie Burnham follows up our *Alewife* project reports in the August 1 issue with a look at the reason behind that project in "The Upper Saugus River".

Jack Hornung shows us the specs on his "Ranger 20" in which he cruised the Snake and Columbia Rivers, and discusses "Solo Reefing the Main & Jib"; and Bill Gamblim shows us how to make, "A Dutch Rope Shackle, a Knife Lanyard & the Simplest Snotter";

John Hadden reports on how pleased he is with his "Geodesic Classic 14 Skiff" project; Weston Farmer's son brings us details of "24 Weston Farmer Designs You Can Build"; and yes, Phil Bolger & Friends have something coming also.

Commentary...

Bob Hicks, Editor



Friend and occasional contributor, Hugh Ware, has parlayed his tugboat articles written for us into a retirement career writing on that topic for major commercial boating publications. Hugh goes to international conferences now worldwide and gets invited aboard the latest tugboats afloat when he visits the firms operating them while on his travels. Kind of a nice hobby for a retired technical writer. His latest for us is in this issue, "The Carousel Tug: Crazy Idea Or a Revolution?"

Hugh turned me on to the magazine, *Professional Mariner*, to which I have now subscribed. It is interesting reading, lots of the details of what is going on in the world of commercial boating. It has major sections on "Industry Signals", "Towing Industry", "Piloting", "Recent Launches", "Maritime Casualties", "Maritime Business", and "Vessel Design & Construction".

The "Maritime Casualties" section caught my attention, 16 pages printed on a graytone background listing accidents, fatalities, near misses, etc. on the world's commercial waterways. There appears to be quite a number of casualties, but apparently we get to hear about these only when it involves something popular with the sensationalist mass media like the *Exxon Valdez* oilspill (environmental degradation).

A recent editorial discussion in *Professional Mariner* focussed on how the loss of life at sea on commercial vessels was not attracting much media attention. Apparently there are a large number of big bulk carriers and container ships out there now aging into obsolescence but carrying on and foundering at sea with large loss of life. The figure I saw quoted was around 600 seamen lost last year. Sounds a bit like the old schooner fishing days out of Gloucester, Massachusetts, where about 5,000 fishermen lost their lives at sea over a 100 year period. The fact that virtually all these ships are not U.S. registered must have something to do with why we hear so little about them.

Another recent report concerned a Coast Guard rescue boat going out in the Pacific northwest with a crew of new trainees and instructors and losing it big time in the huge breakers they were attempting to train the newbies how to handle. All or nearly all, per-

ished.

The current issue I have in hand covers events like "Four tug crewmen killed in collision with ship near C&D Canal", "Westcott didn't talk by radio to ship before fatal accident"; "Liferaft canister falling from ship kills worker on gangway". Other topics included near misses, patching at sea of a bulk carrier hull, etc.

There also seems to be some near misses involving cruise ships which are being built bigger and bigger today chasing the money people seem to be willing to spend on these floating seagoing resorts. "Cruise ship employee rescued after 12 hours in the water", and "Disney ship fire sends travellers to their emergency stations", are two mentioned in this current issue.

I bring up this news here because it is a revelation to me how many accidents happen at sea amongst large vessels and their attendant support vessels like tugs, and how often there are fatalities.

Well, this does not render our concern with small boat safety irrelevant but I do feel it puts it into perspective a bit. The drumroll about wearing life preservers goes on. Boating registration and operator instruction (licensing is still political poison) is what the state boating bureaucrats promote. Recently we published news of a plan in Connecticut to require registration of all unpowered small craft. We hear a lot about our little boats and safety.

Regular readers will have noticed that Tom Shaws "Small Boat Safety" column has disappeared from our pages. There's only so much one can say about this topic before exhausting it and Tom pretty well covered it all. I tend to think that chronicling actual disasters as in "Maritime Casualties" is an effective way to alert those who need to be reminded of the dangers inherent in men venturing out into an element in which they are not biologically equipped to function.

We do get newspaper clippings relevant to this topic from a couple of readers, and sometimes excerpt from them. Anyone got any small boat disaster stories? I won't go to 16 pages to bring them all to you but a few now and then might provide sobering contemplation of our activities afloat.

On the Cover...

"Six Days of Riverine Grandeur" is how Jack Hornung describes his cruise on the Snake and Columbia Rivers in Washington in this issue's feature story.

the ADIRONDACK GUIDE-BOAT

Charlotte VT 05445

(802) 425-3926

adirondack-guide-boat.com

"It pretty much spoils you for
any other rowing boat."

Yachting

Lake George Kayak
Bolton Landing NY
(518) 644-9366

Blue Mountain Outfitters
Blue Mountain Lake NY
(518) 352-7306

Blue Mountain Outfitters
Lake Placid NY
(518) 523-4555

Haderondah Company
Old Forge NY
(315) 369-3682

The Mountaineer Shop
Keene Valley NY
(518) 576-2281

St Regis Outfitters
NY Mills NY
(888) 775-2925

Rising Trout Outfitters
NY Mills NY
(315) 736-0353

Vermont Country Store
Weston VT
(802) 824-3184

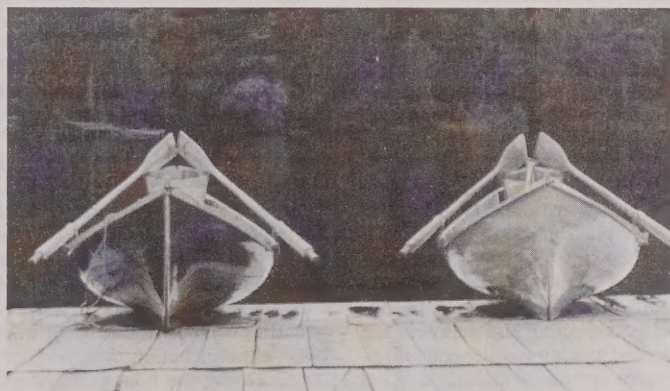
Rowing Sport
Ipswich MA
(978) 356-3623

Cooper Hamilton
(An Orvis Dealer)
Edina MN
(952) 921-3290

Rutabaga
Madison WI
(800) 472-3353
(Ask for Darren)

"It is 5:15 a.m. I am rowing
my Steve Kaulback
Adirondack Guide Boat off
the coast of Cape Cod. The
waters are glassy. My prow
slices the surface. I disturb
several diving cormorants. I
am transfixed. I am in touch.
I am human. Great stuff. Trust
me."

Tom Peters, *Forbes*



"By all rights, this boat shouldn't be as fast,
or as fun, as it is. After all, it's just a rowboat.
But one pull on the long flexible oars will tell
you that this is no ordinary rowboat ... This
sprightly wooden craft that is so right for our
time is actually a relic of the past. It's a piece
of boating history whose time has come and
gone - and come again. Get behind the oars
of one and you'll know what we mean. Truly,
these are boats you can hug."

Popular Mechanics

**Cedar Guideboats / Cedar Guideboat Kits / Kevlar & Fiberglass Guideboats
Vermont Packboats / Oars / Seats / Supplies / Hardware / Oar Bags / Seat Bags / Cradles**

Amateur versus Professional

Quite a few of our designs are often better left to the experienced professional due to relative hull-shape complexity and required quality of carpentry and joinery. You would expect seasoned professionals to make fast work of what would thoroughly demoralize the under-experienced part-time home builder. And many professionals do decent work, reliably, on time, to whatever contractual agreement, if you can afford their need to make a living wage.

But a significant amount of our work has been for amateur construction, the term being rather hard to define. Some amateurs are actually working faster and neater than some professionals. And what will an amateur beginning a 40' hull be called by the time the boat floats and is ready for an off-shore cruise?

After all, we have seen some professional building crews for instance inadvertently mirror-image the interior of sizable off-shore cruisers; mismatch the laps at the bow of what should be a perfect lay of planks on an elaborate lapstrake design; succeed in repeatedly making epoxy/glass plywood hulls leak at launch date; play fast and loose with matters of weights, balances, ballast ratios to suit sudden impulses on the shop floor and afloat; compromise design-coherence by consulting an apparent shadow-cabinet of advisors/experts who neither had to account for their motivation nor had to pay for addition cost, and never had to take responsibility for the results; repeatedly mismatch epoxy with incompatible primer with paint peeling off on her first run; counsel clients that certain significant hull attributes on the plans were not really necessary without any personal experience on the given design; and mutating established designs into even for us odd-looking devices with reduced safety, utility, and typically resale value.

So screwing up is by no means just the exclusive bane of amateurs, although their mistakes likely cost less financially but hurt more in terms of pride and confidence. Of course if you keep the shop door and your mouth shut, much risk of embarrassment can be reduced while the evidence can be destroyed, mistakes corrected, and delays in the launch date masked under miscellaneous slowdowns and overly optimistic schedule. Live and learn, plus experience a session or two in the prerequisite Moaning Chair to purge frustration and self-flagellation impulses.

Motivations of Home-Builders

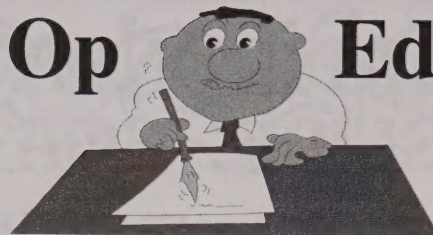
Most home-builders of craft are fueled by one or more of the following reasons to start and persist in their project:

Building your own boat, almost irrespective of size, purpose, and eventual use, is a dream come true, in which counting hours and dollars was furthest from your minds.

Small projects can certainly teach much about necessary skills, your own mind-set, and the likelihood of succeeding in larger projects, be it in size or complexity or both.

Building the craft yourself is perhaps the only viable financial solution to getting the type and size of craft you want or need.

Even with a decent income this may be the only way you get to have exactly the type of geometry, look, utility that you find attractive or necessary for your boating purposes,



Building Your Own Craft ?

By Phil Bolger & Friends

For a long time that question has moved people to discuss their own experience. There is good and bad in these stories, glory and tragedy, far-sightedness and myopia, good luck and bad luck, brilliance and silliness, all in as many mixes of these as there are personal stories to report. More are added every day.

as either professional construction is not doable without a lottery win, or comparable craft are offered in the vast used boat market; market-research having dismissed your idea of a desirable boat while dictating values borne of competitive salesmanship and interest in sheer turnover that are alien to you and your cruising ambitions.

Doing your own boat is perhaps the only time in your life when you can show yourself and eventually the world the range of skills and depth of persistence you can muster to do all this by yourself.

Doing your own boat may be the only thing in your life you really have complete control over, no buts, compromises of any sort, just yours.

You may see this as no different from your house rebuilding project, getting your degree on two night jobs, or doing time in the Armed Forces, the joint, or Dilbert's Cubicle Hell, except here you are in charge without boss, intrusive colleagues, or job politics interfering all the time, with the promise of eventually even casting off your lines to leave all those things behind for good.

Doing the boat yourself you will know everything about the craft you need to go cruising without hand holding via tech support, without bleeding financially for every problem that might crop up, without being subject to the gamble of having a competent or incompetent expert do the work. And you can dramatically reduce the risk of physical harm to you, your loved ones, and the craft, because you can fix almost all things out there alone; in fact by picking the right design and mechanicals you have opportunity to eliminate or at least reduce the likelihood of such calamities to ever endanger you to begin with.

Having done the boat from the ground up, you can readily, hopefully with due forethought, alter the craft down the line without being at too much risk of compromising her and you. Certainly the children's cabin can become your library, a fair weather craft be thermally upgraded to moderate four season cruising, and a sailing craft turned into a decent power cruiser.

Since you are investing serious thought, energy, time, money, and dreams in the project

you will use her long term, as much as possible, without distractions of pointless Blue Book Value speculations, to get back out of this one boat a lifetime worth of experiences and satisfaction only dementia could take away.

You have certain skills already, have or know, in the age of the Internet or just following commonly available references, where to get what tool at what expense, where to get what building material or support services via mail order or in person locally, and are good at knowing or at least are willing to explore the need to ask questions when sensible.

Perhaps most importantly you have some sense of your own stamina and relative levels of discipline, know to start modestly in preparation for a larger project, know to take a breather to not run down your strength too early, or contrarily not to chat up too much time with your buddies about what you will do, rather than doing it now.

Interestingly, size is not always related to the relative challenge of the project. We certainly have done small, meaning short, designs that are dense with details and complex in required skills and accumulating tedium, able to eat your man hours as fast as a larger but simpler craft might. Uncomplicated length for faster passages can be cheap if you keep it simple and resist the urge to fill the available volume with as many berths and gimmicks as marketing types may dictate to corporate builders for the next boat show.

Pitfalls of Home Building

Some never get started on any project as years go by because they suffer from the Candy Store Syndrome. They are never able to formulate and refine a coherent wish list in order to decide which design to pick. They have a hard time learning how to accept the reality that no design will ever do everything perfectly. Some never cease shifting grounds, reformulating the list until all versions taken together are good for a whole fleet of craft. A boat project will not cure all that may ail you; it may help and it can hurt.

Some are too ambitious for their skill, time frame, budget, and support system to ever be likely to complete the chosen project with flying colors.

Some start building perfectly sensible designs, but stall out soon as they keep second guessing their initial decision. Of course they may be right! But this will slow down the project of getting on the water and may, after another false start, deplete time, money, and patience so that anything off the shelf would eventually seem very desirable indeed after all.

Some knowingly pick a design that is documented to readily eat five digit man hours and will, even if ever finished, have eaten much of their vigorous years on the shop floor, they had actually planned on enjoying cruising vigorously; it is possible to be too late to ever fully enjoy the fruits of your labor.

Some pick a design that will not be flexible enough to suit needs anymore years down the road when the project is finally completed successfully, but personal circumstances have changed.

Some make only intermittent progress because they have not done enough research to track down reliable sources of materials necessary for the project but which are not

stocked locally, less excusable in this day and age of national and international publications full of ads for services and supplies, the Internet, credit card acceptance, and rapid delivery systems; just about everything can be shipped nearly everywhere.

Some plan implausibly on shoe-string philosophy from scrounging for appropriate hull material and hardware to making do with insufficient and even dangerous tools, ignoring the need for safety gear, and likely counting on too much luck or just never ending charity by others to pull it off successfully. How much time is spent just hunting and bumbling, unless, rather than building her, that is actually the point?

For some, the project becomes a sour exercise with painful lasting memories of a hull unfinished, budget used up, possibly mate lost along with the cruising dreams, a personal tragedy indeed. Nobody knows how many dead projects linger in back yards and boat yards quietly abandoned, or which have been tearfully cut up for firewood or just the dump, or have been passed along for completion with TLC to yet another hopeful soul with an irrepressible dream. As with any major challenge voluntarily taken on in life, there are real risks of serious failure and losses, including being too thoroughly depleted of strength to go on in general.

Rather rarely the case fortunately, between bad luck and carelessness some get seriously injured on the shop floor precluding any further building if not cruising ever; some of this can be avoided by design.

Sometimes boats are completed to a given stock plan with the initial assumption painfully corrected over time that a seemingly simple plan may not necessarily result in a rapidly assembled hull, as its apparent simplicity on paper just reflected the initial client's knowledge of details that thus needed not to be shown.

Some just like changing things on the

plans, readily risking adding extra weeks and months if not failure.

And locally, or on the Internet, some simply just chat about the project a lot with little actual progress.

How About Just Rehabilitation Of Extant Projects, Tired Production Hulls, And Insurance Write-Offs?

Quite a few try rehabilitating a used craft. And they found it to be a reasonably predictable avenue to pursue, arriving at a very usable boat that did not require a mortgage to cloud the pleasure of every cruise.

Yet again others came to regret the day they accepted that concept, as the sins of prior owners, problems of stopping and reversing inevitable general decay all over the craft, issues of maddening inaccessibility in the bowels of her, unavailability of parts for old machinery, all with mounting parts and services cost plus an unexpectedly high man hour number came together to make the whole once promising project hard to defend in any light; the craft was still old, with new parts here and there, likely not a classic worth preserving, but full of often tedious hard labor.

Over the years we've read several perspectives on the matter. Some work out fine. Many seem not to show defensible cost versus benefit ratios. And you are often stuck with given geometries, suitable or not.

Any Conclusions?

Much depends on initial choices. Much depends on overall outlook on life, experience with yourself, personal track record handling smaller and larger projects, or just irrepressible conviction that (this time) you will make it happen. You need discipline, some luck, support by family and friends, and a serious

amount of footwork up front to narrow the choices and soberly maximize the opportunities offered in the market of new and old designs. You eventually need to determine where to draw the summation line, perhaps break that determination with another round or two, to finally arrive reasonably seasoned at the point where you get out of the Candy Store, be disciplined in sticking with your choice, and have at it.

It helps to embrace a design that promises by forethought and track record, both open to scrutiny on plans and published paper trail, to require fewer man hours, less highly skilled and intensive work, be it on grand hull structures or potentially over tedious details.

Much of our work is about meeting that challenge of making and keeping things doable. We have, and may on occasion still, indulge in retro styling and thinking where certain olde time flavors of appearance are accepted as expensive but irresistible exercises. But the focus on actual doability is our main obsession and likely should be that of homebuilders too. If there is a way to do as much successful cruising for less initial effort in time and money, it should be taken seriously across the board. If indeed more is offered by design and then still for less, the choices for the would be builder should narrow dramatically.

Shifting the focus away from the irrelevant to the essential is both imperative for the designer as it should be for any builder, amateur or professional. Certainly in our experience, so called amateurs have done, and will do, more to advance the level of sophistication in design, first by formulating coherent wish lists and then disciplined execution of their custom plans. Only together will designers and home builders push the envelope towards further rationalizing pleasure and working craft.

Several intriguing cruisers between 30' and 50' are in the pipeline...

About Banning Personal Watercraft

By Craig Wilson

I just read again in *MAIB* another reader's comment that he was glad PWCs have been banned from yet another public waterway. This is not good. If this trend (hatred of, leading to banning of, PWCs) keeps up we are all in trouble.

I do not own a PWC and I probably will not, but I am very impressed by their capabilities. They can do things other boats cannot do and can handle situations that would sink most other boats. I am not, however, favorably impressed with the way people use them. They do things with them that are dangerous and illegal and they often have no respect for other people using the waterways. This is why people want them banned.

So, should we allow public agencies and bureaucrats to solve this problem by banning the boats? No, and here's why:

1) It's not the boats that are the problem, it's the operators. We already have enough laws on the books to control improper operation of all boats. Public officials should be re-

quired to enforce these existing laws instead of making more unnecessary new laws.

2) PWC owners pay registration fees, taxes on their boats, and park entrance fees just like all other boat owners. This gives them just as much right as anyone to use public waterways.

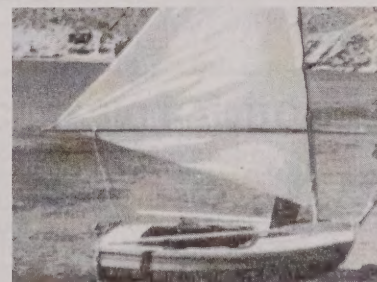
3) Laws which make illegal the operation of any vehicle or vessel, when such operation was previously legal, are violations of the ex post facto clause of the U.S. Constitution and are therefore illegal. This same argument also applies to laws that ban two cycle outboards from lakes or snowmobiles from national parks. There is plenty of precedent for this argument all over the country.

If we allow government agencies to make laws which violate the Constitution and take away someone else's rights because we approve of the result, then we must realize that they will use this power on all of us to control any other aspect of our lives they deem needing their control, and we will all find our freedom ever more restrained.

If we want to control IMPROPER OPERATION of PWCs we must choose some other way than just allowing public officials to arbitrarily ban them. What if they were to ban your favorite way of boating? How about it, all human powered boats are a menace to navigation of powerboats (the political majority)

because they are so slow they get in the way (like bicycles on the public roads).

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

You write to us about...

Activities & Events...

Small Boat Messabout

The Delaware River Chapter of the Traditional Small Craft Association will hold its annual Small Boat Messabout on September 14 at the Union Lake Sailing and Tennis Club, Millville, NJ. Activities get under way at 9am and last until everybody leaves. We sail each other's boats, sing chanteys, have races. Last year we had kayak races, pulling boat races, an open class sailing race and a special race for Melonseeds, and special races for kids. Two coracles were on hand to practice with. For more information contact me at (856) 691-4053, <Sshep41556@aol.com>

Tom Shepard

Two New Jersey Wooden Boat Events

The 20th Annual Antique & Classic Boat Show sponsored by the Barnegat Bay Chapter takes place on September 14 at the New Jersey Museum of Boating, 1800 Bay Ave., in Point Pleasant, NJ, info at (732) 859-4767. The following weekend the 2nd Annual Wooden Boat Rendezvous is scheduled at the Monmouth Boat Club, Union St. in Red Bank, NJ, info at (732) 291-9446.

Navesink Maritime Heritage Association, Fair Haven, NJ

News of Interest...

An Inspiring Powerhouse of a Guy

My friend Bob Seigny, an inspiring powerhouse of a guy, died last November of a peculiar variety of cancer of the spine. I worked with him last summer helping him build a 23' Atkin schooner which he had hoped to sail south by winter. He was a positive minded inspiration who influenced young and old to DO what they thought about doing. Very unselfish, he frequently would show up at a work site with a pile of materials, a bucket of food and his tools and be there two or three days helping out.

A sad loss, he'll be missed.
Bob Cheney. Jackson, NH.

Pollution - Less Now Than Before

For the past dozen years Auxiliary 18-551 has been making regular patrols, safety, pollution and regatta, over the same thirty five mile stretch of the ICW. In that time frame water traffic has increased dramatically, shoreside construction has increased significantly and pollution, at least visible pollution, has decreased remarkably.

A mid-July safety patrol in 2002 was unusual not only because 551 circled to pick up a lone floating plastic bag but because her crew watched a recreational vessel spot, track down and collect a bobbing styrofoam cup. In the mid-nineties 551 used her long-handled net to fill a plastic bag with garbage each time out. Today the net hardly leaves its rack.

In all her years on patrol, 551 has only once observed an oil slick. That was on a pollution patrol when leaving Bradley Creek.

Some distance ahead was a 35' cruiser. As she left the no-wake zone and began to move on to plane, her bilge pumps found an oil-water mix and spread a 200' by 50' oil-water patch. We called this in to the Coast Guard Station, but before any action could be taken the slick expanded and dissolved. Clearly, there had been very little oil in the solution pumped from that cruiser.

Pollution patrols are, perhaps, the most interesting work that 551 does since they take her into a whole series of private marinas. It is a real satisfaction regularly to find them clean, so much so that we expect to so find them. One of these is long and very narrow with an unmarked entrance. Auxiliary 551 makes a point of checking this one on a rising tide. For perhaps a half mile she moves along a channel plus or minus 40' in width with docks and moored boats on both sides. Ten years ago it was not uncommon to collect some coke or beer cans in this channel. Today almost every dock has a net available, nets that are clearly used regularly since there is no trash of any kind to be seen.

The challenge is to make a U-turn at the channel's end to head back out to the waterway. Perhaps one reason this marina is so clean is that an Auxiliarist from a neighboring flotilla keeps his boat there. It is very possible that he has set the example that all the property owners are clearly following.

Many of us deplore the extremely heavy boat traffic we find on the ICW on weekends and holidays but we must at the same time rejoice that today's boaters are far more careful about trash and pollution overboard than were their predecessors. Let's hope they teach their children to follow their examples.

Tom Shaw, USCGA, Wilmington, NC

Projects...

Swedish Church Ferry

Pennsville Township, Pennsylvania was part of the original New Sweden Colony, settled in 1638. Swedish-Finnish farmers and fishermen settled here in the 17th Century. The New Sweden colony was only under Swedish rule for 17 years, from 1655 to 1664 under Dutch Rule, then under English rule beginning in 1664. Pennsville's Swedish History is buried in the past. My own ancestor came to the colony with the first settlers in 1640 on the *Kalmar Nyel* ship.

The early settlers from Penns Neck, Finns Point, Boughtown (Penns Grove) and Lucas Point (Carney's Point) traveled across the Delaware River to attend church, because there was no local Swedish Lutheran church in Jersey. They were part of Crane's Neck Swedish Lutheran congregation, on the West Banks of

the Delaware River. This log church, built in 1667, was located approximately at the site of the Port of Wilmington, Delaware. The church was an integral part of Swedish Community.

To maintain church membership, they traveled regularly across the Delaware River in private shallops and skiffs. When the new Holy Trinity Church was built at Christina in 1699, they had even further to travel. Therefore, the congregation purchased a new boat for 20 shillings, from Hendrick Tussey, the grandson of one of the first settlers, who lived at Bochten, Verdrietige Hook, north of the church. It was to be available for use for those coming from Penn's Neck and those below the Christina River who needed transportation.

This is documented in church records, but is referred to only as a canoe or ferry, no other description has been found. It was delivered to Steffan Joransson, a Finn, who lived at Finn's Point. St. George's log church was not built until 1717, at the corner of Church Landing Road and Kings Highway (Broadway). St. George's records indicate that 4 adults and a child drowned in 1718 on their way to church. Therefore, they most likely continued to travel across the river to weddings, christening, funerals, and special celebrations of the church, for more than 30 years.

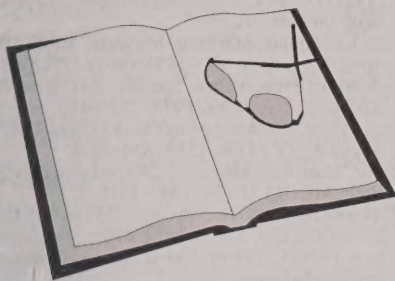
Church boats played a significant role in the life of the community in Sweden. I am convinced this 1699 boat also played a similar role in the life of the Penns Neck community. But this is an overlooked, nearly forgotten part of our maritime history. Thus I am researching this subject in an effort to bring this piece of history to the attention of the people of Salem County.

I recently provided the Pennsville Historical Society Museum, with a scale model of what a dug-out version of this small craft may have looked like. It is now on display, as part of the Swedish Heritage exhibit. In the near future, I also plan to provide them with a plank constructed model, the traditional Swedish Church boat, as a visual aid to help convey the story of this unique chapter in our history.

My ultimate long-range goal is to have a full size replica displayed in a secure boat house near the dock at Fort Mott State Park (the historically accurate location, since it was originally delivered to Finns Point in 1699). This location would provide great visibility for the boat and a testament to our heritage. Fort Mott is also an excellent location to hold reenactments, Swedish Midsummer festivals, and commemorations to our Swedish Heritage. It would provide a valuable addition to the State Park System, an opportunity for many people to learn about the Swedish roots of Pennsville, the county, New Jersey and America. I believe future generation need to be made aware of the roots of this community and the State. This is my ultimate objective.

For information contact me, Aleasa Hogate, 94 Sparks Ave. Pennsville, NJ, 08070, (856) 678-5511, <goaleasa@juno.com>, www.myprivate.com/aleasa





Book Review

A Doryman's Day

Captain R. Barry Fisher
Tilbury House, Publishers
Gardiner, Maine 2001
Softbound \$16

Reviewed by John Hawkinson

This is a fine set of recollections covering the indoctrination of a Gloucester boy into dory fishing, the description of life on a Banks schooner in the late 1940s, and a story about the doryman in his prime on month-long swordfish cruise. Each of the three chapters could stand alone, but combined they give us an unclouded view of the relation of man to dory. Sprinkled throughout the book are many photographs from the archives of the Maine Maritime Museum. These show vessels, rigging and gear as described in the text including two of the schooners Fisher sailed on.

Captain R. Barry Fisher began dory life in Gloucester at about ten. He sailed in the merchant marine at 15 during World War II and on Banks schooners in the late 40s. Wounded in the Korean War, he took to study, which led to Harvard and a Masters in Education. Teaching could not replace fishing, and he advanced as captain from a dragger to factory ships. He became Associate Professor of Fisheries at Oregon State University and Senior American Fleet Captain in a joint venture with the Soviets. This book grew from a lecture Captain Fisher presented at the Maine Maritime Museum. His words are warm and homespun as he talks about ordinary fishing people. He died just a year ago, a highly respected fisheries leader.

The fledgling doryman appears in the first chapter, "A Wharf Rat's Tale". This episode recalled my first reading of the chapter in Tom Sawyer where the fence got a coat of white-wash. Four boys appear on the Gloucester waterfront during the depression years, and make themselves available to do odd jobs on fishing boats. They are paid in fish which they peddle up town in their home made wagons. This enterprise gains them ice cream and movie money as well as a benefactor. Be-

friendled by a fishing captain, they acquire two broken-down dories to make a workable one. The captain is their mentor, ushering them through the financing and rebuilding process, adding a philosophy of life with practical knowledge of boat maintenance and handling. The boys are able to fish on their own and salvage scrap metal. In thin times, they were relative tycoons, easily able to afford two squirts of syrup in their soda at 5¢ rather than one at 3¢.

Fishing for cod and haddock in open dories on the offshore banks of New England and the Maritime Provinces evolved over many centuries. *A Doryman's Day* explains the culmination of the technique on a schooner with traditional rig but running under power and carrying as many as ten nested dories. Each detail is given, illustrating the dory and its gear, the tackle, the launching of dories and setting the trawls, the waiting, the pulling in and transfer to mother schooner, the cleaning and icing of the fish.

Of great importance is the role of the cook, preparing great gobs of food during the week on the banks, acting as "Doc" and tending to ailments, assisting with many of the details of the successful cruise. Dorymen were more inclined to sign up with a good cook than with a good skipper.

This was a labor-intensive type of fishing, and later gave way to dragging under power. In its day, dory fishing produced a very high quality catch, not mangled by machinery. It also produced a class of small boat handlers that the author states, "Were, without a doubt, the best small boat seamen I have ever seen, and along with the Portuguese dorymen, probably the best the world has ever seen."

The final chapter is about a swordfishing trip, lasting about a month. The vessel was a schooner built to run under power. "For a great many men in Gloucester, swordfishing was a 'fun' fishery." Since this is done during daytime, the fleet could gather at evening for a 'gam'. The author admits that fishermen have a tendency to enhance the truth whenever given the chance. "It was for people who had an itch for sailing in the schooners, spending their days aloft on the fore topmast looking hard for the fins of the swordfish, and running the vessel down and harpooning the unsuspecting fish."

He outlines this method succinctly by

adding that once the dart was set, a 100 fathom line attached to a brightly colored barrel went over to be retrieved by a man in a dory. The rig allowed the height needed for the mast-head man (who had the control of the helm) to spot the fish and maneuver the schooner so that the striker (at the end of the long bowsprit) had an easy shot. The dory was launched when a swordfish was lanced. The dory crew would then subdue the swordfish and transfer the catch to the schooner. In the course of this voyage we learn the details about swordfishing before the modern era: how each member of the crew fit into the pattern from the lookouts and masthead man to the cook. All performed set tasks, all were interdependent.

The story tells of a small schooner on hard times, needing costly fishing gear for the rest of the year, forced to make a late season trip at long odds. The other crews knew better and stayed at home. Their captain was an ancient, reformed drunk with a pick up crew that somehow fit together. The first two weeks were skimpy, and the skipper cursed like a madman until the crew 'rescued' him. The crew frightened the skipper into a religious frenzy and the swordfish cooperated. Their luck changed as miraculously as the skipper did, they filled up the hold in 10 days and arrived back in Boston with a heavy catch. Since they were the only vessel to market swordfish that month, they were handsomely paid off. A once in a lifetime cruise, saving the owner's skin and boat and putting many through the winter ahead. This story from the author's experience in the late 40s recounts events as though they happened yesterday.

The title piece ends with some teachings of an old sea captain which the author calls "A Doryman's Legacy", part of which is quoted here; "Young fella, mind the course, steady as she goes, steer small. Face storms and the shoals of adversity square on. Remember, one hand for the vessel first, always first, and then one for yourself. Go joyously into the dory; whatever job of work there be, give it the finest and the best that is in you. Be good to your dorymate and your shipmates. Speak no ill of them. If you go aground, work yourself off. Cast all self-pity and beat to windward again and again, so that in the fullness of your years, you can come about and run downwind free and easy with the tide."

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

BAYBIRD

18' Gaff Sloop



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

NEW! Compass

CLASSIC CAT

14' Classic Half-Decked Catboat

Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

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

ANTIQUE & CLASSIC BOATING

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

BOATBUILDING INSTRUCTION

Adirondack Boat Building & Water Skills School, PO Box 146, Raquette Lake, NY 13436, (315) 354-5311, <sagamore@telenet.net>
Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445, (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 903-4284, <www.chesapeakeboatsbayou.cktl.com>.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913, (978) 388-0162.
Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
NW School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282, (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123, (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
The Carpenter's Boatshop, 440 Old County Rd., Pemaquid, ME 04558, (207) 677-3768.
Washington Cty. Technical College, RRI Box 22C, River Rd., Calais, ME 04619, (207) 454-1000.

Directory of Activities & Events Organizers for 2002

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.
Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955.

CONTEMPORARY YACHTING

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

ELECTRIC BOATING

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

MARITIME EDUCATION

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

MARITIME HISTORY MUSEUMS & ASSOC.

(Maritime Museum News, PO Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950, (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (978) 768-7541.
Galveston & Trinity Bay Marine Museum, P.O. Box 641, Bacliff, TX 77518, (281) 559-1092, <www.scowschooner.org>.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Hereschoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415, (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331,

(712)332-5264, <captainsteve@ncn.net>, <www.okobojimuseum.org>.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796, (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.
Marblehead Dory & Schooner Museum, Gary Kissal, Curator, 5 Bessom St. #101, Marblehead, MA 01945, (781) 631-2567, <jmorgan@marblehead.com>
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (757) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-5315.
Navesink Maritime Heritage Assoc., P.O. Box 6498, Fair Haven, NJ 07704.
New Bedford Whaling Museum, New Bedford, MA, (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Osterville Hist. Soc. & Mus., 155 W. Bay Rd., PO Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970, (978) 745-9500.
Penobscot Marine Museum, 5 Church St., Searsport, ME 04974, (207) 548-2529.
Plimoth Plantation, Plymouth, MA, (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035, (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, Roy Wheeler, 295 Washington St. Bath, ME 04530, (207) 442-0097.
Model Guild of the Ventura Cty Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035 (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501, (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122, (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD

21146.(410) 431-05480; e-mail sailfaster@aol.com; website http://www.my-town.com/sailing.

American Canoe Assoc. Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084. Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946. Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

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

New England Beetle Cat Boat Assoc., c/o Nancy Rodgers, 20 Brookline Rd., Scarsdale, NY 10583, (914) 472-8274, <saltworksx@aol.com>

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

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

The Catboat Association, Inc., c/o David E. Hall, 115 Elm St., S. Dartmouth, MA 02748-3801, (508) 991-5491, <Quickshole@aol.com>

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

PADDLING

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

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

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

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

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

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

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

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

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

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

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

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

ROWING

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

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

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

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

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

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

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

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

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

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

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

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

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

Piscataqua Rowing Club, Prescott Park, Portsmouth,

NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

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

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

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

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

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

The Traditional Small Craft Association, P.O. Box 350 Mystic, CT 06355, http://www.tscanet.

Adirondack Chapter TSCA, Mary Brown, 100 Cornelia St. Apt. 205, Plattsburg, NY 12901, (518) 561-16677 (H), (518) 563-5190 #11 (O), <mabrown@cefls.or>

Annapolis Chapter TSCA, Sigrid Trumpy, 12 German St., Annapolis, MD 21401, <hollace@crosslink.net

Barnegat Bay TSCA, Contact TBA.

Connecticut River Oar & Paddle Club, Jon Persson, 18 Riverside Ave., Old Saybrook, CT 06575, (860) 388-2343, <jon.persson@snet.net>

Delaware Valley TSCA, Tom Shephard, 482 Almond Rd., Pittsgrove, NJ 08318, (856) 691-4053, <Sshep41556@aol.com>

Floating the Apple, Mike Davis, 400 West 43rd 32R, New York, NY 10036, (212) 564-5412, (212) 757-5283, <Floapple@aol.com>

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516, (252) 728-6673.

Gulf Coast Heritage Chapter, Scott M. Stroh III, P.O. Box 846, Osprey, FL 34229-5215, (941) 966-5214, <gcha@gte.net>

John Gardner Chapter TSCA, Russ Smith, University of Connecticut Avery Point Campus, 1084 Shennecossett Rd., Groton, CT 06340, (860) 536-1113, <fruzzy@hotmail.com>

Long Island TSCA, J. Myron Young, Box 635, Laurel, NY 11948. (631) 298 -4512.

Mauzy River Chapter, Andy Wolfe, 20 Palfrey Ln., Glasgow, VA 24555, (540) 464-3449, <upperdeckboats@rockbridge.net>

North Shore TSCA, Dave Morrow, 63 Lynnfield St., Lynn, MA 01904, (781) 598-6163.

Oregon TSCA, Sam Johnson, 1449 Southwest Davenport, Portland, OR 97201, (503) 223-47721, <ssj@northwest.com>

Patuxent Small Craft Guild, George Sargent, 5227 William's Wharf Rd., St. Leonard, MD 20685, (410) 586-1893, (410) 326-2042.

Pine lake Small Craft Association, Sandy Bryson, 333 Whitehills Dr., E. Lansing, MI 48823, (517) 351-5976, <sbryson@mus.edu>

Potomac TSCA, temporarily inactive. If interested in reorganizing contact Bob Grove, (703) 548-3972 days, (703) 549-6746 eves.

Puget Sound Chapter, Bob Dunshee, 2600 E. Helen St., Seattle, WA 98112, (206) 322-8846, <rdunsheel@attbi.com>; John Weiss, 19222 37th Ave. NE, Lake Forest Park, WA 98155, (206) 368-7354, <jrweiss@attglobal.net>

Sacramento TSCA, Dan Drath, P.O. Box 620639, Woodside, CA 94062, (650) 367-6652, <drathmarine@earthlink.net>

Scajaquada TSCA, Charles H. Meyer, 5405 East River, Grand Island, NY 14072, (716) 773-2515, <chmsails@aol.com>

South Jersey TSCA, George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210, (609) 861-0018, <georgeloo@hotmail.com>

South Street Seaport Museum, John B. Putnam, 207 Front St., New York, NY 10038, (212) 748-8600 x663 days.

TSCA of West Michigan, Mike Kiefer, 7066 103rd Ave., South Haven, MI 49090, (616) 637-6805, <mkiefer@i2k.com>

TSCA of Wisconsin, James R. Kowall, Door County Maritime Museum, Box 246, Sturgeon Bay, WI 54235, (920) 743-4631.

Upper Chesapeake Baymen, MD, reorganizing, (410) 254-7957.

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

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

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

WATERCYCLING

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

WATER TRAILS

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

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

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

WOODEN BOATS

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

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

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

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

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

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

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



Robert Sparks' stitch and glue ply variations on Rob Roy and Wee Lassie canoes, Swamp Yankee Boats.

The 14th Annual Small Boat Show at the Lake Champlain Maritime Museum, located in Vergennes, Vermont, was a great event for small boat enthusiasts. In a very informal outdoor setting under a large canopy, the show offered time for one on one discussion with all the participants. It was fun to move around and listen to the conversations, and pick up on interesting points. The participants ranged from professional boat builders and designers to home builders displaying their handiwork.

In addition to the boats, there were the museum displays of the early craft of the Lake, there was great music by Jeff Warner on Saturday and The Wood's Tea Company on Sunday, and a three mile challenge race on Sunday. The weekend included trials of various boats in the harbor and a cardboard and duct tape regatta with children designing, construct-

Small Boat Show At Lake Champlain

By Peter Bowser

ing and paddling their own craft. A few entrants got wet, but it was great fun to see the ingenuity of the youngsters and their obvious pride when the "boats" floated.

Readers of MAIB will recognize several of this year's participants. Robert Sparks of Swamp Yankee boats was in attendance with three offerings; an 11' wood solo wee Lassie type canoe, an 11' wood solo Rob Roy decked canoe and an 11' kayak. He also had a colorful display of spoon blade paddles. In addi-

tion Robert was selling plans and instructions for \$15.

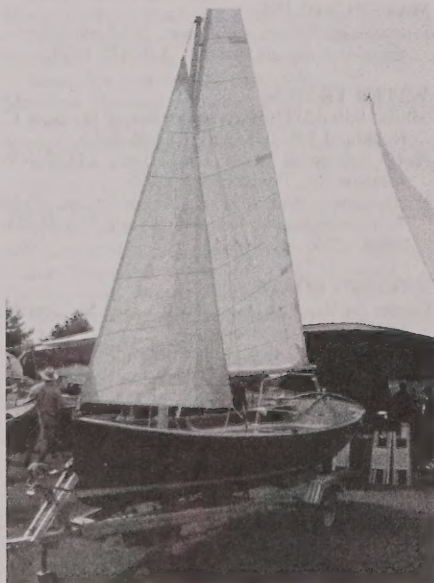
William Clements from North Billerica, Massachusetts brought a 16' canoe yawl, Nord Koster, that was simply beautiful to walk around. The craftsmanship and custom hardware and attention to detail were admired by everyone. In addition to small craft he had cinching irons and caned seats available, as well as a photo album of his work. William also brought along sections of hollow shaft construction in several stages of completion. For someone like me, who has only read of the technique, it was an "A-ha" moment to actually see and feel it.

Geoff Kerr of Two Daughters Boatworks from Westford Vermont, brought a recently completed 19'6" Caledonia yawl designed by Ian Oughtred. Constructed of sapele plywood, this very roomy craft weighs about 450lbs. On a recent outing Geoff had seven people onboard to enjoy a day on the lake. He finds the craft to be very stable and quite a fast sailer. The mast and booms were of hollow shaft construction using the bird's mouth technique to make stepping the mast an easy one person job. Geoff is also an instructor at the Museum, offering a course in kit building and mast construction. He can be reached at 221 Vermont Rt. 128, Westford, VT 05494, (802) 849-6579 or at <tdboatworks@sover.net>

Robert Thompson of Windfall Woodworks had a beautiful Melonseed skiff. Robert incorporates as much salvaged timber into each one of his boats as possible. This 13'7" Melonseed had northern white cedar planking and deck. The frames, stem and daggerboard were black locust The trim, transom and rudder were black cherry. The deck beams and floors were tamarack and the keel was pepperwood, a stable dense wood he salvaged and brought east with him when he left the west coast. The result was a simply lovely boat. Robert can be reached at 6675 Vermont Rt. 109, Belvidere, VT 05442, (802) 644-5914.

Edward Finkbeiner learned boatbuilding from both Robert Thompson and Geoff Kerr and credits them as his mentors. He brought a 13' sailing dory he constructed from a design by Edson Schlock. Ed was at the recent boat

William Clement's Nord Coster canoe yawl.



Robert Thompson's melonseed, Windfall Woodworks.

show at Mystic Seaport and the Mystic staff were thrilled to be able to have Ed's boat there as they had recently acquired Edson's original plans, and would be able to display a picture of his boat with the plans. This sailing dory had a very nice line to it and was lapstrake constructed using okoume plywood with a mahogany transom and oak stem and frames. Ed can be reached at 64 Whalley Road, Charlotte, VT 05445, (802) 425-2271, <finkbates@yahoo.com>

Gregory Sowers, from Old Tymers in Canaan, New York, was in attendance with several strip built boats including two Wee Lassies and a Rushton/Sowers wee yak. The boats were epoxied and glassed inside and out and the finish was superb. Two of the early attendees were amazed at the lightness of the craft. Greg can be reached at 301 Tunnel Hill Rd., Canaan NY 12029, (518) 781-3372.

Don Yokel was there with a 16' cedar strip skiff he designed and built with his then 16 year old son. The design was based on boats he had seen down in the Carolinas where the motor sits in a well inside the boat for added stability. Don enjoyed the process so much that he wrote a book called, *Dream Lake Drifters*, which he was selling for \$8 including plans for the skiff. Don can be reached at 149 Glenview Ln., Rochester, NY 14609.

Steve Kaulback of Adirondack Guideboats Inc, had several guideboats in both cedar and kevlar. He had an informative display about the qualities of his craft and was busy sharing them down at the water's edge. They offer finished boats, kits and classes. You can contact them at PO Box 144, Charlotte, VT 05445, (802) 425-3926.

Other attendees included the Landing School with a Haven 12 1/2; Caleb Davis, who was holding a paddle making class; Santo Santoriella with a Rushton wee Lassie built to the original lines; Allen Fosella, builder of Adirondack Guide boats; and Mark Tarismo of Butterflyboatworks. Dave Weston of Kodiak Canoes and Kayaks, from Colchester Vermont, was there with a great cedar strip canoe. He is currently restoring a Penn Yan runabout for his wife who desires a more stable platform for her hobby, photography.

One of the more interesting displays was the Tyronaut by Joel Bradley. Joel began designing the 8' sailing dinghy 10-15 years ago. His intent is to provide plans for kids to build their own sailboats for under \$100. His sailboat can be built from material available at any hardware store. No one piece of the boat costs more than \$30. Constructed of rolled plastic, available from any plastic supply company, the boat looks fun and approachable. Joel's intent is to get a website up where people can download the plans for free. He hopes the concept catches on so that kids can build their own boats and then sail them together in a one design class of their own. He can be reached at jbjbm45@hotmail.com>

This year's show also featured some homebuilt boats, including two Platt Monfort geodesic designs built by one of the staff at the museum. David Lansky brought a very nice Shell Back dinghy to the show on an original design trailer he and his seven year old daughter tow behind their bikes. I encouraged David to write an article for *MAIB* to share his trailer design. Paul Kenyon had two Chesapeake Light craft boats he built, a Westriver 180 and a 16LT. He completed the boats last year and stained and varnished them. After a



Edward Finkbeiner's 13' sailing dory.



Greg Sower's (in hat) strip built canoes and kayaks, Old Tymers.

David Weston's strip built canoe, Kodiak Canoes & Kayaks.





Joel Bradley's Tyronaut budget youth sailing dinghy.

year's heavy usage they still looked great.

As part of the museum's fundraiser several boats donated to the museum were offered for sale including a 1911 Old Town cedar canoe with an enclosed deck, an Amesbury skiff, a Lightning class sailboat and several others. These boats generated a lot of attention and were a fun part of the show.

The Lake Champlain Maritime Museum's 14 annual small boat show was a great weekend for anyone who loves small boating. Readers of this magazine will recall our editor's endorsement of it as one of the last true small boat shows, and he was right. I can't remember when I have enjoyed any event as much. It was a real treat to be among those who truly appreciate small boating, in all its forms. I had no idea that there were so many boat builders in my own backyard. I came away from this weekend with a greater appreciation of the many ways of interpreting small boating. This event definitely lived up to its billing as "A Celebration of the Living Tradition of Boat Building".



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

www.woodenboat.com

KLEPPER
FOLDING KAYAKS

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

6155 Mt. Aukum Rd. Somerset, CA 95684-0130

Get more for your \$\$\$
Toll Free: 888-692-8092

Adirondack Guide Boat in eastern New England at

Rowing Sport
978 356-3623
Alden Shells

Six Days Of Riverine Grandeur

300 Miles by Sailboat
On Washington's
Snake and Columbia Rivers

By Jack Hornung

Any readers who may recall my enthusiastic tale of my cruise on New York's Erie Canal may wonder when reading this story why I didn't react in the same way voyaging on the Snake and Columbia Rivers in Washington. I think I can explain it by saying that cruising the Erie Canal is like a romantic, long term relationship full of warmth, intimacy and friendly interest, while my voyage on the Snake was more like a brief, dangerous liaison with a gorgeous but icy, take no prisoners, goddess.

A small voice from my long departed adventurous youth says I should tell you to go. A louder, septuagenarian wiser voice says I should warn you off. My choice is to at least tell you some of the factors to consider learned from my recent experience.

At the outset it is important for you to know that for a week I lived and travelled in the midst of a great sculptural beauty that is found only in the more arid portions of the west. Most of the voyage would have seemed "lonesome" to many. To me the loneliness inside matched the grandeur of the isolation outside, but I usually met people, often interesting ones, in the evenings. I should also add that, as on the Erie, man's engineering work on dams, locks and bridges was a welcome and impressive source of learning and satisfaction.

You need to understand the magnitude of the scale of the Snake-Columbia river system. Envision the Rocky Mountains as they stretch more or less in a north to south cordillera from Canada to Mexico. The melting winter snows drain from the northeastern slopes by way of the Yellowstone-Missouri; from the eastern slopes by the Platte and Arkansas, from the south by the Rio Grande, from the southwest by the Colorado; and from the northwest by the Snake and Columbia.

Passing upstream traffic, barge and tug.

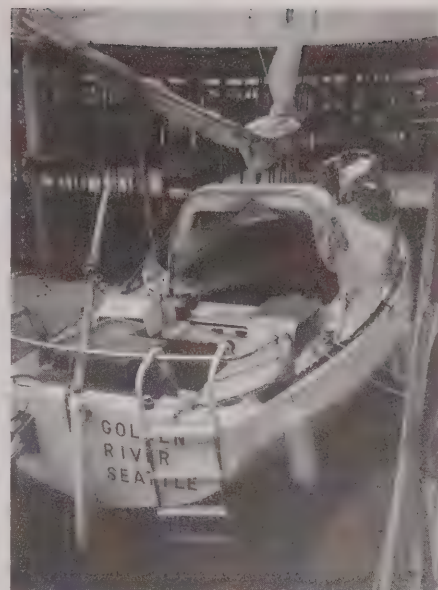


I have personally inspected all of these rivers at or near their emergence from their mountain meltwater sources. None can come close to the Columbia after it has been joined by the Snake. The waters are wide, deep and flow with a steady inexorable majesty. Their water volume from those northwestern slopes of the Rockies is enhanced by considerable meltwater from the eastern slopes of the Cascades and the volcanic peaks of western Washington and Oregon.

The length of the Snake River in Washington is 137 statute miles. Lewiston-Clarkston are at the eastern end and Tri-Cities are just above the confluence of the Snake with the Columbia. Only two bridges cross this lonely river near the middle, only one community, Ayer, a remnant railroad town of a few houses, is to be found. Most of the river is in a gorge cut into a plateau, the "Palouse", some 2,000 feet above. Facilities are few and far between, almost non-existent.

The Columbia below the Tri-Cities has more communities, especially travelling west, but even on that mighty river there are long stretches of isolated sculptural beauty reminiscent of the Snake but on a larger scale.

The first question to be answered when considering undertaking this voyage is what



My travelling hotel. The interior sleeping/storage space stretches 12' with the curtain down. Additional shelter is available by fitting a makeshift fly over the boom.



Down the Snake

A Corps of Engineers boat ramp and docking facility in the middle of nowhere.





Nature's sculptured enchantment.



Lock swinging open at lower level.



Very courteous locktender was interested in my craft.



After exiting the lock, while the spill over the dam is relatively light, it still stirred up downstream turbulence.

Another type of lock, a guillotine of colossal proportions.



An intimidating prospect entering the guillotine lock.



sort of vessel to use? My experience in 2001 of rowing about 1/3rd of the Snake in my Adirondack guideboat convinced me that because of the winds and waves and cliff lined shores, a small, open boat or canoe is not safe or appropriate. Additional experience this year transiting the locks made me realize the correctness of the Corps of Engineers' new policy of permitting small muscle powered boat transit only in clearly calm conditions, and although portage is possible there are many hassles encountered. My advice is no to small open boats.

So, this year I voyaged in my little traditional pocket cruiser, *Golden River*, named in honor of that great American Pete Seeger and his lovely song about the Hudson River. She is a Ranger 20 fiberglass sloop, 8' beam, 1,500lbs displacement with 500lbs lead ballast, 21" draft board up, and auxiliary power furnished by a reliable 4-stroke Honda 7.5 outboard.

She is very seaworthy, has sails rigged for heavy weather, and has built-in flotation so she won't sink if holed. I have her very completely equipped with Coast Guard required or recommended equipment, and much more. My vessel proved a good choice. I recommend the use of a similar safe and substantial vessel.

The next question raised is one about cruising charts and guides. The chart folio I used (perhaps the only one available) is the *River Cruising Atlas: Columbia, Snake & Willamette*. This atlas served me well but there were numerous omissions and non-existent facilities mentioned. The pages in my now well used copy are heavily annotated with corrections. I also highly recommend Sharleen and Ted Wilson's, *Exploring the Columbia-Snake Rivers*, Epicenter Press, Inc. There is a great background and historical information included. It is extremely well written, and also provides practical advice and facilities references. But, once again, things change so the information must be checked on locally. Much to my surprise, even the locals sometimes do not have the information needed. *The West Coast Pilot* is also interesting, although it is geared to the needs of large commercial vessels.

Whenever I met other boaters, public officials or locals ashore, I picked their brains about potential problems and opportunities downstream. One fellow sailor, Ed Reed of Kenniwick, Washington, was especially helpful explaining to me many unknowns about the Columbia.

The next choice is which direction to voyage, upstream or down? I chose to go downstream with the current. How much current? One knot in quieter "pools" of both the Snake and Columbia. The main disadvantage to this direction are the frequent, persistent, dominant headwinds and their waves, strong enough at times to stop me or delay me. These upstream winds, even moderate ones, conflict with the current and create a slappy chop slowing or stopping progress and ensuring a working discomfort. Travelling upstream meant fighting the current, which in times of greater runoff could be much faster than that one knot.

For a small displacement boat like mine there could well be lock entry problems travelling upstream. Travelling downstream as I chose to do, I sometimes picked up a lot of speed from the spillwater pushing into the lock channel. In one case below the Snake's Ice

Harbor Lock, I thought I was flying. Never had my little vessel travelled at what must have been at least 8 knots over the ground. I thought then that I must have been exaggerating but later I read in their guide that the Nelsons had found an 8 knot current in the same spot.

With a sailboat and time to wait out currents to get through the locks going upstream, one could have a glorious jib only sail upstream. With a displacement powerboat of lighter or the same displacement, I wonder whether the following wind and waves wouldn't cause uncomfortable wallowing. Since currents and lockway conditions are related to spillage, maybe the Corps could give out forecasts just before a trip provided over cell phones

Then there is the question of facilities, services, and emergency help along the way. Downstream about 35 miles from Clarkston just beyond the first dam there is a nice facility, Butler Marina. I found this the last place to get gas until the Ice Harbor Marina just above Ice Harbor Dam. But it appears that this marina is open weekends only in the off-season. I found no gas at Kennewick, one of the Tri-Cities. It was not until Umatilla, Oregon, about 170 miles from the start of my trip that I could refuel. I had worried about this problem prior to leaving so had loaded on extra fuel.

About midway down the Snake a marina at Lyons Ferry provides only dockage and hamburgers, and the locals at the restaurant gave me the feeling that I was indeed a stranger. Across the way at Lyons Ferry State Park there was supposed to be a launching ramp and dock but I could not locate it. At Central Ferry State Park, a bit further upstream, I gave up after thrice running aground in the marked channel entry despite only 21" draft. I did stay one night at Windust, a small but nice Corps recreation area with a dock and toilet facilities.

Since the Ice Harbor Marina above the last dam was closed, I proceeded to the Columbia where, a couple of miles upstream according to my cruising atlas, I would find moorage, showers, restrooms, gas and restaurants at the port of Kennewick. Well, I found moorage of sorts at a marine repair shop, but no showers, restrooms or gas. There was a fancy new restaurant with the loudest deafening clatter I've heard in any restaurant in my experience. I advised the very nice young waitress to look for work elsewhere or wear good hearing protectors such as are used around noisy machinery.

If I am presenting an impression that for service, supplies and emergency help along the Snake River, these things are pretty sparse, that is the impression I wish to convey. On the other hand, as acknowledged in my prior report on rowing down the Snake, I received great emergency help from, first, a county park ranger, and then a state forest ranger. It's not a wilderness but the Snake is remote. Between Clarkston and the Tri-Cities neither a cell phone or a VHF weather radio will make contact with the world.

A word about scale, which may be more important to me than to others. I like to feel a good sense of proportion between my vessel and its surroundings. On this trip the smaller Snake seemed just about right. On the Columbia I would have preferred an aircraft carrier, or at least a destroyer.

And a word about railroad lift bridges. I



An infrequent ranch along the Snake.



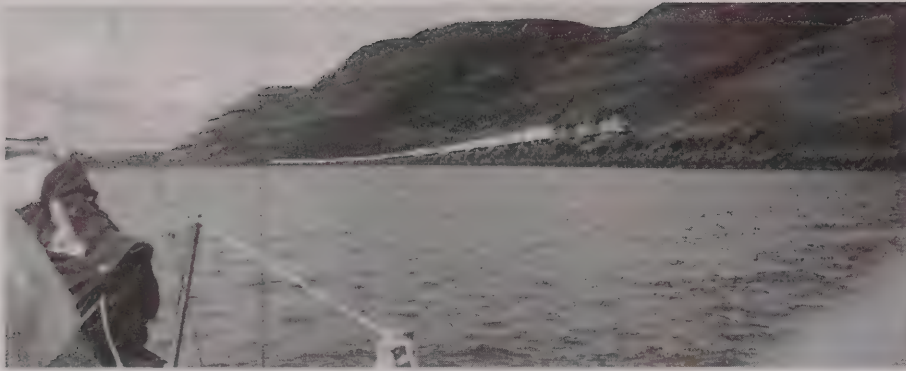
This railroad truss bridge offers 167' clearance. It was one of only three bridges spanning the Snake in 137 miles.



Wallah Gap close ahead. The scale is much larger than on the Snake.

Looking back at Wallah Gap.





Railroads run along both sides of the Columbia.



The "Behemoth" railway bridge on the Columbia raised for my passage.



The "Spider" over the Columbia.

Little Arlington on the Columbia was the nicest town I encountered, it had built this attractive park and marina within easy walking distance of town.



encountered five, two of which were in the raised position. The other three had to be raised to let me pass. Thanks to info provided by Ed Reed I knew that VHF no longer works to get the bridge tenders' attention. I used my cell phone to call the numbers Ed had provided and the bridge tenders were most responsive. I presume that there are no longer budding John Steinbecks with cushy jobs opening these railroad bridges personally. Alas! Remote control efficiency prevails.

After all these mostly negative musings, you might wonder what advice would I give about such a cruise? I would skip the Columbia and travel downstream on the Snake in my sailboat as far as Charbonneau Park, about 130 miles one way. I would avoid the last Ice Harbor Lock with its raceway of no return. I would hope for some moderate upstream winds against which I could tack, helped by the current. I would not let myself get caught up in too distant daily goals.

I would have mounted and ready to go a spare motor in case my Honda should fail. I would carry gas for at least 200 miles. Maybe I could sail all the way back to Clarkston. Along the way I would anchor in secluded coves, building campfires instead of leaving them behind as I did. I'd remember to bring my reference books on birds, trees and flowers.

A last word on winds. My trip ended when I was stopped on the last 45 miles of the Columbia trip by high winds in the Columbia Gorge. Five days later a Columbia windsurfer, who is a neighbor of mine in Seattle, told me those winds were still blowing with 45mph gusts! Who knows, if I had tried to wait them out I'd maybe still be there as you read this.

To understand the strength and persistence of these winds, envision the northwest Pacific coastline with a relatively constant cool temperature and pressure. Then consider in at least three seasons the heat and resultant low pressure in the semi-desert interior through which I had been travelling for almost 300 miles. To equalize this pressure differential the air must flow from the coast into that interior. But the Cascade Mountains block that flow except through the gorge of the Columbia which breaches the mountain barrier. At the Gorge, the mile wide Columbia constricts into a narrow cataract, big winds coming from the west, big waters coming fast from the east.

On the chart not many refuges were apparent. It had become apparent to me that I could get into big trouble travelling the waters of the Snake and the Columbia, but the Gorge portended really big trouble. When I was unable to get weather forecasts for Portland, Oregon 45 miles further downstream, I chose to end my trip at this point.

I was only mildly disappointed in not reaching my destination of Portland. A small boat and I had traversed the entire length of the Snake River in Washington state and half the length of the Columbia between its confluence with the Snake and its mouth at the Pacific. Over six travelling days the distance we covered came to about 300 statute miles, two-thirds of the riverine distance across Washington state.

One of the incentives for me to make this trip was to follow the wake of Lewis and Clark who floated and plunged down the Snake and Columbia. Lewis and Clark, how was it then and how is it now?

Here is what the eminent historian Stephen E. Ambrose says on the opening page of his foreword to the Lewis and Clark Journal edited by Bernard DeVoto: "...it is one of the glories of the Lewis and Clark story that we can still visit their campgrounds and still see what they saw."

On my return to Seattle I then read what Lewis and Clark had written about the 300 miles of more or less lonely desolation I had covered. Wow! Instead of long lovely lakes created by man in the 20th century, the Snake and Columbia rivers were fast moving and frequently interrupted by rapids or falls. Native Americans captured the salmon from plat-

forms protruding over the waters. Nearby native villages lined the rivers. Sometimes natives lined the banks to watch the explorers run the rapids.

I do not know what Lewis and Clark campgrounds our eminent historian visited but they were certainly not along my 300 mile route. Dams have covered rapids and no native Americans were visible along the banks. I did meet one nice young native American in Arlington, Oregon, who said he had come to fish. In the middle of the night I stumbled over him sleeping on the floor of the marina toilet.

The river, the abundant salmon, and the natives with their culture are long gone. There are serious proposals to demolish some of these dams in the hope of restoring the almost defunct salmon runs of the Columbia-Snake

system.

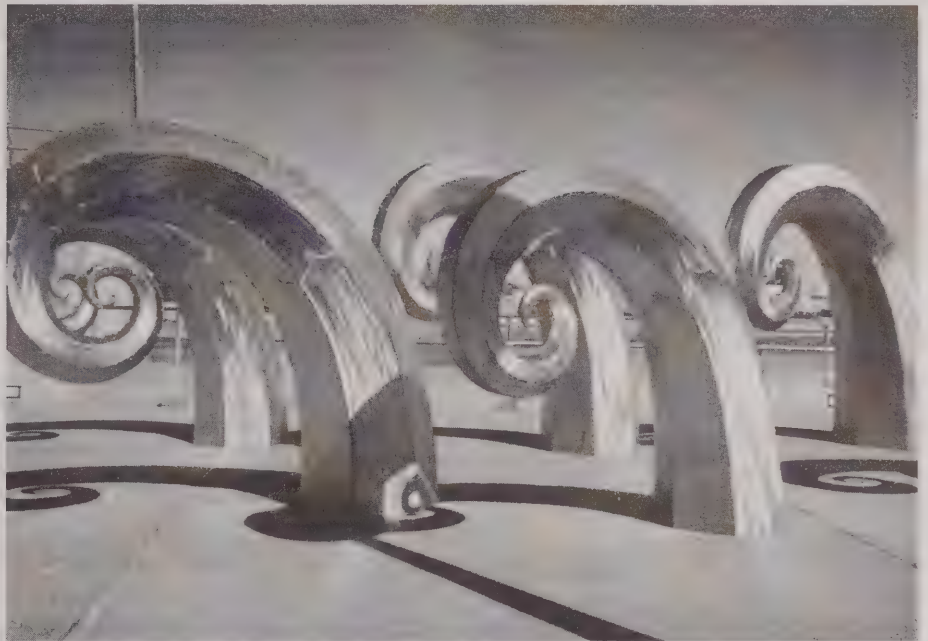
What to do besides feeling very sad? The knee-jerk environmentalist in me screams, "Blow up those GD dams!" The other part of me, who has gotten to personally know some of the people whose way of life depends upon the dams, has reservations. I hope that the younger generations can solve these problems in a fairer, more balanced manner than my generation has.

The Corps of Engineers is not to be blamed. They are only the agents for a political mandate. Furthermore they seem to do an overall excellent job. It's too bad that when they misled me last year (see *MAIB* August 1, 2001) they weren't big enough to admit their error and help me out. But, no point in holding grudges.

Lest we think of the Corps of Engineers as being pragmatic techies, behold the decor which adorns their Ship Canal locks in Seattle.



St. Peter's Catholic Church in the Dalles on the Columbia was rescued from demolition by a coalition of Catholics, Protestants, Jews and artists.



Company on the Columbia. *Golden River* docked alongside a very nicely done homebuilt yacht owned and built by a young man who is a painter.



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

The Man... I am a fat, middle aged banker living outside Bangor, Maine. My grandfather always encouraged reading, but added the caveat that it is just as important to do as it is to read. My father introduced me to the idea that you could have pretty impressive adventures with near death experiences just by going small. I remember sailing with him in Casco Bay in a 10' O'Day Sprite in winds so strong that we had to tack back and forth behind a fuel barge until the wind died down and we could run for shore. On that same voyage, the drain plug on the boat popped, giving us a geyser in the middle of the boat while we scrambled among the empty beer cans to find the plug and replace it. This man wrote most of the commercial marine insurance from Castine to Kittery in the sixties and seventies.

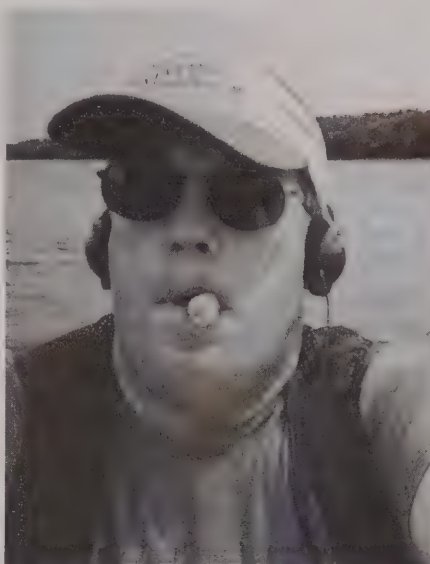
During the winter, I follow the 12 step diet plan; the refrigerator is never more than 12 steps from the couch. I read Hemmingway's *Old Man and the Sea*, Nordoff and Hall's *Men Against the Sea*, and have read Jon Krakauer's *Into Thin Air* a couple of times. Another spiritual source is *Tidewater Tales*, by John Barth about a couple of storytellers floating around on Chesapeake Bay in a boat without an engine.

The Boat... Over many years I have kept on the lookout for the Perfect Boat. It had to row well, sail, and carry a motor. The sail rig had to be light enough that if the wind was too much, I could simply grab the whole rig and throw it overboard. I flirted with dories, bought plans for Ian Oughtred's John Dory, and even looked at fiberglass. I entered into negotiations with Joel White for the prototype Pooduck Skiff, which would have been perfect, would become a classic, and was priced right. I missed it, and still regret it.

Finally, I got *WoodenBoat's* two issue article on Phil Bolger's Sweet Pea, a stitch and glue 14' pea pod that any idiot could build. Following the family motto of, "Never let a plan go unimproved". I dumped the removable keel and built a center board trunk complemented with a huge sprit rig. On launch the boat would only sail backwards. I learned my lesson about the importance of a balanced rig, and the relationship of center of effort and center of resistance. I ripped out the center board trunk, put on a permanent full length keel, and eventually came to a balanced lug sail with reef points. The rudder and tiller had the offset arm so the boat could be steered by moving the tiller forward and backward rather than side to side. I installed floor boards so I could sleep aboard if I got caught away from

Cruising the Trunk Of the Penobscot

By Lewis H. Payne



home.

The Challenge... This is all in preparation for my attempt to take my 14' boat from Turtle Head Marina in Hampden, Maine, down the Penobscot, through the mill town of Bucksport, past Fort Knox, and down East Penobscot Bay to Castine. The trip is about 34 miles, 16 miles from Hampden to Bucksport, and 18 miles from Bucksport to Castine. Wind and tide are huge factors. The ideal is an early morning departure about an hour before high tide and a north wind. With the original plan of doing the trip entirely by sail and oar, the project involved getting in shape for a few weeks before the Big Attempt. I knew I had to get to Bucksport in a few hours, and get well below Verona Island before the turn of the tide. It took me three attempts over three years, and this year I finally made it.

For supplies I had my life jacket, cigars, water, snacks, a compass, and a map of the river, and this year the addition of 1-1/2hp motor that has been in the family for over 35 years, but has not got many hours on it. That is because no one could keep it running. It has a long history of sucking people into long,

engineless afternoons, running for about 10 minutes and then shutting down. I stole it from my sister about 10 years ago, and got it going only to have it die. During the process, it fell into the ocean a couple of times.

Last winter, I snuck the motor into the house, took it apart, changed the gaskets, changed the plug, cleaned it up, and found and replaced the points and condenser. It ran about ten minutes, and then it died and would not start again. I decided to placate the Motor Gods, and took it to B&D Marine. About \$100 later, it came back, and wonder on wonder, on its trial run on a small pond near home, it started on the fourth pull and hummed right along for over a half hour. I actually had to stop it myself, rather than having it die on its own.

The first year, I was in pretty good physical shape and really psyched about the trip. Out on the river early, I started rowing like a madman. I kept this up for about 8 miles, and then decided to try the sail. During the process of setting the sail, an oar slipped overboard, and because it was painted gray and the way the sun bounced off the water, it disappeared. Flirting with panic, I circled the boat in the area where it disappeared, and found it. I doused the sail, and rowed on. Arriving in Bucksport on schedule, I was wiped out, and pulled out on Verona Island. While not successful, I could not call the attempt a failure. I learned the river and loved the trip.

The second year was pretty much a repeat of the first year. Over the winter I had forgotten how long the river above Bucksport is, and with a new sail rig and lots of optimism, off I went. Once again, I made good time, but below Winterport and above Bucksport, the river opens up, and I faced a strong south wind. I honestly did not think I could even get to Bucksport, so I set sail intending to use the strong wind to sail back up the river to Hampden. The current was still too strong, and I finally doused the sail and rowed, rowed, rowed, reminiscent of Chariton Heston as a galley slave in *Ben Hur*, to the takeout place on the northern tip of Verona. This was a little closer to failure, but was also a test of endurance. I really had no choice but to go on.

This year, with the addition of the motor, I put in at 8:15am with a high tide at about 9:10am. The plan was to get to Bucksport between 11 and 12, and to be below Verona before 3pm, dead low tide. This would get me to Castine in time to stop at Dennet's Wharf for beer and oysters on the half shell before crossing to my cottage at Smith Cove. I planned to row until tired, and then preferably sail, but possibly motor from then on.

After rowing about a mile, I said to myself, "What the heck, lets try the motor." For an hour I sat and pulled the old fashioned fly wheel starter requiring winding the cord and then pulling. Two Good Samaritans stopped to see if I needed help. Finally, I opened up the mixture setting, making it a bit more rich, and the engine started. After some adjusting, I sat back, lit a cigar, put the Rolling Stones on the CD player, cracked a bottle of water, and cruised. Life was good!

About 45 minutes later, way behind schedule just above Bucksport, the motor ran out of gas. I confidently refilled the tank, and tried to start it. The Motor Gods laughed. I tried and tried, put up the sail, and finally rowed to the tip of Verona at about 2:15pm, a



good two hours behind schedule. Unwilling to admit defeat, I took a brief rest, and set off again by oar. Below the little bridge on the east side of Verona, I tried to start the motor again, with no success. At the oars again, I changed my strategy to get to my friend Jeff's house and call the ground crew from there. I gave up on rowing, set sail, and ghosted down the east side of the island.

I decided to sail and try to start the motor at the same time, and the Motor Gods decided enough penance had been performed, and the motor started. I got it set, took down the sail, promised myself to top off the tank every half hour, and set out. It was about four o'clock and I was at the point where the Orland estuary joins the Penobscot. Unbelievably, the motor ran for the next three hours getting me into Brooksville at about 7:30pm, too late to stop for my oysters and beer. Out on the bay, the wind and now the tide were against me; from the boat it looked like we were booming along, but watching objects on shore, it was clear that we were just inching along.

The trip changed my perspective about Smith Cove. It used to be my whole water world; now it's just another inlet. Was this an excellent adventure? Absolutely! Will I go again next year? Yes! Will I have company? Only if I take my dog.

The whole trip took 12 hours and two quarts of gas. I got to see the river in a very relaxed way, up close and personal. Next year I will wear ear protection, as the motor is right by my head, and I will take a beach chair as

the bottom of the boat got really hard about 8 hours into the journey. The real appeal of having and using the three modes of propulsion are reliability, closeness to the water, and slow part of the journey. The real danger now is that I feel I can go anywhere with this rig; tomorrow, visit my sister in Isleboro, and the next day the world!



While I did not get any corporate sponsors, the way the real adventurers do, I must thank Granville Lumber in Holden, Maine (boat building lumber), Hamilton Marine in Searsport, Maine (marine hardware, cloth, and resin), and B&D Marine in Brewer, Maine (repair of the ancient family outboard), for the materials that went into this adventure.

The Caillou
A BETTER SMALL BOAT.™

877 CAILLOU
www.sail-or-paddle.com

Sea Pearl 21

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

- **Unistrayed Cat-Ketch Rig**
For Convenience, Safety & Performance
- **Ballast Tanks**
Offers Increased Performance, Comfort & Safety
- **Tested, Proven Looberds**
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 (800) 881-1525

Marine Concepts
MANUFACTURING AND SALES
243 Anclote Road • Tarpon Springs, FL 34689 • www.marine-concepts.com

There is an island in the waters of the Chesapeake Bay which my family and I have visited often all of my life. It's a place similar in character to thousands of others in the Bay, whether they be islands, narrow spits of sand, marshy extensions of the mainland, or quiet, isolated stretches of beach. These places are insular for various reasons, and in common they all seem to possess sublime natural beauty. I'm sure I'm not alone in having many fond memories from years of frequenting such spots.

My family has enjoyed our island and its waters for a long time, even beyond the forty-some years that I can recall. Like so many similar places, the island is privately owned by benevolent, generous folks who have allowed visitation by kindred spirits. Though not the name you'll find on the charts, we've always called it Pirate Island, for reasons I would deem both practical as well as romantic. The island and its surrounding waters have been the setting for adventures great and small for many years.

Pirate Island is not large, but it's big enough to encompass some acres of fiddler-ridden, waving marsh grass, some abbreviated strands of oyster-white sand beaches, and some patches of forest dominated by salt-hardy pines and holly. Enough woods to feel some real solitude within, as one delicately makes a path through the greenbrier beneath the breeze-rustled pines.

Due to the nature of the local waters, access is not simple, and the vast shallows have limited ingress to those visitors willing to approach in small boats, and further willing to get a bit scratched-up and muddy. The majority of our forays on the island have been in our bare feet, and, while this may not be recommended, it seems to be a subconscious rite of passage to the place.

The island has been approached by all manner of small craft over the years. Some of my earliest memories of summer visits to the island are of my parents, siblings, and I arriving by way of the *Miss Lynn*, our 1940s era crabbing skiff. *Miss Lynn* was worn by hard work and play, and powered by a 1957 Johnson five-and-a-half horse outboard. I remember how we hummed loudly in harmony with the soulful hum of the little engine.

Much of our exploring these days is done in our kayaks.



Pirate Island

Reminiscences of a Special Place In the Chesapeake

By John Robinson



We became expert at sailing our fleet of Hobie Cats.

On the island, my Dad would give us kids nature lessons. Our favorite was always the dissect-with-a-stick fox dropping demonstration. "See what a tough life these foxes have?", said Daddy with a wry grin on his face and solemnity in his voice. Seeing how the droppings consisted of bits of shell and sand fiddler, we had to agree.

As I became old enough to make treks to the island by myself, or with siblings or cousins,

the magic of the place seemed to grow stronger. My chums and I would spend hours searching for old bottles in the mud, or building forts out of sticks at the storm tide line, where the sea grass was washed up forming a solid mat to work on, and where the occasional 2x6 or other good fort-building material would be found. Talk and thoughts of pirates became ever more dominant in our island adventures, and we began to strongly believe that pirates had been there a few centuries earlier. To us, it seemed like a perfect place for a majestic, albeit crusty, band of pirates to come ashore and bury treasure. We could just picture their red scarves blowing in the wind and their cutlasses swinging at their waists, as the treasure chest is borne ashore by the big men wading through the shallows, their dark, ominous ship standing offshore.

Such thoughts were further fueled by my Dad with his tale of a particular, solitary old man. As the story goes, in the early years of the twentieth century, this man spent all of his free time alone on Pirate Island. Nobody knew exactly what he was doing there, he was neither hunting nor fishing, but he always had a pick and shovel with him. The obvious implication to us kids was, of course, that the old man knew that treasure was buried on the island. And yes, this led to many an exciting hour of treasure hunting. Much poking around was done with our own shovels, and we scrutinized the place for signs of pirates and the treasure they left behind. Only with great assistance from our imaginations did we ever find any evidence of the swashbuckling corsairs.

Particularly exciting was when my big brother Kit and his friend Woody located what they described as a pirate raft in the marsh of the island. The boys were 11 or 12 at the time, and there was no doubt among any of us that we finally had strong proof of pirates on our island. Mysteriously, on subsequent treks there, we could never find the pirate raft again, but our belief in the pirates has yet to dim.

Pirate treasure aside, wading the shallows encompassing the island, and strolling the small patches of beach, have always resulted in the discovery of various great stuff. The treasures found run the gamut from dead sea life, always fascinating, to washed-up crab pot floats, bushel baskets, styrofoam coolers, lost life jackets, miscellaneous boat parts, and hats, hats, and more hats. Returning home from the island often found us adorned with yet another example or two of salty and sandy headgear, many with a brimful of colorful text such as, "Slimey's Raw Bar and Grille".

As I entered my teens, more of my time was spent in small sailboats, notably a variety of Hobie Cats, playing in the waters off Pirate Island. My family collected several Hobies, a 14, two 16s, and later, an 18. We became expert at sailing the cats, as well as capsizing and righting them. Hours of hull-flying in the stiff breezes of late summer were often punctuated by stops on one of the island's beaches, to repair a stuck rudder or a shredded trapeze rigging line.

On several occasions, I remember beaching one of our cats hurriedly on the island, as a summer squall engulfed us. Did the storms really come from out of nowhere, as I remember thinking? We crouched among the toppled tree trunks of one particular part of the shoreline, giggling with fear, lightning striking around us. Once, as my sister and I

beached a cat during a storm, lightning struck very near, and, as we heard the boat-shaking explosion, I felt the shock up my arm through the tiller. After that interesting experience, we became a little better at watching the weather.

With my late teens came some changes in our boat and island adventures, most notably brought about by a strong interest in members of the opposite sex. Girlfriends, or my sisters' boyfriends for that matter, were often "introduced" to our family through the less romantic aspects of sailing. Various tactics were employed to sift out those with true "sporting blood". Such folks were particularly desirable. Some of the more memorable methods of inadvertent "testing" were dumping the subject into the bay on a high speed reach, via a faulty trapeze harness hook, or catapulting the unsuspecting subject forward on the trapeze wire, and around the forestay, during a barely-avoided pitchpole. Some of my early adventures with my wife, Marybeth (she passed the tests) were on and around the island. We often camped on the shore in those days, the romance of it all helping us ignore the mosquitos and the sand in absolutely everything.

Years have passed, and we continue to enjoy the island and the beautiful water of the bay around it. We've lost touch with some of the friends with whom we used to play there, and various boats have come and gone. However, strong images of the smiling faces of these friends, not to mention the more unusual qualities of long-gone boats, remains imbedded in my mind. Now our children and their friends and cousins are having island and boat

adventures, the essence of those being similar to the previous generation's. We shake our heads and chuckle as the youngsters rave about the same stuff that we raved about as kids.

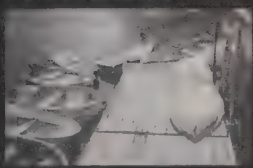
These days, much of our exploring of the local waters is done in kayaks, which have become like true friends themselves, since I built my first one thirty years ago. Paddling the circumference of Pirate Island at dawn, the

sky starting to blaze pink-orange, seems to bring together all of the beauty and magic of this special place. The water swirling from my paddle blades seems to reflect a lifetime of memories. I realize how fortunate I am to have these recollections, and how fortunate we are to be able to mess about in such spots. Thankfully, the waters of the United States are full of places like Pirate Island.



The latest generation ready to go to Pirate Island.

KEN FOUBERT
Maritime Art
Watercolors

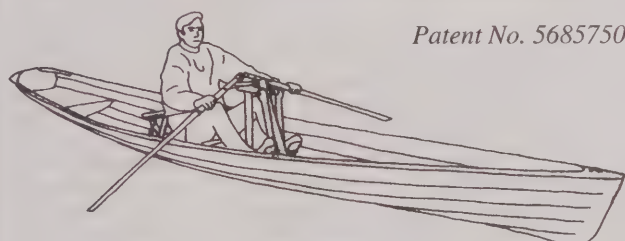


84 Little Neck Road
Ipswich, MA 01938
978.356.0941



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

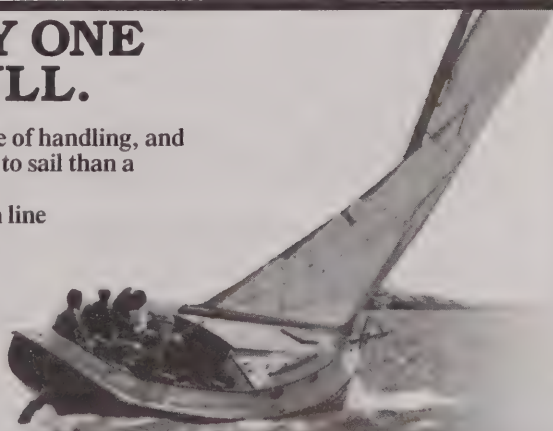
THERE'S ONLY ONE STRING TO PULL.

When you consider the stability, ease of handling, and sail trimming, there's nothing easier to sail than a Marshall Catboat.

Daysail, race or cruise, the bottom line is this: 29 years and 1,400 common sense boats go into each and every rugged Marshall built.

For more about our boat building philosophy, write or call for our fully illustrated catalog.

www.marshallcat.com



For More Info About Our

☐ 15' ☐ 18' ☐ 22'

Name _____

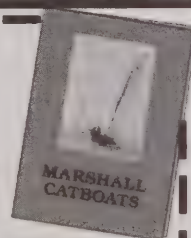
Address _____

City _____ State _____ Zip _____

Marshall Marine Corp.

Box P-266, Dept. #49

So. Dartmouth, MA 02748 (508) 994-0414





I have tried to keep *MAIB* readers informed about the tugboat world because those lusty, sometimes rusty mechanisms fall into the category of "non-yacht" vessels preferred by *MAIB* readers. Now that my retirement career has taken off, thanks to Bob Hicks and *MAIB* (see *MAIB*, Vol 17 No 5, Dec15, '99 for a full disclosure of how this happened) and I'm busy writing, I have been just a bit remiss in updating the tug news in *MAIB*. But no longer, for I have sensational and very new news to tell!

In May, my wife and I went to the 17th International Tug & Salvage Conference. Joan and I both enjoyed Bilbao, Spain. (The ITS conferences are always held in nice places with nice hotels and nice... (well, you get the idea.) Joan disappeared on spouse-tours featuring the fabulous Guggenheim Museum, lunch at beautiful San Sebastian, and so forth while I sat in a very-modern conference building listening to many good papers along with a few great papers (wow) and some "sales pitch" papers (ho-hum). The manufacturers' exhibits were informative and, outside the conference hall, was a lagoon in which radio-controlled tug models were put through their paces. I drove one and finally learned how to keep a tug with two azimuthing stern drives (think of two big outboards) on a straight course (keep one drive aimed ahead and steer with the other. Easy when you know how).

During a coffee break in one session, I got talking with Kees Muller, general manager of Multiraship, a Dutch towage and salvage firm (since I am now a journalist, such discussions get started quite easily). After informing me that his firm was part of a collaborative busy removing the bridges that NATO air forces had carefully dropped into European rivers in recent years, he became really enthusiastic. His firm and two others are partners in a very special project called the Carousel Tug. Later, Dr. Marcus van der Laan of IMC, a Dutch consultancy firm, read a paper on the subject.

Let me set the scene by describing a problem that has sunk vessels and killed men ever

The Carousel Tug: Crazy Idea Or a Revolution?

By Hugh Ware

since the very beginnings of water transportation. If you secure a line somewhere near the midline of a boat and pull on it, you will eventually pull the boat over and sink it. This misfortune is variously known as capsizing, tripping, girding, and probably other names and it happens to a tugboat when a towline somehow gets into a position where it can pull sideways on the tug.

Tugs towing barges and tugs that put out a line over the stern to a ship (as in Europe, on the Great Lakes, and many other areas) are especially prone to girding. Great caution is always exercised by the tugdriver but the sudden movement by a ship to which the towline is attached or a barge that is moved ahead by stray currents (or a host of other possibilities such as a tug running aground while the barge being towed continues relentlessly onward) may shift the lead of the line off to one side of the tug until the line's pull rolls the tug down and perhaps over. American docking tugs have traditionally passed a line from the bow, which permits the tug to work a ship in the push-pull mode and also minimizes possibilities of a pull-over. The capsizing problem has plagued tugboating for years.

Various girding remedies have been tried. European-style tugs fasten the towline to a tow hook and when a capsizing threatens, this hook can be instantly tripped to release the line. The quick-release hook helps but is not a fail-safe, foolproof cure. Extending the tow hook so it sweeps the deck on a semi-circular track moves the towline's attachment point outboard but not enough to solve the problem. The adoption of high-tech Voith Schneider cycloidal drives and azimuthing drives (those big out-

boards through the bottom of a tug) provided vastly increased maneuverability for greater safety but, again, not enough safety.

Enter Rotterdam's IMC and a solution that is both simple and revolutionary. The good people there were looking at future tugs for the port of Rotterdam and so they started with first principles and a clean sheet of paper. I imagine their thinking might have gone something like this:

Let's forget tugs and their problems for a moment. Instead, let's think about something as common as a rowboat. If you tie a stout string to an oarlock on its gunwale and pull, you cannot tip the rowboat over. It will simply roll down until the gunwale is either in line with your string or at the water's surface. Any further pulling (as long as it is done above the water's surface) can only pull the rowboat sideways through the water. Therefore, said the thinkers at IMC, let us invent something that allows a towline to be attached to the gunwale of a tug. But problems remain; towlines must lead in any direction while the balance between the towline's pull and the tug's center of lateral resistance must also be considered.

The answer was obvious: a very large carousel-like circular track located above the center of resistance and carrying the towline attachment on some kind of carriage. The attachment would be free to move into alignment with the towline and since the attachment is free to move to the very beam of a tug, the tug cannot be capsized. Also, any pull is in concert with the tug's center of resistance. Theoretically at least, an age-old problem has found a cure in the carousel principle!

After some more work involving mathematics, model testing in tanks, and other esoterica that establishments like IMC use as everyday tools, it came time for full-scale tests of the carousel concept. That was when Muller's Multiraship and equipment-maker Mampaey joined forces with IMC. Multiraship provided a suitable old tug imaginatively named *Multatug 12* as the testbed for real-world tests and Mampaey provided hardware in the form of a towing hook and other equipment.

After necessary (but rather grotesque) changes had been made to *Multatug 12*'s superstructure, a large circular track with roller bearings to carry the anticipated loads was centered horizontally over the tug's center of lateral resistance. On this track ran an outer band with the towing hook (it will soon be replaced with a winch). Next, off to the River Schelde and some full-scale testing. At the time of the conference, the testbed was not quite ready for field trials but testing has since started and I will give some preliminary results later.

In Dr van der Laan's paper at the ITS conference, he outlined five configurations using the carousel tug concept. One configuration was an initial conceptual configuration and it soon triggered a second configuration (neither of which I will discuss here), the third configuration detailed the *Multatug 12* testbed and the model tank work behind it, and the last two configurations described a possible inner port tug (for ship-docking) and an outer port tug (for escorting tankers). I suspect more configurations will emerge from IMC in due time.

The carousel principle provides a solution to girding but it also provided something

perhaps even more exciting, the ability to generate very usable hydrodynamic forces. Such forces keep sailboats from sliding off to leeward or enable a water-skier to maneuver through the slalom buoys. To a tug driver, a hydrodynamic force is as usable as the pull (called the bollard pull) generated by the tug's engine or engines. He can use hydrodynamic pull to slow a vessel to which his tug is attached by a towline; he can stop the vessel; he can steer it. As long as water moves past the tug, the hydrodynamic force is available and all the driver need do is swing the tug into the correct position to give him what he wants.

The carousel allows a tug to be swung under the towline to any desired heading. When the tug is approximately broadside to the towline and water is flowing past the tug (perhaps a current or by being dragged by the ship being handled), a hydrodynamic force will be created by the underwater profile of a tug. Such forces are regularly being used by

tanker-escorting tugs in certain waters to slow, stop, and steer large tankers but these tugs are powerful, expensive, and specially designed for tanker-escort duties (a heritage of the *Exxon Valdez* oil spill in Prince William Sound. Tanker-escorting could be performed by simpler, cheaper, safer escort tugs that use the carousel principle. A problem may then have to be solved; adoption of the carousel tug principle may increase an escort tug's pulling ability beyond the breaking strength of current high-technology hawsers, impressive though they are.

So much for escort tugs. But the carousel also allows even the smallest of harbor tugs to generate and use hydrodynamic forces while docking ships, and these forces are in addition to the tug's ability to generate bollard pull straight ahead or astern. If the pilot asks the tugs to slow a ship, the tug drivers now have two options for generating the necessary force and one is far more. As an example, the

bollard pull of *Multratug 12* is about 24 tons, generated by its 900hp main engine (driving a controllable-pitch propeller in a thrust-augmenting nozzle) and a retractable azimuthing bow thruster driven by a 450hp engine. But early tests of the modified tug have demonstrated 44 tons of hydrodynamic pull at relatively low speeds and tank tests with a *Multratug 12* model have shown that 66 tons and more of pull are safely possible. A bifold or threefold increase in pulling ability is not to be ignored.

As the photo shows, the testbed is not your average tug and tugmen may reject the whole carousel tug principle simply because of its ugliness. But the carousel's elimination of a long-standing safety problem and its ability to safely generate usable hydrodynamic forces mean that many tug companies are looking into the whole idea with some rigor. And, because you read *MAIB*, you are among the earliest to learn about the carousel tug.



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

COME TAKE A LOOK AT THE FUTURE

CAMPANOE.COM



200 POUNDS
OF SMART, PORTABLE
AND AFFORDABLE
FUN.

TEL: 1 888 865 3688

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

Small sailboats needed for youth sailing program

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



By-The-Sea
www.by-the-sea.com

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale
- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

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

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)

Boat Speed

By Robb White

Getting the most speed out of a boat is a tricky business. A ten horse motor will push a nice light skiff about fifteen mph with a light load. Some of these big-deal speedboats you see around have five hundred horsepower. They might do seventy in flat calm water with a damn fool behind the wheel (damn fool, not because of the danger, but because the thing burns ten gallons an hour... 7mpg, and the boat will only do seventy... phooey on that).

I remember the development of a boat to show off in one or two scenes of a James Bond movie... big old thing, supposed to be awesomely fast. They worked on that boat for months and put off the shooting of those scenes until the actors had visibly aged and never did manage to get it to go as fast as they wanted to. At last estimate, when they finally shot the disappointing footage, the thing was burning about two hundred gallons of high-test gasoline an hour, trying to fall to pieces and barely making fifty, (statute, see footnote at end of this discourse). Even Money Penny couldn't afford to run that thing for long. Last time I saw it, it was tied up to a dock in Panama City, Florida with about a 2" stream of water squirting over the side from a perpetual bilge pump and a "For Sale" sign on it. Better hurry on down there, it might still be waiting for you.

Small boats will go fast enough to scare the fool out of you. Witness the smallest class of racing boats, tiny little things that are limited by the rules to about fifteen horsepower and are so efficient that they will run about fifty or so before they become airborne and pitchpole end over end, come all to pieces and nearly kill the driver.

Jet skis or personal watercraft are another example of how easy it is to get good speed from a small boat. Even carrying a battery, fire extinguisher, handlebars and a big fat, ignorant man, some of the cursed things will run almost fifty. Of course they have to have about seventy horsepower to overcome all that top-hammer. The reason for their popularity is that they give a pretty good thrill without much risk and require absolutely no skill on the part of the operator. A person can hop right off the couch and be on the cutting edge in just a minute.

Small boats can be made to go fast so easily that it is ridiculous, but pushing big boats fast is so expensive that it is the sort of thing best left to people with unlimited funds and wasteful natures or with a real serious need, like the Navy. A destroyer looks like a very efficient thing, long and lean and sharp and fast, the "greyhound of the sea". If a tubby little jet ski can do fifty, looks like a destroyer ought to be able to do at least a hundred.. Guess again. The fastest destroyer might hit fifty just like the jet ski or the fifteen horsepower hydroplane but only for a little while. At top speed ("flank" they call it) a destroyer vibrates so badly that the coffee cups walk around on the table. They also can't do that for very long or they will run out of fuel. It takes tons and tons of fuel to take a destroyer across the Atlantic. Efficient cruising speed is about twenty five, and still costs a lot of money. So what's up with that?

Displacement vs. planing boats: There are two ways for a boat to move in the water. In the first way, a boat can swim through the water like a duck. When it does that, it floats. There is an equilibrium between the weight of the boat and its buoyancy. We call that a "displacement boat" because the boat dis-

places its weight of water all the time. What it pushes aside in front comes right back together again astern. The second way a boat can move in the water is to skim along on top. When a boat does that, the weight of the boat is supported by the impact of the relatively incompressible water against the shape of the bottom of the boat as it speeds along on top of the water. We call that a "planing boat".

To be efficient, the two types of boats must be shaped to handle the water at the speed they are working. A displacement boat must either have the transom raised so that the water can stream back out from under the boat and not get sucked along behind or it has to be sharp in the stern like a canoe. The trick is to leave the water astern and not have to drag it along with the boat. Stern shape in a displacement boat is so important, that there are people who don't do anything but argue about it with each other.

A planing boat's stern is simple in comparison. The stern must end square with the waterline so that the bottom can plane the surface off in a straight line parallel to the long axis of the boat. If you try to run a displacement shaped boat at planing speed, it will just squat and drag a big wake. If you try to run a planing boat at displacement speed, it will take a lot more effort than if the boat had a displacement shape because, not only do you have to move the boat but you have to haul all that water that is dragging along behind that square stern.

That is the main reason why so many people think that rowing is such hard work. They have never rowed a real displacement rowboat and moving a planing skiff (like a john boat or a semi-vee oh, Heaven forbid, a big, wide, heavy, ugly, fiberglass monstrosity) with a pair of oars is hard work. There is no point at all in putting more horsepower on a displacement boat than it takes to fight the wind and water resistance at the slow speed that these boats must move and it takes a lot less than most folks think (I like the Honda 2hp on a sixteen foot boat).

There is an old rule about displacement boats that knowledgeable people have used for over a hundred years to figure the top speed. Maximum speed in knots equals 1.5 times the square root of the length of the boat at the waterline. There is a slight variability for peculiar cases (like when a sailboat heels over and immerses some more of its length at the bow and stern overhang) which make the first number variable between 1.2 and 1.7, but usually, the old formula works.

My calculator says: An 8 foot displacement boat will do 4.2 knots, 10 feet = 4.7, 12 feet = 5.2, 14 feet = 5.6, 16 feet = six knots, 24 feet = 7.3, 30 feet = 8.2, 40 feet = 9.4, 100 feet = fifteen knots, 300 feet = thirty, 500 feet = 33, 1000 feet = 47, and that's why those damned supertankers come up on you so fast at sea. My calculator tells me that, but my experience tells me that when someone bets, that his 33 foot sailboat will reel off 8 knots those old time, best to take the bet if he has any money, and bring your own gps machine to the test. Something has to be really working to get a big displacement boat to go as fast as it can.

This rule concerns only the top speed of displacement boats while they are displacing water equal to their weight. Shape variations allow some boats to exceed their calculated speed (which naval architects call "hull speed") by a little bit when they are very overpowered, but it takes a hell of a lot to do very little. Displacement boats only operate efficiently within their speed range. If a boat is slim and well streamlined (like a canoe) it can be moved easily through the water. If the boat is fat and has a lot of bumps on it, (like an inflatable dinghy) it is harder to push through the water, but a fat boat and a skinny boat the same length on the water have the same hull speed. The fat boat just takes more power to keep up.

Two kids in a seventeen foot aluminum canoe will outrun with ease two equal kids in a twelve foot aluminum canoe no matter how hard they paddle. No matter what kind of hellish motor you put on a displacement boat, it will only go as fast as the formula says it will. If you overpower it, it will throw water all over you, steer wilder than an old VW in a crosswind, squat by the stern and pull a wake like a tugboat in a race, but it won't go a bit faster.

Here is why: As a boat moves through the water, it makes a disturbance. Any disturbance in the water makes waves. Even a tiny rock thrown into a smooth pond makes little waves that move away from the point of the disturbance. The bigger the rock, the bigger the waves, the further apart they are and the faster they move. The bow of a boat disturbs the water and makes a "bow wave". The turbulence of the water as it tries to leave the stern makes another disturbance that we call the "stern wave". The harder the boat pushes, the bigger these waves are.

There is a definite physical relationship between the size of waves (height, "amplitude") and the distance that they are apart (call that "wavelength"). When a boat is going slowly, there are many little waves between the bow wave and the stern wave but as the boat approaches its hull speed, the waves become so big that there is only room for two in the boat's length. The boat is then going as fast as waves with a wavelength the same as the length as what there is of the boat disturbing the water.

If a boat is to exceed this speed, it must do two things. It has to climb over the bow wave and leave the stern wave behind. Boats with a displacement shape just can't do it. They wallow around the back of the bow wave and the stern slides down the face of the stern wave but when they almost get enough speed to break free and plane, the effort makes the waves bigger and further apart. The bow wave gets higher and harder to climb and the stern wave sucks harder to the stern and the boat loses any it gained from trying.

The only way to get away from those waves is to have a boat shape (like flat bottomed) that will allow the boat to rise from the water and slide over the top of the wave in front and break free of the suction and turbulence that holds it to the stern wave and leave it behind without creating more disturbance than it can overcome. We call a boat that can do that a planing boat and there are rules that apply to them as well.

The disturbance that must be overcome to plane is created by the boat's shape and weight. The heavier they are and the more awkward the shape, the more horsepower it

takes to make them plane. The shape of a flat bottomed skiff is easy to plane, and the aluminum John boat (who was that masked man anyway?) is a good illustration. Junk though they are, they have a very efficient planing shape. In flat water, a long skinny one will plane two people with only four horsepower. If they didn't have all those rivets and convolutions in the bottom, they would be as efficient as anything but they have to have all those ridges to keep metal fatigue from destroying them any sooner than it normally does.

Jet Skis are an example of the opposite. Because of the awkward shape and the high weight to volume ratio, it takes a lot of horsepower to make them fun, fun, fun. The four horsepower that will plane the light sixteen foot John boat wouldn't move the little lead-bellied tub of a jet ski any faster than you could swim. Imagine what the jet ski's seventy hp would do to the John Boat, beat both it and the occupants into an irreparable condition in minutes.

Like the hull speed rule, there is a law of diminishing returns. Big boats must be so heavy to have the strength necessary to hold together under planing conditions that planing becomes impractical (depending on your opinion) in boats much over forty feet.

Planing boats come in three categories; short, long and unlimited.

The short boats (like the little 15hp racing hydroplanes mentioned above) will run fast enough to scare you to death after they finally get up "on plane", but every planing boat is a displacement boat until that happens and the hull speed of a little, short boat is so slow and the shape so inefficient for running as a displacement boat that the disturbance that must be overcome is so great that they have to almost stand on their transoms while climbing the bow wave and leaving the stern wave behind.

A longer boat has a hull speed more equal to the speed at which it begins to plane so the transition is less chaotic. We have built sixteen foot boats which begin to plane with no noticeable change in attitude. Because the planing speed is lower than the displacement speed, the boat begins to plane efficiently before it stops running efficiently as a displacement boat. The transition is done before you know it. A short boat takes much more horsepower to break free than it does to run once it is planing. A long boat takes much less.

For example, a ten foot hydroplane takes more than ten hp just to get it to plane and they are all built as light as possible. Add a little more weight to a ten foot hull and you have to add a bunch more motor. I like the old weedless three hp OMC for fresh water work because they will work in the grassy water that I love to mess around in. Most people never think of such an engine as a possibility for a planing boat but if the boat is light enough and long enough, such a little thing will skip right along.

For a cruising tender, we like an outboard that can be lifted by one person onto the little block on the taffrail of the big boat when it is time to tow the dinghy. That is something like fifty or sixty pounds... eight horsepower. A light fourteen foot boat will get up on plane and run 14kts with such an engine. A light sixteen foot boat will do it better. It is easy to get a such a boat to plane at less than the 6 knots that is the hull speed for that length. A nice,

light sixteen foot skiff will easily plane two grown people and a bunch of stuff with only five hp, and contrary to what some ignorant people in the advertising industry would like you to believe, there ain't no such thing as a nice heavy sixteen foot planing boat.

When the first planing boats were built back in the early part of this century, some people thought that there would be no limits to what could be done with enough horsepower. Now we are finding out that there are. The rules of planing boats are simple. As boats increase in size and weight, the horsepower necessary to make them plane increases all out of proportion to what might seem logical to some. The best way to illustrate this is by giving examples.

One of the little fifteen horsepower hydroplanes that we talked about earlier (surely the most efficient of planing boats once they get up on top; except for planing sailboats but that's another story) might weigh a hundred fifty pounds, including the engine and be twelve feet long. Say you double that and build a twenty four foot planing boat barely strong enough to go fifty mph like the little hydroplane. Now we are talking about more than a thousand pounds and better than two hundred horsepower. What if we were to double it again to forty eight feet, do you think that four hundred horses would push it to fifty? Not in Moneypenny's wildest dream... probably wouldn't even get up on top.

Although there "Ain't no exception to the rules," there are a few oddities: Some boats seem to break the rules. Proas and small sailing catamarans like Hobie Cats seem like displacement boats, but they go far faster than the speed of waves the same length. They are able to do that because, even though the hulls are deep in the water, they actually plane. The sharp bows of the hulls cut through the bow waves instead of riding up over them, and the narrow sterns leave the water behind almost as efficiently as a flat bottomed skiff. They just leave it in a "V" shaped trough cut into the water instead of planing off a flat place. Modern "deep V" boats do the same thing but instead of leaving a narrow, shallow cut in the water, they leave a very deep, wide and expensive ditch. They are all planing boats but they just do it on a different plane.

Do not be lured into the mistaken notion that two hulls are more efficient than one though. Small catamarans will handle more sail because the movable ballast (the people) can get further from the centerline without special equipment (like hiking boards) but while they are operating as a displacement boat, they have more surface area in contact with the water ("wetted surface") than a monohull of the same weight and are slower. The notion that small multihull sailboats are fastest when the wind blows is wrong too. Most any good planing single-hulled sailboat will outrun most catamarans (or the much hyped trimaran) with the same sail area, and a skillful kid on a wind-surfer will outrun them all. If you want a real hot sailboat a little bigger than a windauffer, I recommend a proa.

Some big displacement looking motorboats will exceed their hull speeds by a good little bit by doing something called "semi-planing". What they do is almost plane. Semi planing boats have a hull shape that allows them to fudge up on the bow wave a little bit and use turbulence to fill in some of the gap to the stern wave. This allows the wave-

length (and speed) of the waves to become greater, but the boat never actually breaks free and leaves its disturbance like a true planing boat. Semi-planing is an expensive way to move stuff through the water. Destroyers semi-plane at flank speed and everybody on board knows that it has to work to do it, and the fuel tanker better not be far away.

Modern submarines also exceed the speed of the waves that they generate when they are running on the surface. They are able to do this because most of them is under water where there are no waves (sort of a reverse "semi planing"). Like an alligator, when they can really scoot is when they are all the way under water and make no waves at all. I heard it on good authority that the fastest thing in the sea is a nuclear submarine. So, if you are real rich and want to go real fast in a big boat, that's what you need to get. Anything less just won't cut it.

There are two other rules concerning boat speed: The first rule says, "No matter how much money you spend and no matter how important it is to you to have a fast boat, you are going to (very soon) find somebody with a boat faster than yours." The second rule says, "No boat can outrun a cormorant flying up the river." No matter how fast you go, they just drop a little ballast and go a little faster. If you are on a jet ski, I hope they drop that ballast on you.

(Footnote: A speed of one nautical mile in an hour is called a knot, and it is a little bit faster than one statute mph. A long time ago, the people who settle stuff like that decided to measure the distance on the sea by the same scale that they measure the angle to the center of the earth. They decided that one nautical mile ought to be the same as one minute of angle of latitude or, they thought, one minute of longitude at the equator. They assumed that the earth was a perfect sphere, but they were wrong. (The earth is a good bit further around the equator than it is around the poles because, they tell me, of the force of the spin). They adjusted and argued and the British claimed one thing, the Europeans, another, and the US Americans, another and, as far as I know, the Africans and Asians kept their own council. Now, it is more or less commonly accepted that a nautical mile, that is the International Nautical Mile, is 6076.1 feet vs. 5280 for the statute mile, as every school child used to know by heart before the government failed to convert us completely to the metric system. Now all the young adults in this country think that a quart is part of an atom and they don't know how many liters are in a gallon.)

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

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



KAYAKS

Boréal Design

Wilderness Systems - Old Town

CANOEES

Ranger - Old Town - Radisson

Hundreds on Display

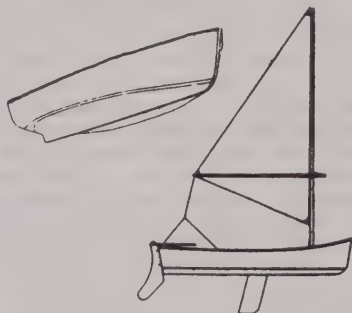
FERNALD'S

On the River Parker

Rt. 1A, Newbury, MA 01951

(978) 465-0312

KITTERY POINT TENDER



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

BAY OF MAINE BOATS

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

Friends and Fine Modelers

By Mark Steele



Ken Impey with the schooner *John Fossett Bonds*, the first sailing model he built.

A Cornishman With A Keen Eye and A Love of the Sea.

I met Ken Impey of Cornwall, England in 1994, when my wife and I, while on a visit to the UK, travelled to Falmouth to cement a friendship started by mail a year or two before.

The world is full of good ship modellers, and because I publish my little thrice-yearly specialist magazine on sailing models, I am fortunate to come into contact, through correspondence mainly, with a fair percentage of such individuals. Ken Impey who was born in Falmouth in 1929, is a rather special one, and quite apart from our own friendship over the years, is both a man with a keen eye for nautical detail, as well as a deep love of schooners and other sailing models which he meticulously crafts, fits with radio and then thoroughly enjoys sailing.

As I learned from him, he came into a family always associated with the sea and Cornwall, one of the loveliest parts of England, I am sure anyone who has been there will agree. He grew up with a harbour of ships of every kind, magnificent coastal scenery, with stunning coves and beaches as playgrounds.

Aside from doing National Service during which he sailed to Singapore and back, he has always lived in Falmouth, where he enjoyed a full career as a telephone engineer right

through to retirement. His work was to give him the technical skills for his later modelling, and when he retired, retirement then gave him the time to create a beautiful array of ship models. His first attempt was a schooner, the *John Fossett Bonds*, a model named after his grandfather who had been a ship's rigger by trade, and who according to Ken, was quite a remarkable man.

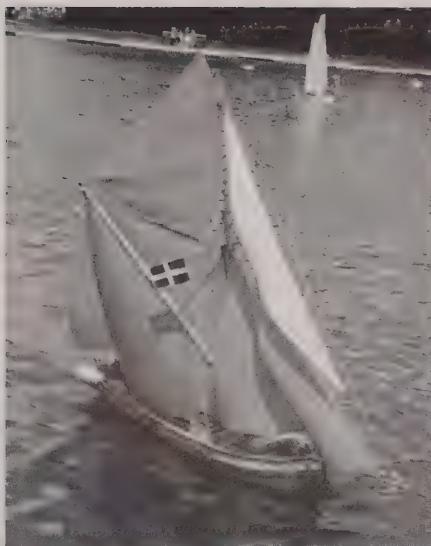
A pair of wishbone schooners built together stage by stage followed the first effort, and thereafter, many other types of sailing boats, indeed, the home shipyard in a quiet residential suburb of Falmouth, was to buzz continually as model after model came off the slip with regularity year by year.

A quiet and unassuming man, Ken is a skillful modelmaker who sails with one or two model groups, in particular, the Falmouth Model Boat Club. His work is an inspiration to many fellow modellers, and many of his fine models have always drawn favourable comment from readers whenever they have appeared in my own publication.

We are extremely close friends who communicate regularly by both mail and telephone, and the memory of our sail together at Perranporth in Cornwall, while our wives went walking, I think I will always remember.



Ken's New Zealand scow, *Marjorie Campbell*, his wife's maiden name.



The Thames coasting barge, *Gertrude Baker*.

A Ship Modelling Man Called "Swede"



"Swede" Johnson with his Garden designed model schooner.

Everyone knows him as "Swede", they say of Lloyd Johnson of California's Costa Mesa region, who has been acclaimed by many as both a renowned sailmaker and remote control model sailing innovator, who in 1985, in recognition of his most outstanding contribution, by way of setting courses for California yacht clubs' ocean racing, was awarded the Edward F. Kennedy Memorial Newport Harbor Yachtsman of the Year trophy.

Indeed he has set the marks for a whole host of prestigious races, including the USYRU Olympic classes for three consecutive years, the Governor's Cup races in '79, '81 and '84, the Finn class and Six Meter nationals and the Etchell Worlds. When the Olympic Games were held in Los Angeles in 1984, not only was Lloyd Johnson the appointed sail measurer, but for the games, he designed and built the inflatable marks used on the course.

Lloyd's love these days is the world of

model yachts of which he has built several wonderful models that include an Alden design Malabar schooner which he started building in September 1995, and with which he went on to win many championship regattas. He sails that boat with the San Diego Argonauts, a club that specializes in the building, showing and racing of scale schooners.

His latest build is an impressive looking Bill Garden designed Toadstool schooner completed late last year, though he has probably long started another project, in fact I am almost positive that he mentioned to me in a letter a few months ago, that another model was under construction.

Many writers have heaped praise on "Swede" Johnson, and Dennis Desprois wrote: "What makes him a truly remarkable designer and innovator, goes far beyond the boats that he puts on the water. His willingness to share his vast knowledge with others, is what makes "Swede" Johnson an RC sailing treasure."

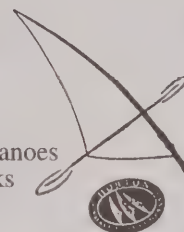


FERNALD'S MARINE

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

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>

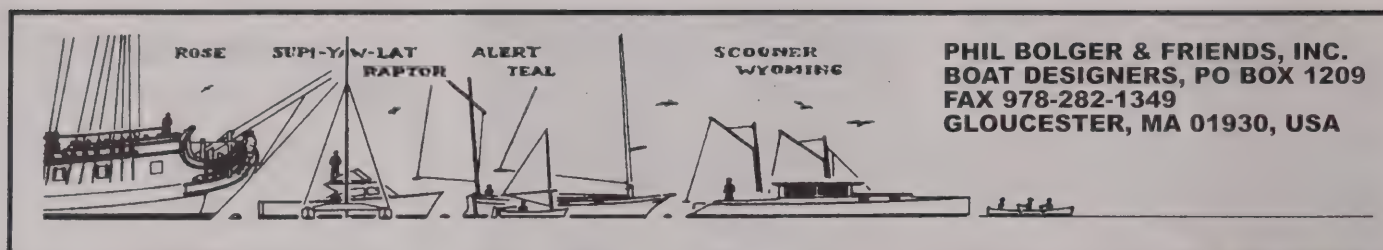
Wing Systems Touring Shell The 1 Boat Fleet



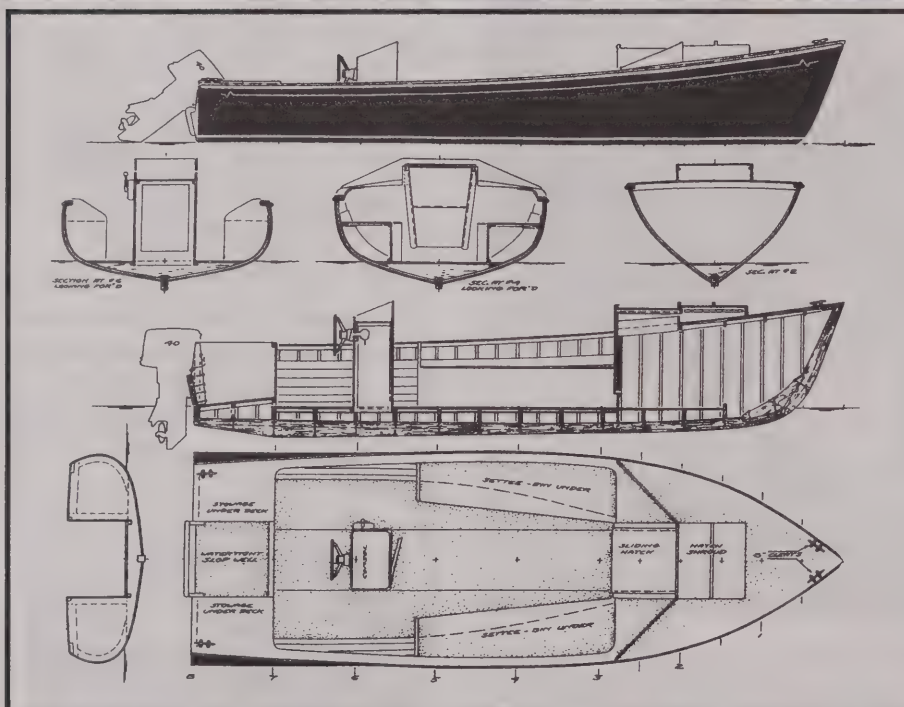
A breakthrough in performance, versatility, safety and value. Wing's Touring Shell converts in minutes from a single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Plantedosi RoWing - \$2,035, Touring Shell as single kayak - \$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems

P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11711
For Orders: (516) 922-2655 Collect



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



Bolger on Design

Shivaree 21

Design #537 - 21'4" x 7'0",

Back in Volume 17, Number 1, in May '99, we showed off our Shivaree 16 outboard utility. She is Design #518. Then just lately we showed the stretched 18' version, Design #648. But long before we did that stretch we had made a design for a stretch to 21'4", Design #537. This plan was originally called "the fisherman's launch" because it was commissioned as an update of a Chapelle design so called (the Chapelle design was actually a Maine Hampton boat; nice boats which are still being built, but limited in speed and not suited to outboard motor power). Later a cold-molded, high-finish rendering of the design was built in England, called *Sometime Or Never* because she took so long to deliver, and we used that name. or just *Sometime*, for years, but we're going to call her Shivaree 21 hereafter.

The decision to change the name came when we were out in the original Shivaree 16 and happened to meet Brian O'Donnell in his beautiful rendering of the 21-footer. He kindly agreed to go out of his way for a quick photo session. This took us past the mooring of the local Shivaree 18, but nobody was around. Eventually we hope to get the three of them in one picture.

There's an earlier design, #424 Tartar, which looks like a still further stretch to 25'6", but she is not on the same model and is not quite as pretty or efficient a shape, (though she is quite pretty and quite efficient as her photo suggests). When we find the time we'll upgrade this already nice design with a Shivaree transom shape and a few other small changes; her last owner has been talking with us about putting her into production. His log has 15,000 miles on her, on road trailer and as



a tender to his 65-footer.

Back to *Zephyr II*, the Shivarree 21. She was built in one-off fiberglass, and is the smoothest job in that construction we've ever seen. Usually it produces noticeably rough and unfair hulls, but Brian O'Donnell must have put a lot of skill and care into the setup, and spent a lot of hours on her finish. He allowed the latter and that there had been times when he wished he had picked some other construction. Not only is she quite fair and very smooth, but she is not overweight as is also common with this construction. The photos don't do justice to her deck and interior detailing.

The spray rails shown in the photos were added her second season and were partly to stiffen the shell of the boat where Mr. O'Donnell sensed that there was some flex. He also hoped it would help keep the spray down, but if anything, it has the opposite effect because the water it turns down tends to bounce back up far enough forward to blow inboard. None of the other boats, of the various lengths, have spray rails below the rub molding at the deck level, and they are unusually dry boats as their bow waves stay close alongside and low; the air flow around the bow carries the spray down under the turn of the bilge. We think that a need for spray rails is a sign of an incorrectly faired bow (we have designed some boats that needed spray rails, but not recently!).

The photos show how cleanly she runs. The 50hp four-stroke Mercury drives her at 20kts by GPS, wide open, not much slower than the 16-footer with a Yamaha of the same power in smooth water. She would no doubt outrun the shorter boat in choppy water on account of her sharper lines and better ability to bridge over the troughs, and of course she can carry more weight without bogging down. The British sister ship had a 90hp two-stroke. We got no trial reports but guess that she can make 25 knots.

Zephyr cruises comfortably with a low and narrow wake at 15kts, and if we got a boat to her design that is the power we would have. The advantage of moderate power is the weight saving, in the power plant itself, in lesser fuel capacity requirement, and in lighter structure. We originally had a 25hp Evinrude two-stroke on our Shivarree 16. It planed her out at 15kts on a good day with a light load, but she lost speed quickly with several people or much reduced cruising throttle. But, she could run faster in no-wake zones, and bog down less in her own waves when throttled back, than she does now with the comparatively heavy 50hp Yamaha. We would hate to see any more weight on her stern than the 50.

The longer boats carry added weight better, which brings up the matter of the far aft console. Mr. O'Donnell likes it and has improved it with the helm seat shown. It's good to have most of the boat in front of you, and to be facing the passengers, and at full-planing speed a far-aft center of gravity can reduce drag. In rough water the motion is least at the stern in boats of this type. But it's not good for moderate and low speed running and maneuvering. The 21-footer with the comparatively light motor doesn't suffer much from the aft weight placement. But the 16-footer did; her behavior was much improved when we shifted the console forward to amidships, even when we were still using the 25hp motor. We had learned the lesson by the time we did the 18-footer, and if we were building a

21-footer now we would probably move her helm several feet forward of the designed position.

If we have to replace the original 16-footer, we will almost certainly keep that length, for its handiness in tight places, and because its quick reaction in pitch is best on a breaking bar. We've talked about a stretch of the Shivarree molds to 31', and for the fun of it once sketched a 4:1 stretch to 64', which would give about the proportions of a 1900s racing boat and an almost complete lack of wavemaking at any speed. But the difference

in reaction to a steep breaker on the bow becomes more and more noticeable as you go longer. Incidentally, the longer a boat is for her breadth and weight, the less important the careful modeling of the shape becomes. The short boat shows off best our hard-learned knowledge of three dimensional flow.

What we won't do is power up for more speed. 40-50mph is exhilarating at times, and these shapes would behave at such speeds if the construction was up to it, but the weight of the power plants to do it comes at too high a price in clumsiness in crowded waters.



Tartar #424

Interested in traditional small boats?

JOIN TSCA!

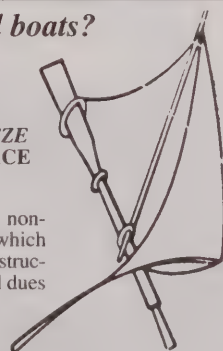
MEMBERSHIP INCLUDES:

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

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

www.tsca.net

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





The history of traditional small craft in America is replete with the stories of enterprising families who, through their talents and energies, made important contributions to our small craft heritage. Many are unsung and deserve to be recognized. One such family is the Davis family of Kletlakatla, Alaska. Made up of three generations of Tsimshian Indians, this remarkable family designed and built beautiful and practical work boats that were an important part of the Northwest boating scene from the turn of the 19th century to the early 1960s. In 1981 the Center for Wooden Boats in Seattle published a marvelous monograph written by Marty Loken which told this family's story. Unfortunately it is out of print. It served as the major source for this article.

My Favorite Things

By Rich Kolin

The Davis Family Of Metlakatla, Alaska

Grandfather John Davis started out his boatbuilding business as a part time builder of skiffs in Vancouver, British Columbia in the late 1880s. The Great Seattle Fire of 1889 drew him south to help rebuild the city. It was the Alaskan gold rush in the late 1890s that gave him his start. John and his son Rod spent three

summers at Lake Lindeman and Lake Bennet building boats for the miners who needed to transport their supplies down the Yukon River to the goldfields. Working with hand tools alone and newly felled trees they built rough barges and rowboats.

Diligently saving the money from this work they were able to set up a boat building business in Metlakatla, Alaska, a new community of Tsimshian Indians founded by a missionary, Father William Duncan. Duncan designed the community around the economy and culture of the United States with the concept that it would be self supporting. Under this premise Father Duncan got the U.S. Congress to cede 86,000 acres to the Metlakatla Indians. This was the first land grant reservation in the Alaskan territory.

John and Rod became important links in the local economy by founding a sawmill, boatyard, general store, and fish saltery. John Sr. was the master boat builder, Rod turned out to be an enterprising businessman selling boats and eventually branching out into a bowling alley and a movie theater. John and Rod sold their boats through a network of agents in many of the major coastal towns and villages. These agents were usually postmasters and owners of the local general stores. When grandson John Jr. was old enough, he went to Seattle to attend a trade school to learn boat design and helped the family business by designing fishing boats.

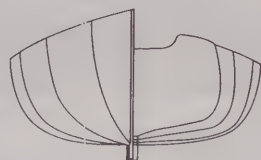
The family built sealing boats, skiffs, and lighthouse tenders. Their big hit was a double ended boat which began a new hand trolling salmon fishery on the Alaskan coast. These popular boats were 14' to 18' long and resembled the Maine peapod although their design influence came from the sealing boats. With the introduction of outboard motors, the Davis family came out with a new design, the square sterned Davis Boat. This design was a transition between the time of oar propulsion and motor power. It is not a planing boat. It is a displacement boat which rows well and is easily pushed by a low powered outboard. Its sharp bow followed by flat floors makes for an easily driven yet stable hull. The high freeboard allows for a dry sea boat.

In 1999 I was fortunate to find a 14' square sterned Davis Boat being restored in Marty Loken's classic boat restoration shop. I made several visits and took the lines off. In the spring of 2001, a class held at my shop in Marysville, Washington through the auspices of The Center for Wooden Boats (CWB), built a boat to those lines with a modified construction plan. This new construction plan beefed up the frames, added limbers and bent floors to increase her strength and longevity.

This boat turned out to be all that I hoped and will be part of the rental fleet at the new CWB Cama Beach facility on Camano Island. This year (2002) I received a John Gardner grant from the Traditional Small Craft Association to develop building plans that would be made available to the public. These plans are available from me and the Center for Wooden Boats in Seattle for \$55 which includes shipping and handling charges.

For more information about boat building classes or plans contact me at 4107 77th Pl., NW Marysville, WA 98271, (360) 659-5591, <kolin1@gte.net

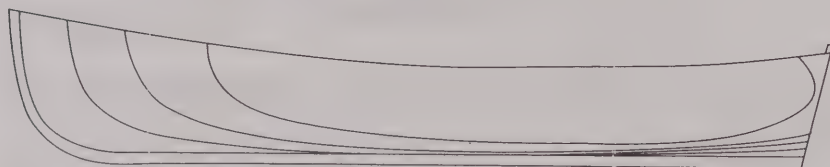
The Center for Wooden Boats can be reached at 1010 Valley St., Seattle, WA 98109, (206) 382-BOAT, <cwb.org>



FLO

Square Stern Davis Boat
LOA 13'7" Beam 4'4"

As designed and built by Rodney and John Davis
Lines taken off by Richard S. Kolin, June 1999



Pert Lowell, Co., Inc.

Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom 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

Hansen & Company
Builders of Practical & Impractical Boats

Gloucester Gull Rowing Dorries,
Kayaks & Other Small Boats

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

(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



Robb White & Sons, Inc.

Custom Small Boats
Forty Years

P.O. Box 561
Thomasville, GA 31799

Builders & Restorers

Cullison SmallCraft

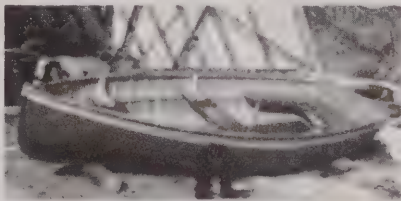
Builders of Traditional and Contemporary Rowing and Sailing Craft

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

www.CullisonSmallCraft.com

Reproduction of Charles Lawton 10' Yacht Tender

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



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

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

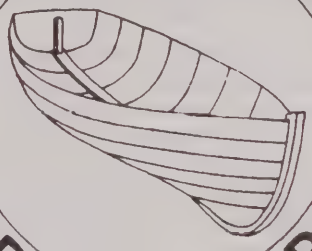
**Proud Builders of
Arey's Pond Catboats**



14' "CAT"
12' Kitten - 16' Lynx
20' Cruising Cat
Traditional elegance with a
fiberglass hull, teak trim & floor-
boards, all fittings solid bronze
sitka spruce spars

Box 222, 43 Arey's Ln. (Off Rt. 28)
So. Orleans, MA 02662
(508) 255-0994
<http://www.by-the-sea.com/areyspondboatyard>
E-mail: catboat@cape.com

**SOUTH COVE
BOAT SHOP**



**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

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



REDD'S POND BOATWORKS

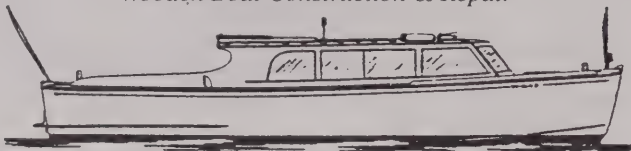
Thad Danielson
1 Norman Street
Marblehead, MA 01945

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

Wooden Boat Building, Classic Designs,
Traditional Construction and Materials

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

Plans & Kits



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

www.clcboats.com



Kits, Plans & Boatbuilding Materials

Eastport Pram

Sassafras 12

Mill Creek 13

Jimmy Skiff

Sassafras 14

Chesapeake 14

Mill Creek 15

Chesapeake 16L

Sassafras 16

Chesapeake 16

West River 162

West River 164

Mill Creek 16.5

Chesapeake 171T

Chesapeake 17

Annapolis Wherry

Chesapeake 18LT

Pax 18

John's Sharpie

Chesapeake 18

West River 180

North Bay

North Bay XL

Pax 20

Oxford Shell

Chesapeake Double & Triple

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

CHESAPEAKE LIGHT CRAFT

PICCUP PRAM



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

Bluejacket 24



A lightweight, trailerable cruiser that planes from 22mph down to 10mph on only 50hp. A handsome cruiser with roomy forecabin and pilothouse, private head, and classic lines. Stitch & glue plywood for ease of construction.

Plan package \$150
Tom Lathrop
P.O. Box 752, Oriental, NC 28571
(252) 249-2646
Harbinger@cconnect.net

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

Unique Wood-Strip,
Performance, Sea Kayaks

**Kits, Plans &
Finished Boats**

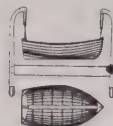
Send \$3 for a catalog to:
Nick Schade
Guillemot Kayaks
Apt. M, 824 Thompson St.
Glastonbury, CT 06033
ph: 860-659-8847

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



Beach Cruiser
Footloose

Plans for Heirloom
Cradle Boats
and Watercraft
Developed and
Drawn with the
Amateur Builder
in Mind



Cradle Boat
Baby Tender

Jordan Wood Boats

P.O. Box 194 • South Beach, OR 97366 • 541-867-3141
www.jordanwoodboats.com



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95

INSTRUCTIONAL VIDEO \$19.95

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



www.geodesicairoliteboats.com

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat



Kits • Plans • Books
Cove & Bead Strips



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

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

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



ATKIN

ILLUSTRATED CATALOG

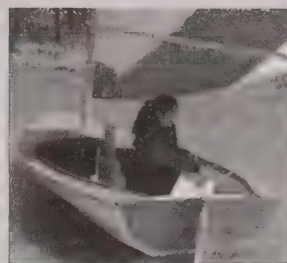
Over 200 designs. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities, and houseboats. \$10 U.S., \$15 Canada, \$18 overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

ATKIN DESIGNS

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



SWIFTY 12



A lightweight, 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

SWAMP YANKEE BOATS



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

Information Packet \$2.00

Robert W. Sparks

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

Build "Rocking Dory"



48" x 18" McKenzie River
Dory Rocker

Fast Build Stitch & Glue Full Scale Patterns
10pp Directions, Illustrations, Color Photos
\$15 Plans, \$175 Precut Parts

Terry Lesh

80 Bennet Cr. Rd.

Cottage Grove, OR 97424

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

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

GLEN 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



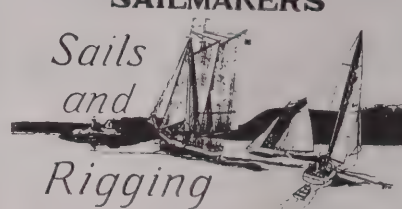
Shoestring Shipyard

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

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

GAMBELL & HUNTER
SAILMAKERS

*Sails
and
Rigging*



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

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

GAMBELL & HUNTER
SAILMAKERS

*Sails
and
Rigging*



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

CUT COPPER CLENCH NAILS

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

STRAWBERRY BANKE MUSEUM
POB 300MB, Portsmouth, NH 03802

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.
1780 Remlik Dr. Urbanna VA 23175
(804) 758-2721



RAKA EPOXY & FIBERGLASS

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

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

MAINE COAST LUMBER, INC.

17 White Birch Lane
York, ME 03909
(207) 363-7426
(800) 899-1664
Fax (207) 363-8650
M-F 7am-5pm



66 Larrabee Road
Westbrook, ME 04902
(207) 856-6015
(877) 408-4751
Fax (207) 856-6971
M-F 7:30am-4:30pm
Saturday 8am-12pm

**HARDWOOD LUMBER • SOFTWOOD LUMBER •
HARDWOOD PLYWOODS • MELAMINE • MDF •
MARINE PLYWOODS • MDO • PARTICLE BOARD •
SLATWALL • LAMINATE • EDGE BANDING • VENEER •
HARDWOOD MOLDINGS • CUSTOM MILLING**

We Deliver ME, NH, VT, MA, RI www.maine coastlumber.com
email: info@mainecoastlumber.com We ship UPS

HANDMADE SEAMANS KNIVES
207-882-9820



CUSTOM
DESIGNS
MUDD SHARRIGAN
WISCASSET, ME 04578

telephone (413) 783-5589
20 TREETOP AVENUE
SPRINGFIELD FAN CENTERBOARD COMPANY
SPRINGFIELD, MASSACHUSETTS 01108
DROP RUDDERS • TELESCOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

Clearly the best
WEST SYSTEM® Brand
207 Hardener

Kayak built by Ted Moores, master builder, teacher and author of *Canoeecraft & Kayakcraft*. Ted has used WEST SYSTEM Brand products for 29 years. He recommends 105/207 for the ultimate clear finish. www.bearmountainboats.com

For fabric applications and clear coating,
WEST SYSTEM 105 Resin & 207 Hardener

- Maintains clarity and has extremely low blush formation—as low as "no blush" epoxies
- Requires fewer coats to fill fiberglass weave than other epoxies
- Apply three or more coats in one day and sand the next—your projects get finished faster

WEST SYSTEM®
BRAND

■ **Epoxy products**
Reliable solutions



Gougeon Brothers, Inc.
989.684.7286
www.westsystem.com

Call today for your **FREE** User Manual & Product Guide

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

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**

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@gwi.net

SEE SMALL-CRAFT SAILS

AND GET A QUOTE AT

www.dabblersails.com

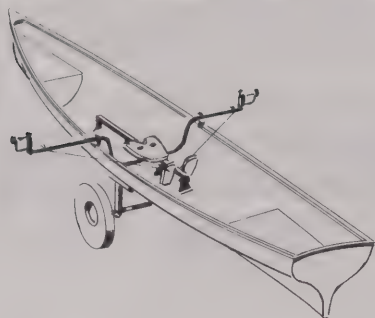
OR CONTACT US AT

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



Classified Marketplace

BOATS FOR SALE



16' Stonington Pulling Boat, kevlar. Designed by Rob Pittaway, blt by Golden Era Boats, Noank CT. 16' LOA, 39" beam. Piantadosi sliding seat rig, 10' spoon blade oars, dolly wheels, car top carrier. \$2,100.

WILLIAM H. ATCHESON, JR., P.O. Box 751, Dennisport, MA 02639-0751, (508) 394-8358. (8)

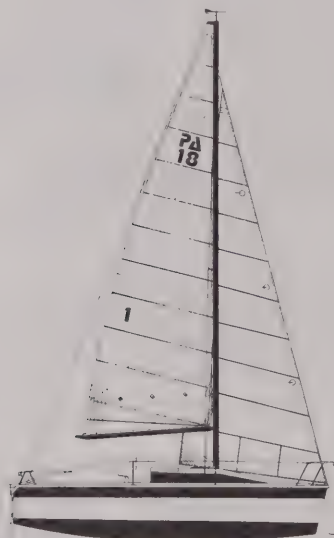
'71 O'Day Javelin, 14' FG, designed by Uffa Fox. Grt family day sailer, vy stable, overall hull weight 475lbs. R/F jib, jiffy reef main. Exc cond, w/tilt trlr. \$1,500.

ART PETERSON, Asbury, NJ, (908) 735-5462. (8)

19' Alberg Typhoon Weekender, keel sloop, OB, cradle, trlr can be arranged. \$3,500. **22' Pearson Sloop**, no trlr, nds daggerboard. \$600. **14' 470 Sloop**, trlr. \$600.

PETER BROWN, Alexandria, NH, (603) 744-5163. (8)

12'6" Beetle Cat, old but still going strong. Not sure of age, probably pre-WWII. Gd cond w/many improvements. In water every yr. No trlr. \$1,500. ROY TERWILLIGER, Harwich, MA, (508) 432-0549, <leaves@capecod.net> (8)



'81 Pierce Arrow 18, 18'7" LOA, 8' beam, 4' draft (9" w/dagger up), 185sf sa, 1,100lbs displ. Fully cored FG hull in exc cond, orig gelcoat still polishes nicely. Huge cockpit, roomy cabin. Mainsail w/slugs, roller genoa, genaker. Hvy duty hrdwre throughout, feels secure on big water. Tlr recently overhauled ready to go anywhere. \$4,200.

PAUL MOYER, St. Paul, MN, (651) 739-8027, <p.moyer@amclyde.com> (8)

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.

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> (8)

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)

'35 Thompson, barn fresh, 14.5' cedar strip 3 seat tunnel drive beach launch w/small Lawson inbd engine, tiller steering, auxiliary oars. Nds compl restoration. \$2,800. **'30s Ventnor 14' Hydroplane**, 2 seater gentlemen racer, extremely rare. 3rd oldest known Ventnor, compl restored w/original engine, 4/60 Elto & trlr (wooden) plus modern trlr. \$19,900. ROY ROYAL, Columbus, MI, (586) 727-7320 or (313) 390-6444, <rroyal@ford.com> (8)

19' Firefly, Ken Bassett sliding seat recreational shell. Mahogany ply, oak & cherry. Nds minor work. \$2,800. Oars NOT included. WALLIE HAMMER, Leetes Island, Guilford, CT, (203) 453-8367. (8P)

18' Plywood Catboat, structurally sound, nds some cosmetics. \$250 OBO. **19' Lightning Hull**, cedar. Free to gd home. JEFF ADLIN, Toms River, NJ, (732) 255-9178. (8)



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. (8)



At First Light, beautifully blt Swifty14, designed by international boat designer Frederick Shell, Shell Marine. 14' long, 6' beam, 165lbs, 85sf sail area, draft 6", CB. Vy fast on all points of sail w/up to 3 crew. Can be rowed &/or motored. Will plane on a reach in 10kt winds. Unique leg-o-mutton sail design w/18' 2-pc folding mast. All gear fits into boat incl 9.5' Shaw & Tenney oars. Easy set-up & take down. Design incorporates sealed flotation chambers in bow & under all seats. Relocation has forced sale. \$2,600 w/new galv trlr. JONATHAN SHOOK, St. Charles, IL, (630) 587-9290. (8)

Hydra Adventure, sit-on-top aqua. Exc cond. \$500 OBO. **17' Hydra Solo**, white, w/rudder, storage compmts front & back. Exc cond. \$600 OBO. FRANK ALBERT, Marco Island, FL, (239) 642-2357. (8)

Wooden Canoe, canvas covering, 1910 era. Possibly Robertson. Grt cond, only 2 owners. Seeing is believing. \$1,200. DWIGHT PETTERSON, Warwick, RI, (401) 739-5386. (8)



Herrreshoff Eagle, lovely traditional looking gaff rigged sloop w/topsail. Blt '74 by Nowak & Williams. FG w/teak trim. 22' LOA, 18' LWL, 8' beam, 1' 10 7/4" draft, 2,700lbs displ, 700lbs lead ballast, ssCB, 8hp Nissan OB in well, 20hrs, 2 berths, sink, stove, porta-potti, wheel steering, VHF, AM/FM/cassette radio. Galv trlr. All nice cond. In Delaware River at Camden, NJ. \$7,500.

DICK KRAEUTER, Lawrenceville, NJ, (609) 392-8221. (9)



Bob's Special 15' Cedar-Strip Canoe, blt '96-'97. Newfound Woodworks kit. Northern white cedar w/pine/red cedar accents. Ash gunwales, ash/cherry deck, ash stem w/brass stem band. \$1,500.

BOB ROSS, Hillsboro, OH, (937) 393-4959, <bobross@ameritech.net> (9)

15' Perrine Sailing Sneakbox. \$500.

ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (8P)



Buckrammer: Loss of job forces sale of our beloved '08, 24' 2" draft (board up) Crosby catboat as featured in the pages of *MAIB*. White cedar on oak frames, 15hp Westerbeke (fwc) diesel, full head & galley. Over-equipped w/all electronics (radio, digital depth, GPS), spare sail, full cushions inside & out, dble ground tackle & tons of original, antiques from her Shipmate coal stove to numerous oil lanterns. Slps 4 to 6 in Victorian style. In the water at Westport Point, MA ready for a demo sail w/the Fall season beckoning. Price incl winter storage until Spring 2003 if desired. \$29,500 firm. Serious inquiries only.

J. CONWAY, Winchester, MA, (617) 821-7890 or <boinkle@aol.com> (9)



30' Blue Chip, by Cape Cod Shipbuilding, '65. 2 cyl Volvo diesel, new mast & rig, new paint, roller-furling genoa by Doyle '98, full-batten main, FG hull w/teak trim, mahogany cabin w/teak sole, Shipmate wood stove w/oven, 70gal water tanks, VHF, knot meter, Autohelm depth sounder, dodger, custom winter cover, awning, 2 batteries. A well maintained & upgraded vessel w/nice lines & upgraded mechanical systems & equipment. Located nr New Bedford, MA. \$18,500.

MICHAEL W. BROWN, Cambridge, MA, (617) 876-6365, <Brownie81747@aol.com>

15' Flat Bottom Skiff, new FG over cross planked cedar w/oak frames. For OB power 9.9 to 25, w/oarlocks in case that fails! Boat originally blt in the '60s in Jonesport ME. \$1,495. **8' Plywood Pram**, painted white, ready to go. Tows grt at any speed. Rows good too. \$295. See photos at www.gwi.net/oceanvilleboat/.

JACK DICE, Oceanville Boat Shop, RRI, Box 864, Oceanville Rd., Stonington, ME 04681, (207) 367-2687, <oceanvilleboat@gwi.net> (9)

Chesapeake Light Craft Sea Kayak, 17', 45lbs, epoxy & FG over okoume marine plywood. Exc cond. \$600.

DAN FARMER, Greenwich, NJ, (856) 455-4903; danfarmer@worldnet.att.net> (9)

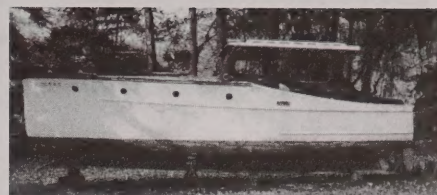
'73 Ranger 29, new dodger, Atomic 4 gas, head w/10gal holding tank, 15gal water tank, 5 sails. Gd cond, downsizing, nd to sell. \$8,000 OBO.

GEORGE CLAIRE, 1 Peach Orchard Dr., Riverside, RI 02915. (9)



14' Redwing Sailing Dinghy, Uffa Fox design. Mahogany planking & oak frames. Metal centerplate. 145sf sloop rig. Fast & able. Harken hrdwre, Banks sails, & Crewsaver buoyancy bags. \$3,950/OBO. Must sell!

BOB TABB, Lockport, NY, (716) 434-7792, <ohcsrt@aol.com> (9)



31' Elco, '29 cedar on oak frames, Chevy V-8 power, slps 4, nds transom. Sell or trade.

REED HUBBARD, Wilton, NH, (603) 654-6249, or (654) <rhubbard@tellink.net> (9)

15' West Wight Potter, '90 w/trlr. 2002 Mercury OB no hrs, new full batten main w/jiffy reefing, plus orig main, jib, genny. Fine compass, anchor & rode. All lines lead aft. Lots of storage or camping room. \$4,500.

DON JANES, RI, (401) 932-9401. (9)

16' Mad River Explorer Canoe, Kevlar Airex. Lt green, front seat backrest. Exc cond. \$1,000.

GUY GILLETTE, Yonkers, NY, (914) 779-4684



14' Force5, blt by Weeks Yacht Yard. Hand laid FG constr, beautiful mahogany brightwork. 3 pc alum tapered mast, high perf boom, compl Harken traveler system & block package, Ronstan x-10 tiller ext, high perf FG foils w/kickup rudder, cam & cam cleat, sail adjustment points, top quality line package. Sails by North Sails New Jersey. Off white deck, custom color hull. Always stored indrs, kept polished, absolutely like new. Sells new today for \$4,300. 140lbs easily car topped. Snap to rig w/3-part mast & ltwt board & rudder. Wonderful day sailer or racer. Compl outfitted to Force5 class rules. DAVID McLEAN, Frederick, MD, (301) 662-6754, <drmclean@webtv.net> (9)



FG Keel Sloop, 14'9" x 5'6" x 2'6" w/alum mast. Designed for single handed open water cruising, equipped w/roller reefing main & jib & wind vane self steering. Full equipment incl 8' plywood dinghy & electric motor. \$750.
LEONARD SATZ, Blackwood, NJ, (856) 227-5886, <lenandanita@aol.com> (9)

'96 Stuart Marine JC9, high-quality, Maine-made, hand-laminated FG double-hull boat w/positive flotation. Anodized alum mast & boom w/ss stays, turnbuckles & chainplates, sloop-rigged, dacron main & jib sheets and halyards, w/top quality ss hrdwre. 3' varnished mahogany daggerboard, tiller, & kickup rudder. Interior wood trim, seats, oarlock mounts, & daggerboard trunk bright oiled teak. Interior vy light tan w/dark blue hull. Oars & removable oarlocks incl. USCG rated for up to 4 people, max displ 805lbs. Empty weight 150lbs w/sailing gear. Payload 655lbs. Can accommodate up to a 2hp motor. Motor mount not installed, but could be done easily at minimum cost. Incl 3 PFDs (1 throwable), collapsible bailing bucket, & collapsible paddle. Quick & stable, in essentially new condition on a brand new (2000), never in the water, Performance L-14 trailer (1-7/8" ball). Bonus: trailer can be reconfigured to accommodate boats up to 14' and 2000lbs. Light scratching on bottom due to beaching in sand, shell, and coral. Perfect rower, sailer, tender, & grt trainer for grandkids. Garage kept in Palm Harbor, FL. New cost \$3600., Take it home for \$2000 firm.
MIKE MOREA, Palm Harbor, FL, (727) 771-1835, <moreas@ij.net> (8)

Free for Restoration: '59 (?) Sloop, 21.5', slps 4. Marconi rigged, mahogany plywood, lt wt, triple keels, full equipped. Blt in Ukraine. OB power available. **'18 (?) 18' Old Town Canoe**, currently FG covered, gd overall cond. Vy restorable. Both located in E. Hampton, CT.
RENE SHOOK, E. Hampton, CT, (860) 267-4132 eves until 9pm. (9)

'83 MacGregor 25', trailer/brakes. Many upgrades. New main, jib & genny vy gd cond. Anchor w/chain & rode, full flotation, marine battery, masthead lights. Wilcox stanchions, pulpit & after rail w/fold down swim ladder, galley, potti, more. No engine. \$2,500. Extra Suzuki 8hp w/alt \$650.
JOE MACOZEK, York ME, (207) 363-5826. (8)

7'7" Nutshell Pram, nds paint & some TLC. Too many boats. \$400.
L. DOW, Eliot, ME, (207) 439-8488. (8)

BOATS WANTED

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

Great Pelican, w/cabin, or Super Pelican w/cabin. TOM WESSON, JR., Tupelo, MS, (662) 842-3712 days, (662) 767-3529 eves & wknds, <twhasfun@netdoor.com> (9)

Dovekie.

Joseph Granieri, 700 S. Atlantic Ave., New Smyrna Beach, FL 32169, (386) 689-3830. (10P)

SAILS & RIGGING FOR SALE

White Poly tarp Sail Kits. Construct a sail in about 4 hrs. No sewing required.
DAVE GRAY, 22 Sunblest Ct., Fischers, IN 46038, (317) 915-1454. (17P)

Cape Dory 14 Sliding Gunter Rig, sail & 3 pc rig in gd cond. Bronze kick up rudder fitting for transom incl. You pay shipping, that's your cost.
CHARLES D. SIFERD, Lima, OH, (419) 222-0386, <csiferd@woh.rr.com> (8)

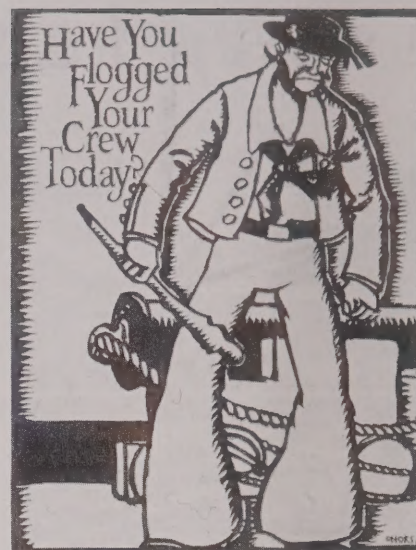
Montgomery 17 Main & Jib, new, never used. Made by Sailrite, NOT KITS. Main blue & white vertical stripes; luff 19', leech 20'5", foot 7'6", 1 set reef pts. Jib green & white vertical stripes; luff 20', leech 18', foot 8'6". Cost \$980, will sell for \$775 the set.
RICK RAMSEY, Ft. Wayne, IN, (460) 747-2437. (9)

GEAR FOR SALE

Marine Gear: 2 galv dbl pulleys, 1 shaft, mntd on wooden block for 1/4" line. \$5. 16' 3/16" black nylon forestay w/turnbuckle & 2 14' 3/16" black nylon shrouds w/thimbles & turnbuckles. \$5. 2 galv 4" turnbuckles, 1 iron 4" turnbuckle, 1 alum 3" turnbuckle, 1 bronze 2" turnbuckle. \$5. 1 ea 1/8 & 3/8 shackles, 1 galv shackle w/3/4" throat. \$3. 8 galv 2" diam rings, 6 brass rings. \$3. Galv dbl pulley w/ eye for 1/4" line. \$2. 4' galv chain. \$2. Single pulley flange mnt for 1/4" line. \$1. Galv screw ring-bolt, 3/8" shank, 3/4" ID eye. \$1. Hvy hook w/1/2" eye ring. \$1. 6 S hooks. \$1. 2" snap hook & 1 w/ swivel. \$2. 2-1/2 pr turnbuckle jaws, 10 steel U clamps for 1/8" wire. \$5. 2 ton hydraulic jack. \$5. 1/3hp 110vac motor. \$5. Bit brace. \$2. Reciprocating sander. \$2. Fine grit grinding wheel, 3/8"x5-1/2", 1/2" hole. \$1. Spruce dinghy gaff, oval shaped, 1-1/2"x2-1/2"x104", nds refinishing, slight bend at foot, 1/4" 4". Prints & instructions for building FB11 sailing dinghy, gd for float boat/load carrier, rows easily, smart sailer, beamy & stable. Incl stem, dagger board, frame parts, 1 frame, gussets & filler pieces. \$10. U pick up. Motor stand for 3hp-5hp. \$5; Goodyear tire, never used, still inflated on 4 hole trlr wheel. \$10. PFDs, 2 adult & 1 child's sizes. \$10. 1 8lb Danforth shackled to 50' of 1/2" nylon ode w/ whipped loop on end. N/C Items: Home made chain plates, SS 1/16"x1"; 1 3/8" x 6" bright steel lagscrew; 2 1/4"-20 x 6" machine bolts w/hex heads; 1 1/2 x 3 x 7 carriage bolt w/ nuts; Plastic sleeve 3/4" ID x 4" length; Galv thimble for 1/4" line; 4-1/2" galv cleat; Jackknife w/3" blade, can opener, screw driver, bottle opener. How to Builds for small boats & a few compl plans for various others. Write & let me know if I can help you. Moving, so must empty hold. All prices negotiable.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01702-5822, (508) 872-4206. (9)

Gray Marine Engine, 25hp rblt, FWC, vy little hrs. Incl cooling system & controls. \$4,000.
ROBERT WILKINSON, Orleans, MA, (508) 255-0325, <rlw@wilkinsonre.com> (8)

"Life's Too Short To Own An Ugly Boat" Bumper Sticker, \$2.00 ea, add \$1 postage for up to 20. Call for prices on T Shirts & Coffee Mugs too!
SOUTHPORT ISLAND MARINE, P.O. Box 320, Southport, ME 04576, (207) 633-6009, www.southportislandmarine.com. (TFP)



A Tough Jacktar, holding his billy stick (18th C. British sailor) is featured on this T-shirt. Dramatic woodcut printed on an Ash Grey shirt. The words say it all! Perfect gift for any sailor, rower, or old salt! Medium-X large \$17.00, XXL \$19.00, S&H \$4.50 in North America. We accept Visa, Master Card & American Express.
NORS, P.O. Box 143, Woolwich, ME 04579 USA, (207) 985-6134, Fax (207) 985-7633, <nors@loa.com>, www.norsgear.com (TFP)

3 Small Yanmar Marine Diesel Engines: 15hp, 2QM15 professionally rblt, never run, compl w/ starter, alternator & water pump, receipts from all work. \$1,500. 13hp 2GM compl w/Hurth gearbox, nds total rblt, \$500. 10 hp YSB12 single cylinder compl w/transmission, nds injector line. \$700. Take all 3 for \$2,100.
JAY DEERING, Savannah, GA, (912) 898-9697 eves, (229) 343-5957 days, <jldkom770@msn.com> (9)

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 \$50 pleas inquire.
THE DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. Toll free 877-637-7464, www.messingabout.com (TFP)

GEAR WANTED

Tilt Frame Trailer, Gator type suitable for San Francisco Bay Pelican 12' long, 6' beam @ gun-wales, 50" across bottom, weight 400lbs. Desire medium to gd cond. Can pick up w/fltbed trlr.
FRED MOLLER, 40 Endless Brook Rd., Wells, VT 05774, (802) 325-3411. (8)

Folding Prop, 17" x 10" x 1" RH.
JERRY GIBBS, Grand Haven, MI, (616) 842-4534, <gwjgibbs@chartermi.net> (8)

BOOKS & PLANS FOR SALE



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 (10)

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

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00. GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, www.Glen-L.com (TFP)

Boats, Oars & Rowing, by R. D. "Pete" Culler. Increasingly hard to find out of print book about oars, oarlocks, oar making & rowing, a true classic. Gd cond w/gd dust jacket. \$98 postpaid. *The Folding Schooner & Other Adventures in Boat Design*, by Philip C. Bolger, his 2nd (1976) book on boat design. Gd cond w/fair dust jacket. \$48 postpaid. PAUL LEFEBVRE, Gainesville, FL, (352) 376-4977, <lefebvre@bellsouth.net>, or buy at www.half.com (9)

Hard to Find Small Boat Magazines: Before I toss these out, perhaps someone might find the following of interest: *Folding Kayaker*, 1st 35 Issues from Vol. 1 No. 1 thru Vol 7 No.3, \$10 postpaid. *Small Boat Journal*, Vol 1 No. 3, October '79, orig wide format. \$5 postpaid. The following are offered at \$3 ea postpaid to introduce you to something different: *Watercraft*, superb glossy British bimonthly, 3 issues. *Mains'l Haul*, "A Journal of Pacific Maritime History", 3 issues. *Paddles Past*, "Journal of the Historic Canoe & Kayak Association", 2 issues. *Ships In Scale*, "The Shipmodeler's Home Port". *Steamboat Bill*, "Journal of the Steamship Historical Society of America". *Dinghy Cruising Association Bulletin*, British small boat newsletter. *Maritime Life & Traditions*, English language glossy French publication offered by *WoodenBoat*. *Open Water Rowing*, Issue 1 Number 1. \$1. All prices are to cover postage & handling. BOB HICKS, Wenham, MA, (978) 774-0906, 6-9pm best. (8)



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



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)

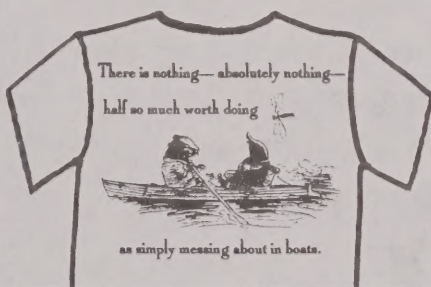
WoodenBoat Magazine, compl collection 1-164. \$400/obo plus shipping. Must sell! BOB TABB, Lockport, NY, (716) 434-7792, <ohcsrwt@aol.com> (9)

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



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)



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

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)



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)

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)

Nautical Gift & Book Shop & Gallery, Boston's North Shore best location. All inventory, fixtures, the works. No brokers. \$95K. EDWARDS, Newburyport, MA, (978) 729-6362. (9)

Can you Canoe?

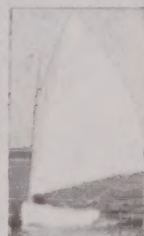


Let Mac McCarthy show you how to build a *Wee Lassie*, the 11'6" wood-strip double-paddle canoe, featured in his book *Featherweight Boatbuilding*. 96 pages, \$19.95.

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

New from Compass Classic Yachts 14' CLASSIC CAT



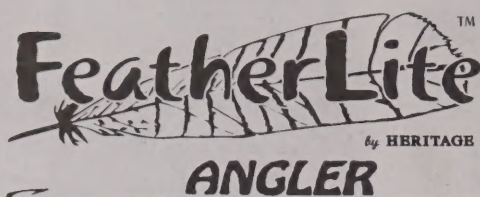
Good looks •
Easy handling •
Speed •
Versatility •
Forgiveness •
LOA 14' •
Beam 7' •
Draft 10" •

• Seats •
• Cockpit room •
• Comfort •
• Stability •
• Low maintenance •
• Affordable price •
• SA 130 sq. ft. •
• Displacement 6000#



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

◀ HERITAGE ▶

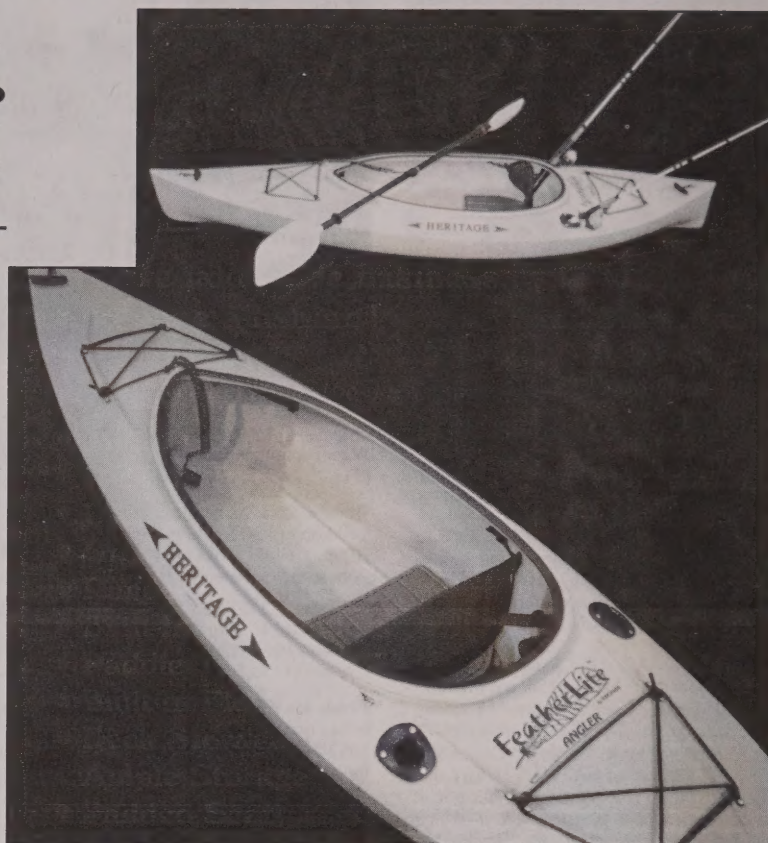


**"I have laid aside business
and gone a-fishing"**

The Compleat Angler

by Izaak Walton (1593-1683)

- Large Open Cockpit
- Only 37 Pounds!
- User Friendly
- Great Stability
- Rugged Polyethylene
- Built-In Rod Holders
- Paddle Tether
- Built-In Flotation
- Deck Storage Webs
- Ample Storage
- Padded Seat
- Adjustable Footbraces
- Adjustable Padded Backband
- Convenient End Carries
- A Built-In Skeg for Tracking - Maneuverable - A Breeze to Handle!



SPECIFICATIONS

Length	9'5"
Width	30"
Weight	37 lbs.
Carrying Capacity	300 lbs.

SUGGESTED RETAIL

\$479

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

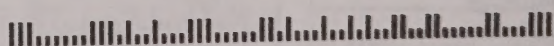
POSTMASTER: CHANGE SERVICE REQUESTED

XX-08

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

messing
about in
BOATS

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



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

S1 P8
IRENE AXELROD
PEABODY ESSEX MUSEUM
161 E INDIA SQUARE MALL
SALEM MA 01970-3723