

Special Features This Issue
"7th Annual Newfound Rendezvous"
"Boating About in Messes" - "Building Sleeper"



messing about in **BOATS**

Volume 21 - Number 14

December 1, 2003



messing about in BOATS

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

Volume 21 - Number 14
December 1, 2003



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@comcast.com

Commentary...

Bob Hicks, Editor



Here is your December 1 issue and time for our annual appeal. Well, not exactly, but this is the time of year when all those non-profit groups we support in their good works come around for something extra beyond their annual membership dues. Contemplating the status of our little magazine at the end of October when I write this, and realizing that the numbers don't lie, I had to admit that we too are a non-profit, albeit not a 501c. It is quite possible to be non-profit without being some sort of charitable effort. So I thought, why not, let's try a sort of annual appeal.

1998 was our best year, with about 5,000 subscribers and a nice collection of small advertisers offering goods and services appropriate to your interests. Since then we've slacked off some and leveled off at about 4,500 subscribers and somewhat fewer hopeful small businesses advertising. Our renewal rate has continued at a phenomenal 85%, so those of you who give us a try seem to stay with us. Thank you, you make it possible to continue on, as advertising is not the main line with us for revenue, it is subscriptions which keep us afloat.

The shortfall comes in acquiring new subscribers, we appear to be just about replacing those subscribers who do drop out, but no net gain has happened for five years. Treading water, okay but at a level that is marginally sufficient. Our main source of new subscribers still comes from referrals from many of you. The web site set up for us by By the Sea.com is gradually bringing in an increasing number of subscribers, and we now also have an arrangement with Duckworks, the online small boat "magazine", wherein they offer subscriptions to MAIB online on a commission basis.

The physical presence of this publication is not newstand quality, and trying to bring it up to that with glossy paper and full color cover and content is way beyond our financial means. And news agents take far too big a piece of the selling price even if we could. So reaching potential new readers is an

ongoing struggle, how to get a copy into the hands of someone who might want to see more? We've circularized all the organizations which match our interests with some success. Throughout last winter we included with your renewal notices a note asking that you send us names and addresses of anyone you knew who might be interested, to whom we then sent sample issues. Many of you supplied us with names, and this effort also enjoyed modest success.

An ongoing and very important source of new subscribers are gift subscriptions, and many of you have come through generously, especially at this time of year when a subscription may solve a gift problem nicely for a small boat friend or family member. Which brings me to my "annual appeal".

Are there those amongst you who might indeed find giving a gift subscription to a friend or family member a possibility? Currently about 5% of you do so, some with multiple gifts. Those of you so doing will have received by now the renewal order forms for your gifts and thank you again for following through with your orders for another year. For those who may now feel this a handy way to boost our publication and also take care of a holiday gift, I direct you to the inside back cover where you will find our annual gift subscription order form. A photocopy is okay if you do not wish to cut the page off the magazine.

So, yes, this is an appeal on behalf of what is more than just "my" magazine. Some readers refer to it as "our" magazine, for nowhere else do they get the information and inspiration that they want. Some readers make it "our" magazine through their articles and stories which make it what it is. In my view it is "ours" because I could not do it without your continuing editorial and financial support. Right now it would be beneficial to us all if you find it worthwhile to order a gift subscription or subscriptions for like minded people in your life. Thank you.

In This Issue...

- 2 Commentary
- 4 Book Reviews
- 6 Window on the Water
- 7 7th Annual Newfound Rendezvous
- 10 11th Annual Arey's Pond Cat Gathering
- 12 Summer at Hull Lifesaving Museum
- 14 Boating About in Messes
- 16 Mixed Bag
- 18 Daring, Dealing Raid
- 19 Beyond the Horizon
- 22 Recreating Lewis & Clark Canoes
- 22 Recreating Red Jacket Frame
- 23 Old New Renewed
- 24 Arey's Pond 18' Daysailer
- 25 The Skerry: Attractive Open Boat
- 26 Building Sleeper - Part 1
- 27 Bolger on Design: Keel Catboat Lynx
- 29 The Wind Sled
- 30 Using a Vang to Control the Gaff Rig
- 31 Trade Directory
- 36 Classified Marketplace

On the Cover...

A classic canoe paddling scene, on the lake with early morning mists rising off the water. This one was at September's Newfound Rendezvous of owners/builders of strip and stitch & glue canoes and kayaks, organized by Newfound Boatworks each fall. The Rendezvous enjoyed a tremendous turnout and is featured in this issue.

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

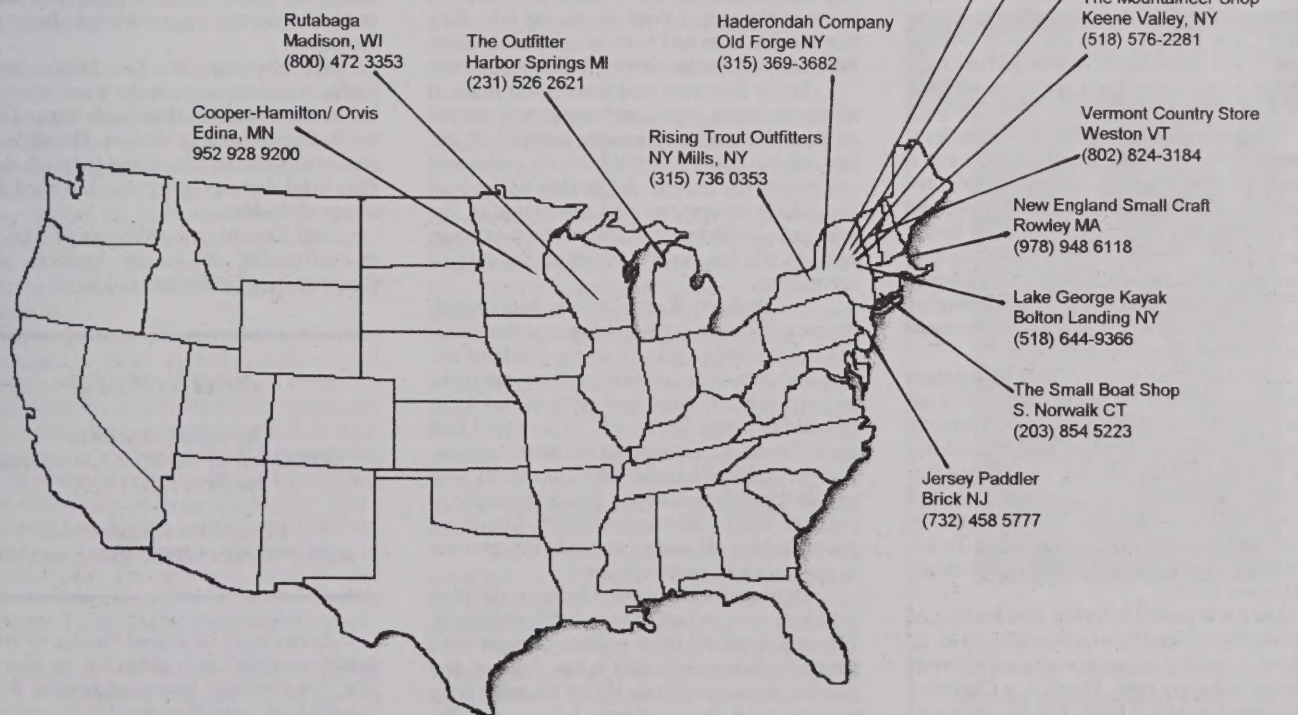
Yachting

the ADIRONDACK GUIDE-BOAT

Charlotte VT 05445 (802) 425-3926
adirondack-guide-boat.com

"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*



Cedar Guideboats

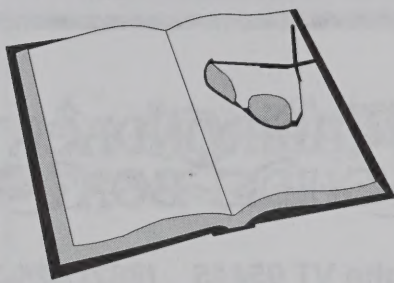
Cedar Guideboat Kits

Kevlar/Fiberglass Guideboats

The Water In Between

By Kevin Patterson,
Anchor Books, 2001
\$13.00 Paperback

Reviewed by Jeff Douthwaite



Book Reviews

This sailboat trip across the Pacific and back serves mostly as a platform on which to muse and wonder. There's lots of time to do so on a sailboat. Musing mainly about why people go to sea in small boats, or hike across deserts, or climb mountains. Patterson, a neophyte sailor, is a fascinating philosopher and a fine writer. Fortunately, soon after acquiring his boat, the 37' ferrocement *Sea Mouse* in Vancouver, BC, he meets an experienced sailor, Donald Lang, who also wants to run away from it all to sea, and he manages the navigation. Patterson's musings are enriched by those of Paul Theroux, Bernard Moutissier, Jonathan Raban, and Herman Melville, among others.

Patterson is an ex-medical doctor in the Canadian Army. In the army duty he frets and withdraws from human contact in the cold, barren Manitoba prairies, suffering the despair of a man who has lost his love. He finally gets away from the cold desolate place when his army hitch is up. His duties as an army doctor are boring, too, mostly involving VD treatments for soldiers who had gone astray. Then off to Vancouver Island, BC, hoping to get away from it all, Patterson meets a Vikingophile, who sells him the ketch called *Sea Mouse*. With Dr. Patterson's cash and Don Lang's skill, they pack her with supplies, get the self steering gear fixed, and soon shove off through the Straits of Juan De Fuca and around Cape Flattery into the great Pacific Ocean. As it says on the book jacket, they "hope to burn away their miseries in hard miles at sea." And, to an extent, they succeed.

The seas off Washington's coast make it impossible to cook on board so they eat a pecan pie. Not long thereafter the pie re-emerges with a vengeance and is sprayed overboard as they become seasick in turns. Patterson's description of this suffering *mal de mer* is very funny. Or is it just an example of *schadenfreude* (enjoying the suffering of others)? Come on, admit it, you too have enjoyed it, better him than me.

They intended to get to the Marquesas Islands on their first leg, which seemed to me a very ambitious goal, but after running through a gale off Washington and taking turns being seasick, they lose their genoa jib, then their main anchor falls off the bow, and later the mainsail rips, so they detoured to Hawaii instead to repair the damages. To his credit, Patterson admits these three accidents are his own fault.

After too much drinking and loafing in Hawaii, they finally shove off again to Palmyra, a small tropical isle where they meet a strange unhappy man, Derrick, a Christian fundamentalist and a bore. Finally they sail on to Tahiti, which they find lovely. Don Lang decides to stay on to find a new wife, he had lots of trouble with the last one. Kevin also has new woman troubles, but survives.

Kevin eventually runs low on funds so he flies back to Canada from Tahiti. He finds

work at Hudson Bay, a far cry from Tahiti, and compares the loneliness of the tundra to that of the sea. After a year or so in Hudson Bay, he interests three new friends in a trip on his boat from the South Seas and the four of them go to Tahiti to pick up the *Sea Mouse*. They sail to Hawaii where the three have to return to Canada. Kevin can find no one to join him, so he comes home alone and has a hellish time, running into a huge gale and becoming very lonely and scared. Finally, in sight of Vancouver Island when the gale's over, he turns on *Sea Mouse's* engine and makes for shore but runs out of fuel! Worse yet, a wind from east heads him back towards Hawaii!

At that very miserable juncture he calls the Canadian Coast Guard and gets a tow into Bamfield, BC. Whew, what a great relief it was to be in a sheltered harbour. After this frightening ordeal he concludes, on his theme of escaping, with, "This is why people venture out alone on mountains and in little boats and across deserts, not because they can but because they can't. And the reason why they can't is that men and women need each other. We make each other better." Well said, but...

Some few men and women do make it alone on small boats and apparently thrive on it, so the question is never completely answered. No doubt it depends on the emotional makeup of the person, the quality of the boat and all its equipment, and the magic of the seas and ... who knows? The reader is encouraged to add his own musings to the mix of conjecture.

I remember Rene Dubos, the French philosopher sage, writing years ago that modern man needs to escape to the wilds of nature and return to civilization every so often to keep himself sane and refreshed. Or, as Ishmael of Moby Dick said, "Whenever I find myself growing grim about the mouth, whenever it is a damp drizzly November in my soul ... and it requires a strong moral principle to prevent me from methodically knocking people's hats off, then I account it high time to get to sea as soon as I can."

To occasionally escape from civilization to nature and return. To go back and forth. The real benefits from a close contact with nature are being discussed in many places and venues. Some hospitals invite friendly dogs to come visit their patients. I have seen the magical transformation a friendly warm dog can create at a retirement home, to bring tired old people out of their protective shells, to become warm humans again.

Other hospitals and retirement homes plant trees and design waterfalls in patios with

flowers and lawns to boost spirits and help their patients recover. "Research shows that contact with nature can make us well ..." said F. Lyman in her essay, "The Geography of Health." To make contact with nature and return is to rejuvenate, reinvigorate, and recharge the batteries. To savor a good day at sea, free from the mass of rules and regs of the road ashore, from the noise and busyness of the crowd, to breathe the fresh clean salt air, feel the wind, to take care of yourself and your boat, to survive. Then to return, to come into a quiet port for a good meal and a quiet night's sleep. The sea is one of the few free, unspoiled places left today. Thank God the developers' bulldozers aren't big enough to fill it in. Yet.

There's also something mystical and deeply satisfying in arriving at a protected port, tying up, and having a stroll around after a day or two at sea. Spending difficult nights tossing around at sea, worse yet alone, smacks of suffering and penitence of religious monks. Perhaps their suffering does redeem their souls somehow, but I am unpersuaded. Perhaps it's atonement for some sins committed, inherited, or imagined. Or maybe I just have not sinned enough (yet) to understand. Maybe there's still hope for me. But meanwhile I'll take my chances at night, tied up in a nice quiet port. Remote, but not too.

Patterson's story lacks nautical detail, which seems typical for non-technical people when writing about life at sea; e.g., near the end of his journey he says the ferrocement *Sea Mouse* leaks, but not how fast nor from whence the leak. A leak on a ferrocement boat sounds ominous to me. Is it the beginning of a crack? Will it grow? How fast? What can be done about it? Anything? But remembering how my Seattle basement continues to leak every winter right through its 4" of concrete, it may not be so strange. Just natural seepage.

He also says the *Sea Mouse* became fouled with barnacles in the warm south seas, but he doesn't tell us if he hauls her and cleans her before departing Hawaii. He advises the reader to write to Don Lang for such details. This I did, but my letter was returned due to an invalid address.

Jeff Douthwaite, Skipper of Luard, an ex-troller, 38' dbl ended, built in '45 by Chappel Bros. in Richmond BC.

Seaflower

By Julian Stockwin
Published by Scribner - 344 pages
Hardcover \$24 (US)

Review By Joseph Dittler
Author Breaks All the Rules, and Wins

In the wake of author Patrick O'Brian's death, readers have struggled to find their "fix" for maritime historical fiction. While a handful of true devotees are rereading O'Brian for the umpteenth time, others are turning to old reliables such as Alexander Kent and C.S. Forester to keep them at sea. All fine reading to be sure, but the predictability of theme and repetition of form in these other authors have left us with little or no

wind in our sails, and adrift upon the same course, page after sun bleached page.

Now from the shores of Mother England, that veritable melting pot of nautical essayists, comes a fresh new maritime fiction author named Julian Stockwin. This author, however, is breaking all the rules as he tells the story of his hero, Thomas Paine Kydd. Stockwin is a bestselling author in England but virtually unknown in the United States. He is working on book four of what could be 15 books chronicling Kydd's fictitious character. He has just released his third book in the series, *Seaflower*, based on dramatic real life events, and it is an exciting read from start to finish.

Now here's the catch, Forester, Kent, and O'Brian all wrote about a hero who was well born and whose destiny was clearly to be found on the quarterdeck and in the Great Cabin. Stockwin's hero is a humble wig maker on the outskirts of London whom we meet in book one, Kydd. He is seized by a press gang and introduced to the harsh and unforgiving reality of fo'c'sle life in a great ship of the line. He is befriended by an old sailor who awakens in him a desperate need to survive, a sense of pride, and a desire to better his lot in life. Kydd's dreams are nearly defeated by brutality, a vengeful midshipman, and a language of the sea he doesn't understand. But he soon begins to realize one hand of cards leads to another and he can indeed alter his fate.

In book two, *Artemis*, Kydd finds himself aboard a fast frigate in search of prey and prize money, exotic locales, and personal challenges of an unusual nature. In this current book, *Seaflower*, Kydd ships out to the Caribbean where sugar is king and Yellow Jack fever a fearsome peril. Kydd continues to grow as a prime seaman while adventure and romance lurk around the corner of every page.

The concept of a character coming up through the back door is unique and exciting for the reader. Actual British naval history reveals that of the several hundred thousand seamen fighting in the bitter wars against the French, there were 120 instances where men serving before the mast achieved the quarterdeck by sheer determination, a little luck, and by educating themselves at sea. Incredibly, three (and possibly five) rose to the rank of Admiral!

Throughout the many years, assorted authors, and volumes of books on the subject of British naval history, we have come not only to know the Hornblowers, Aubreys, and Bolithos, but have grown attached to their companions as well, men like the fearless Lt. Bush, the enigmatic Dr. Stephen Maturin, and the steadfast John Allday. Kydd, too, has a companion, an unlikely partner named Renzi, who plays no small role in the education of Thomas Kydd. The cerebral, cynical, and withdrawn Renzi becomes a foil for Kydd's thoughts and a delightful companion throughout.

This fresh new author takes the reader on such a voyage that you shake your head in disbelief at books one and two, then sit back and realize you're hopelessly hooked by book three and allow him to steer your intended course. Where Julian Stockwin is taking us I cannot be sure. But he has three books presently available in hard cover, published in the U.S. by Scribner (Hodder & Stoughton in the

U.K.), *Kydd*, *Artemis*, and *Seaflower*." And Kydd's stars are indeed changing, one exciting chapter at a time.

Specially commissioned original oil paintings by Geoff Hunt grace the covers of the Thomas Kydd series. Hunt, who did all the Patrick O'Brian covers, is President elect of the Royal Society of Marine Artists and one of the world's finest, most recognized painters of 18th century ships.

Stockwin, who went to sea training school at age 14, rose to the rank of Lieutenant Commander in Her Majesty's Navy and looks as though he has come straight from Central Casting. He carries the military honor of Member of the Order of the British Empire.

Seaflower and other Stockwin books from the Kydd series are available at Barnes & Noble and other major retail outlets, or you can purchase them on line at tallshipsbooks.com or amazon.com. You can read more about Julian Stockwin and his character Thomas Paine Kydd and access the author's website and monthly electronic newsletter at www.julianstockwin.com. Books on Tape (www.booksontape.com) has just released the full, unabridged audio recording of *Seaflower* as read by John Lee. The seven tape set sells for \$34.95. Audiobooks are also available for Kydd and Artemis. The first three books in the series are available in Braille.

Smith's Guide To Maritime Museums

A Guide To Maritime Treasures
Coast to Coast

Reviewed By Joe Ditler

Where is the greatest maritime museum? What is this country's most cherished maritime artifact? Why is maritime history so important? San Diego author Robert Smith has spent years trying to answer these questions. His travels have taken him all over the continent, and what he has found is that maritime history is perhaps the most valuable aspect of America's beginnings and that it's not easy to pick one favorite museum.

His book, *Smith's Guide To Maritime Museums*, documents more than 600 maritime museums, lighthouse museums, canal, and canal lock museums throughout North America. The three volume guide offers directions to each museum, name and subject indexes for quick access to materials, and highlights of permanent exhibits.

"Each museum offers an historical experience," says Smith. "It might be a piece of scrimshaw or a work of art. It could be an antique navigational instrument, a ship model, a riverboat, or even a whaler's harpoon. Museum treasures are also found in the form of a lighthouse to guide the mariner, a sea captain's home, a fishermen's dory, or even the excitement of a 'Nantucket Sleigh Ride.' It could be a small museum housing just a library and archives for research. But there is treasure at every turn."

Smith's research turned up 633 museums in North America. "What's the single

greatest American maritime object? Probably the *USS Constitution*," he beams. "But also consider the Erie Canal."

Among the larger museums that have captured his interest are Mystic Seaport, the Fisheries Museum of the Atlantic (Lunenburg, Nova Scotia), and the Salem National Historic Site. "But you can't stop there," he warns. "The Columbia River Maritime Museum is marvelous. Other magnificent museums include the Antique Boat Museum in Clayton, New York and the Split Rock Lighthouse Historic Site at Two Harbors, Minnesota."

But Smith is quick to point out size isn't everything, citing such smaller gems as the Friendship Museum in Friendship, Maine, the Coteau du Lac National Historic Site in Quebec, Canada, and the Beavertail Lighthouse Museum at Jamestown, Rhode Island.

One of the great maritime experiences he found was at the Rose Island Lighthouse in the middle of Narragansett Bay, where paying guests can become working lighthouse keepers.

"In a lifetime, you could not hope to see them all."

Smith is a longtime supporter of marine and maritime organizations and is the author of two popular cruising guides to harbors, anchorages, and marinas in California. For many years he has traveled extensively visiting, photographing, and writing about the museums contained in his three volume guide.

For more information on *Smith's Guide to Maritime Museums of North America*, contact Robert Smith at rhs2@ix.netcom.com or write to P.O. Box 176, Del Mar, CA 92014-0176. For media information and artwork please contact Joseph Ditler, josephditler@san.rr.com or call (619) 435-0767.

KITTERY POINT TENDER



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

BAY of MAINE BOATS

P.O. Box 631 • Kennebunkport, ME 04046 • 207/967-4298
43° 20.9'N - 70° 28.7'W

Taking the dory out for fun the first time in July, we chased the outgoing tide down to the party sandbar off Crane Beach. We considered hauling out, but it's a very heavy boat to maneuver over dry ground and the early greenhead flies would have made a six-hour visit out of the question. With the tide running out quickly as we considered options, we nearly got stranded. Leaving some green bottom paint behind, we pushed off and headed north to explore.

The winter had been well and truly vanquished, we'd gone from cold, wet, uninspiring conditions for boating into a glorious summer. Spring lasted about three days with wintry encores every other day which discouraged thoughts of waterborne pursuits. Heck, even planting peas had to wait until the end of April, it was so wet and cold. As soon as the sun overcame its attitudinal challenges, we launched the dory and put her to work as a safety boat for the Ipswich Bay Yacht Club's Education Foundation youth sailing classes.

Kurt did safety boat duty for weeks before we had time to launch the Melonseed for pleasure. At last the afternoons could be devoted to enjoying the messing about environment of our home waters. The dory then sat lonely on her mooring. Since she's actually MY craft, I was anxious to get out and do a dinner or lunch trip on her. I love sailing



Window on the Water

By Chris Kaiser

You Otter Been There

in the *Marshmelon*, but the quiet, controlled "go where and when I want" motoring the dory provides was tugging at me.

The wind was unusually steady and nimble for two weeks. Each afternoon I'd come home expecting to go out on *Tender Melon* and Kurt would meet me with a grin and a twinkle in his eye and say something like "the wind is holding steady at nine knots" or "it's gusting to 15!" I'm a sucker for moving in a good breeze, a speed junkie under sail in our little skiff. She's so low in the water it feels even faster than it actually is.

One month to the day she went into the harbor, I boarded *Tender Melon*. Off we puttered into the Long Island chop kicked up by the cross currents and the bigger power platforms out for the day. We had the encounter at the party bar, then checked out a new spit of sand crawling south from Sandy Point State Park at Plum Island. There was no place to land conveniently or legally. Having left the anchor and rode with the *Melonseed*, few op-

tions were open to us. We eventually traveled north again up past the Middle Ground to visit the drying out mouth of a favorite cross marsh estuary where we test our sailing skills at higher water. A snack and nip of Naval Stores sustained us as we watched the antics of hermit crabs by the water's edge.

Deciding it was just too nice to go home, we set off to the northern end of the Middle Ground to check out the winter's sculptural efforts. There was a newly emerged bar at its northern border, long shallow inlets of impounded water left from a fully receded tide held a wonderful assortment of minnows and young lobsters. On protuberant hummocks of Spartina I discovered the biggest (oldest?) hermit crabs I've ever encountered. These crabs are using moon snail shells, some are larger than golf balls, and the crab within has an ATTITUDE to match its big rugged home. Seeing that the shell is covered with several years of algal growth, I wonder if the crab's growth has stopped to match its home size (there being no larger shells this far north), or do they continue to grow and get pushed out of their housing to be consumed by larger predators? I can vouch for the strength and sharpness of the claws, just this side of drawing blood!

With the sun starting to be concealed by dark clouds, we headed home before sunset arrived. As we approached a favorite salt creek the sun broke through. Like delinquent children we nodded to each other and headed up the creek instead of back home. Rounding a corner, I saw two lumps in the water. I mentioned them to Kurt as potential hazards to navigation, he looked where I was pointing and throttled back on the outboard, a quiet Honda 4-stroke, 6hp. We slowly came within 30' of the lumps, one rose up out of the water and stared boldly at us.

"They're otters!" I whispered in awe. I felt a thrill of wild response course through me as I locked eyes with the larger of the pair. It tread water with its powerful tail and hind legs, keeping the top third of its body exposed. The short sturdy fore limbs were plastered to its sides, the thick but sinuous neck supported the chunky yet sleek head which held the intelligent eyes watching me so intently. Its partner dived repeatedly, popping up always a bit back from this bold water highway man. "Stand and Deliver" could have been just what it was communicating with its silent perusal of us.

Three different times these wonderful creatures chose to check us out as we idled the motor and drifted. Each time the larger one sustained the "spy hopping" attitude for up to 45 seconds. There was a deep upwelling around him as the water below was churned by powerful tail and hind limbs, displacing volumes upward to break the surface in a smooth glass-like dome. I recalled the book, *Ring of Bright Water*, written in the '60s by Gavin Maxwell in Scotland; his river otters may have played at the edge of the estuarine inlets. Is it "normal" to see otters this far into a pure salt water environment? Across the sound the Ipswich, Rowley, and Parker rivers are all good "normal" otter territory. Maybe these two were just visiting, cruising along getting dinner, and having fun like yours truly. Whatever the reasons, it was a perfect ending to another wonderful day of just messing about. Yep, "you otter been there" with us!

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

KLEPPER FOLDING KAYAKS

www.klepperwest.com

Largest Selection in the Whole USA

Klepper West

6155 Mt. Aukum Rd.

Somerset, CA 95684-0130

PRICE REDUCTION

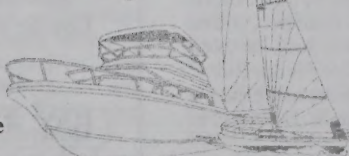
Toll Free: 888-692-8092

By-The-Sea

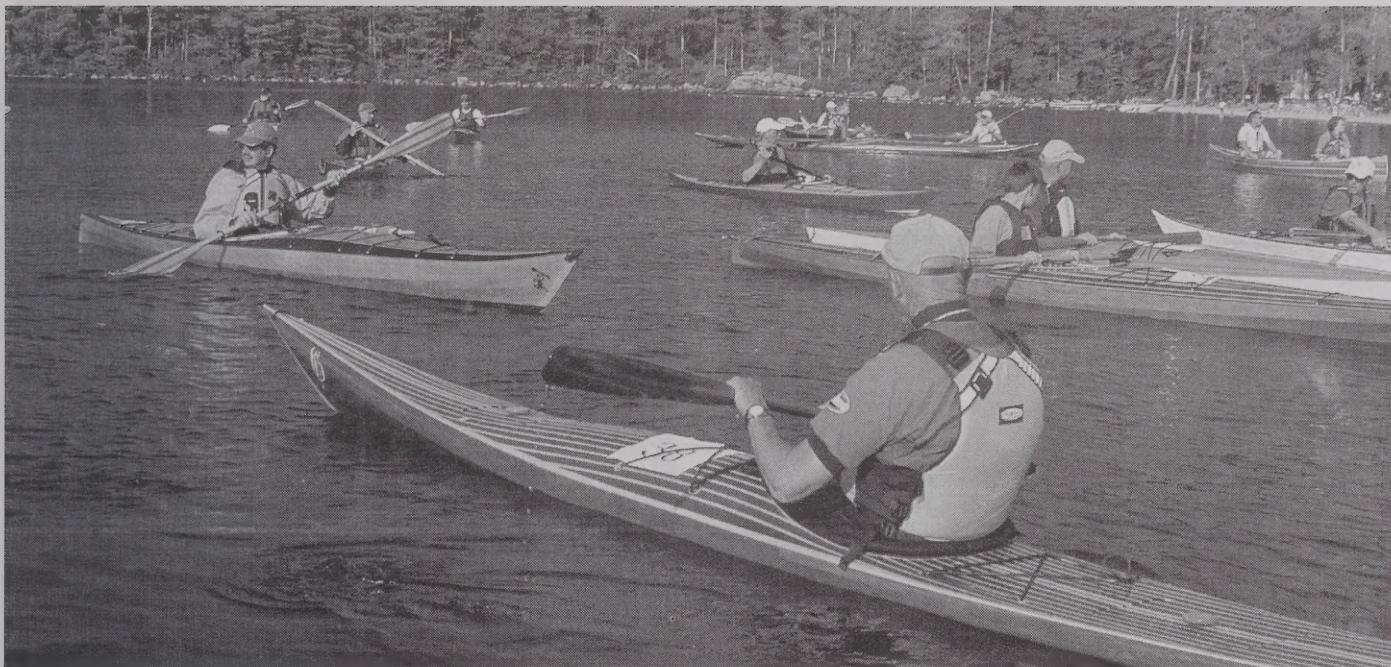
www.by-the-sea.com

- 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



The 7th Annual Newfound Rendezvous

Each September for the last seven years there's been a magnet drawing vehicles loaded with gorgeous wooden kayaks, boats, and canoes to the shores of a beautiful New Hampshire lake. Originally called a regatta, it is now known more appropriately as a rendezvous, a gathering of wooden watercraft lovers.

This year nearly 400 people came to the 7th Annual Newfound Rendezvous at Newfound Lake for two days filled with demonstrations, paddling instruction, and a whole lot of gawking. Initially conceived as a last gathering of the summer by Newfound Woodworks, Inc., a small business in nearby Bristol specializing in strip, stitch and glue, and hybrid kits, the Rendezvous quickly became an event where people came to share in

By Jon H. Hockersmith

the beauty of wood boats, learn building techniques, and develop paddling skills.

"September is a slow time of year as people are getting ready for winter. We just wanted to give folks the chance to try the different models on the water and share their own projects," said Newfound Woodworks owner Michael Vermouth. "It's really become more like a family reunion. We see a lot of the same people back every year. Many customers use the Rendezvous weekend as a goal in finishing their boat if they are building in the summertime."

Many "rendezvousers" attended last year to take advantage of the numerous con-

struction demonstrations, and in the year since have built their own craft. This year it was their turn to show off their handiwork and see how others did on their projects.

But this wasn't a competition, there were no judges, races, or best of show. This event was more about learning how to build and use these beautiful craft. These enthusiasts came from all over the country because there is something special about strip built and stitch and glue boats, something in the way they look and the way they paddle, and they wanted to share it with others. To them, swapping stories about and strolling among the 136 incredibly beautiful canoes, rowboats, and kayaks lined up on the beach is like a walk in paradise.

Camaraderie was just one part of the Rendezvous. The weekend started Friday afternoon and was filled with events timed to make it possible to see and do just about everything. Even the kids got involved with an event called the Raingutter Regatta and face painting on Saturday morning. Saturday and Sunday mornings started early with dawn paddles for those intrepid souls who rolled out of bed early to paddle in the mist as the sun rose over the surrounding mountains.

Demonstrations were held throughout the weekend under one of the canopies on GPS use, construction and stripping techniques, varnishing, paddle making, safety, and fiberglassing. Fiberglassing was the most eagerly awaited demonstration as this is usually the most daunting task builders face. On the water, kayak experts Jay and Phil Babina from Outer Island Kayak demonstrated paddling and rolling techniques to attentive crowds, highlighted by the "dry hat" roll.

Attendees were also welcome to try out some of the boats (with the owners' permission) lining the shore. It was a great opportunity to test paddle the many different designs (Guillemot Kayaks, Bear Mountain Boats, Laughing Loon, Outer Island) to find just the right model to build next.

Looking 'em over.



To close out Saturday's events at the lake, Michael took to the water to emcee the official Paddle By, where observers on the shore watched as a parade of 50 canoes and kayaks passed by in the glow of the late afternoon sun. Attendees then made their way to the community center for a dinner hosted

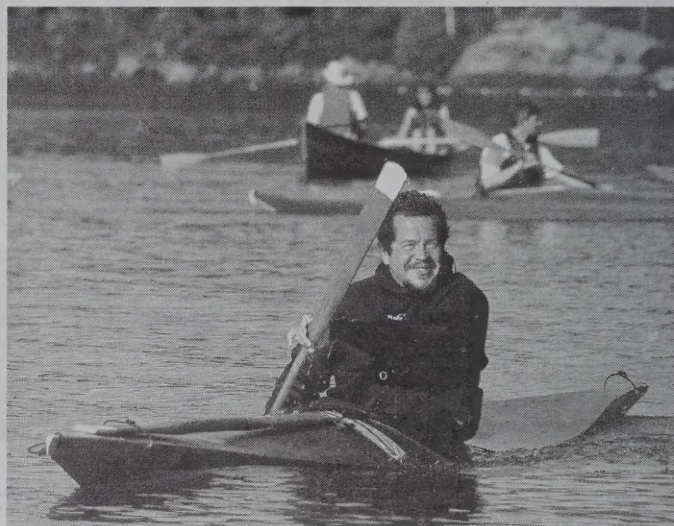
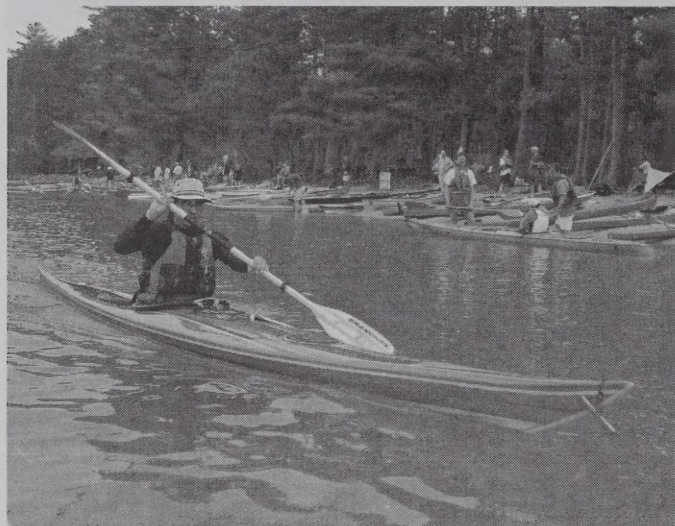
by the Bristol Rotary and the highly anticipated raffle drawing for either a finished canoe or kayak, followed by storytelling and jokes by a campfire back at the beach.

Rain showers brought an early end to the fun Sunday morning but didn't dampen the spirit of the weekend. Friends new and old

departed with that warm feeling that can only come from wood on water. See ya next September!

(More pictures of the Rendezvous and additional information are available for viewing on our website at: www.newfoundrendezvous.org)

Happiness is a boat you built yourself!



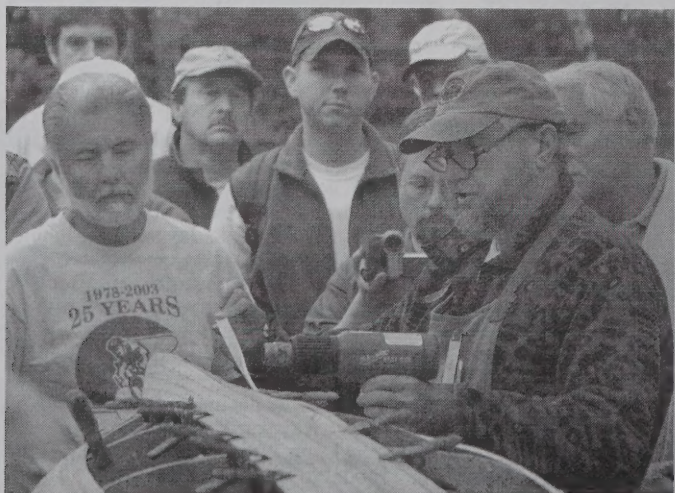
Jay Babina demonstrating boat control.



Rob Macks of Laughing Loon Canoe demonstrates his "stapless" method of strip building.



Travis soule demystifies application of fiberglass cloth to a stitch and glue hull.



A Novice Perspective

By April Michalski

If I were to start this story by pretending to know anything about kayaks, canoes, or rowboats, well, it just wouldn't be honest. I'd been working for Newfound Woodworks, Inc. about a month, a month of harried training in the office and mild warnings of the ensuing Rendezvous madness. Not knowing what to expect from the Rendezvous and being a novice around boats, I felt a bit uneasy. The closest I ever came to building a boat was blowing up my daughter's raft!

Friday morning the shop was ablaze with activity. Travis, our boat maker, was busy putting the finishing touches on one of his beautiful works, the Whitehall. Jon, our new photographer and jack-of-all-trades, was busy loading material onto trucks headed to Wellington State Park. Wendy, our mill worker and machinist, was also preparing equipment and loading for the event, while Denise, the shipper and jane-of-all-trades, was helping anyone who needed help (including me) in getting things ready and set to go. I remember seeing Michael, the owner, buzzing around thinking and doing a thousand things at once, as only he can.

Mother Nature provided great weather, not too cold and not too hot. People started trickling into the park around 10AM on Friday, setting the mood of the event. Saturday was busy from the dawn paddle straight through 5:30PM. Wooden boat enthusiasts from as far away as Canada, Minnesota, Florida, and all over New England were driving in with their boats strapped to their vehicles. People were flying in just to try the boats, as many as they possibly could. It was like watching kindergartners who hadn't been fed for eight hours let loose in a candy store with every candy imaginable at their disposal! People were conversing with new friends, gathering ideas, meeting other enthusiasts, watching the demos, and paddling to their hearts content.

By the end of Saturday, people from all walks of life came to see these beautiful creations lining the beach like a mosaic of craftspeople with multiple ideals and tastes in an art collaboration that was years in the making. The boats in the water became a moving art show live with color, creativity and personal visions.

I snuck down to the beach a couple of times to see the happenings and it struck me how much people were smiling at each other, laughing, and really enjoying the day. Watching the kayaks being paddled was poetry as they glided across the glassy lake. The paddlers seemed to be meditating, breathing the fresh air and enjoying the sights. It inspired me to actually work the courage up to try a kayak for the first time in my life.

I own a canoe and I have paddled since I was a kid, but the idea of sitting in a cockpit with my balance controlling the boat, well, it was a bit frightening. A very nice gentleman who lent a hand to our crew many times over the weekend took pity and taught me how to get in and out of the kayak, how to paddle, and some basic fundamentals. I enjoyed it but I left a bit unsure of myself. I will definitely try it again but in familiar surroundings and

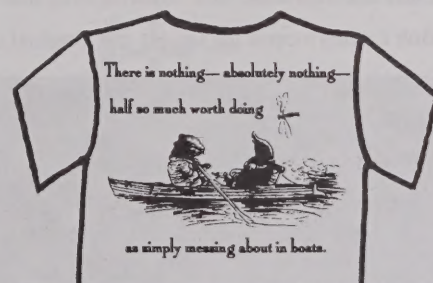
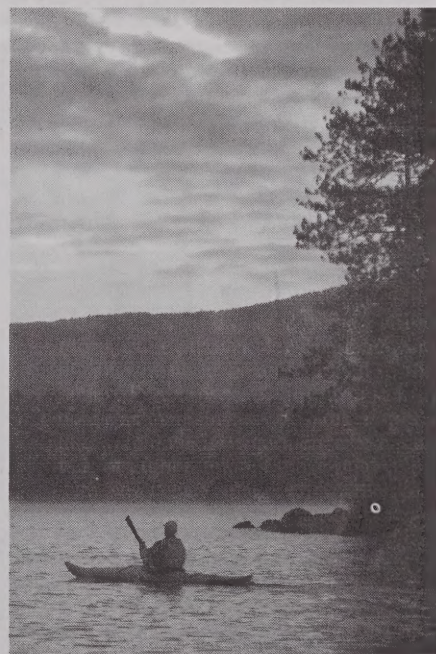
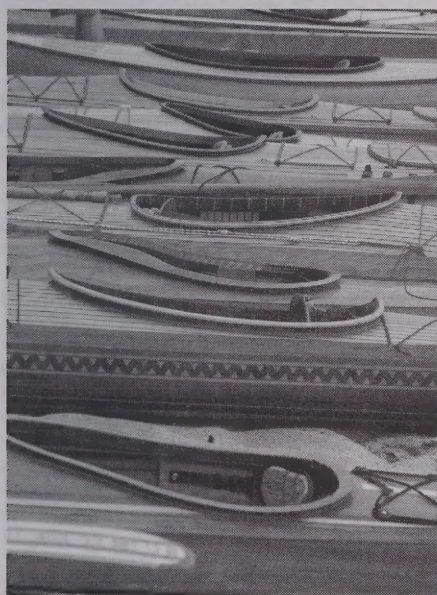
not with 350 onlookers. Of course it didn't help watching my two daughters, ages 10 and 13, paddling around me in circles, giggling as my face froze with horror when I tried to turn the kayak around. It was their first time out in one, too, and they made it look easy!

The Paddle By was gearing up around 4:20PM and the call went out for all to paddle, row, or sail their boats to the starting point. It gathered momentum as people in kayaks, rowboats, canoes, even a small sailing vessel, lined up to participate. As they paddled by I could hear and see the people on the beach cheer with delight as Michael read comments about their craft. I was number 50, the very last in line to paddle by in Newfound Woodworks' own 18' White Guide. It is a luxurious canoe that is so stable even I couldn't tip it! (I think that is why Michael picked it out for me!)

I really enjoyed the people, atmosphere, mood, and viewing all of the beautiful boats I think are works of art. Novice or expert, it was a great time had by all!



Woodstrip boats as an art form.



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



80 plus catboats and friends underway across Pleasant Bay.

After a summer of unpredictable Cape Cod weather, it was a picture perfect day for the 11th Annual Cat Boat Gathering on Pleasant Bay. This was the largest gathering in the race's decade long history with 86 registrants. Despite a forecast for winds building to 20 knots, the northwest breeze blew a steady 10 knots throughout the race.

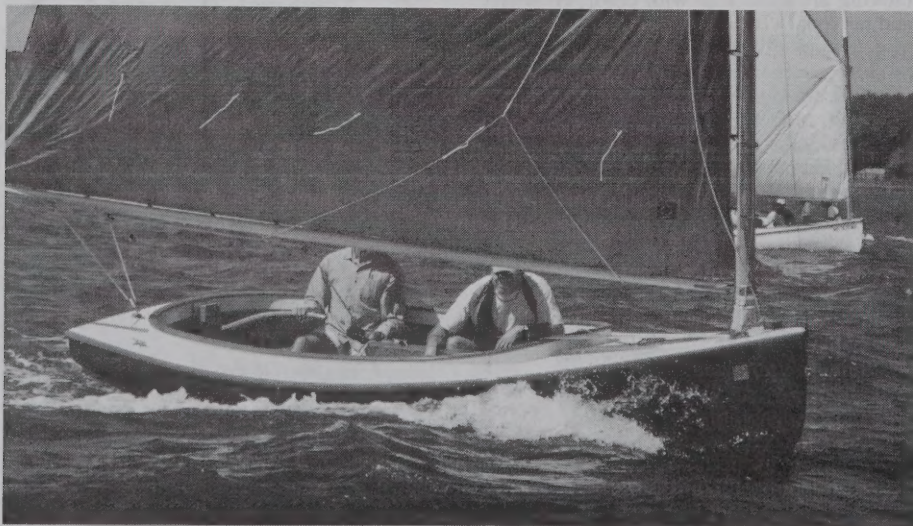
11th Annual Arey's Pond Boatyard Cat Gathering

By Tony Davis



Chris and Sherwood Moe enjoying their new APBY 18' Daysailer with designer Tony Dias.

Bob Lupien topped the largest and toughest class of APBY14s.



Catboat Association board members Dave and Jo Ann Pearson, who were guests aboard the committee boat, declared that history had been made with an unprecedented 71 of the participants in catboats! Also competing was a small, but diverse, traditional boat class which included the new Arey's Pond 18' Daysailer; Tim Macort's varnished topsides Bay Bird; Merv Hammatt sailing a beautiful Hurricane; Alan McClennen sailing the Spaulding Dunbar Monomoy design; Dick Brice's workboat design, and three Wianno Seniors. The spectacular sight of this unique company as they circled the start line prior to the first cannon contrasted beautifully with the magnificent backdrop of Pleasant Bay.

The northwest wind made for a relatively easy sail with a broad reach at the start, a beam reach to the first mark and run to the second mark and a close haul to the finish. With no windward work to speak of the race ran very quickly and everyone arrived for the awards and a late lunch at Arey's Pond boatyard in a timely fashion.

Among the notable sailing times registered this year was the Arey's Pond 18' Daysailer, which achieved 6th place out of 79 boats on elapsed time. Peter Eastman, sailing a Howard 12' Beetle, recorded the fastest time for boats 15' and under. Walter McClennen, sailing a Marshall 18, took the fastest catboat time. Other noteworthy participants included classic Crosby catboats from 1898 and 1904, sailed by Edd and Mary Bolton and Eliza McClennen respectively; *Shadow*, a Great South Bay Catboat sailed by APBY staff, Rick Goddard's beautiful Marsh Cat; Bob Lupien, who trailered his APBY 14' Cat from New Hampshire to win the largest and toughest class; and Tom and Diana Kamilla, who brought their beautiful self built Wittholz/Fenwick cat from western Massachusetts.

Commodore Bob Cosgrove judged the whole fleet for the best looking and best sailed boats and ended up declaring a tie between Sherwood Moe's new Arey's Pond Daysailer, *Nimble*, and Skip Hall's, new Arey's Pond Open 16 Lynx.

As always, all race registration fees were used to benefit the Friends of Pleasant Bay. This year over \$1,650 was raised, all of which was contributed to a very important fundraiser to purchase open space on Pleasant Bay.



Peter Eastman hanging way out topping the Beetle Cat class.

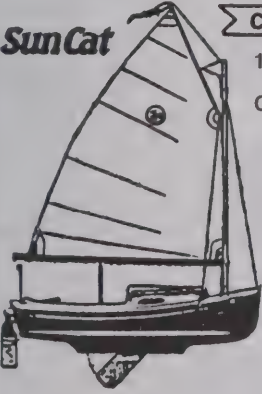
Bruce Hammatt's beautiful Wianno Senior hard on the wind.



Rick Goddard built his own Marsh Cat.

Post race food and awards gathering at the boatyard.





SunCat

COM-PAC

14' Picnic Cat
17' Sun Cat
Other models
in stock

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



NORSEBOAT

SAILING & ROWING CRUISER



This innovative 17'6" adventure craft designed by Chuck Paine is lightweight, seaworthy, beautiful, affordable...the stuff legends are made of!

NorseBoat Ltd.
tel: 902-659-2790
fax: 902-659-2419
info@norseboat.com
www.norseboat.com

The Maritime Program

By Ed McCabe

August 13, 2003 marked the one-year anniversary of the fire that destroyed the museum's boathouse on Pier 2 in Charlestown Navy Yard. With all anniversaries of serious losses, it comes as a surprise that a year has passed and that one has healed, albeit with some scar tissue. Such is the case with the homely shed that gave birth to six rowing boats, was the site of life skills and job training for over 300 Boston kids, and that provided shelter from the elements through long days of heat prostrating summer sun and long wintry seasons rowing on Boston Harbor.

We met our first real test of life without the boathouse during this past, record cold winter. While the sliding seat clan, inside their gingerbread boathouses waiting for the river to thaw, sweated it out on rowing machines and in rowing tanks, our open water rowers clawed out into the harbor daily after school, often wondering why they were suffering voluntarily, all the while knowing the answer: it's fun to be bashing around in the weather in a well founded boat. For certain, this past winter tested the parameters of that fun, especially in the absence of a warm dry shed in which to catch one's breath and linger before or after a spin on the water. Thankfully the museum's toasty Navy Yard classroom, the Carriage House adjacent to Pier 2, was full of chicken noodle soup and cocoa that helped warm hearts and hands.

A much greater test, however, was the absence of the shop for our annual Gateway Project summer job training program for adjudicated youth. All of the yearly boat maintenance and repair and all the ancillary projects that keep the school year programming operational, have been run out of the Pier 2 boatshop for the past 11 years. Now, suddenly, we found ourselves thrown back on our resourcefulness to operate a highly productive, high energy, full time jobsite for 20 urban kids.

The Navy Yard crew takes top honors in New York's White Star Line races, December 2002.



Summer at Hull Lifesaving Museum

Reprinted from *The Messenger Line*
Newsletter of the Hull Lifesaving Museum

The first step was shade. We began the summer by adding two 20' long, open sided tents to the two wind weary ones that had survived the winter, sheathing the decks underneath to provide shaded workspaces from the hammer and anvil summer sun on Pier 2. Next the work crews and staff developed a "tool drill" that started and ended each workday with the tools, sorted and stored in rolling boxes, being hauled by a plodding caravan of teenagers between storage in the Carriage House and use on the pier. This system was devised by two of our magnificent senior supervisors, Frank Townsend and Bob White, and it both protected the tool inventory from theft and rain and gave every program enrollee a chance to learn about walking the "slow walk" and still getting paid for it.

This system also taught us how to run a sophisticated boat maintenance operation off a generator and rechargeable tools. We purchased a dandy little gas generator that the trustworthiest kids carted to the pier each morning in a wheelbarrow. These stalwarts were warned that they should take extra care with the generator as it cost the equivalent of their whole summer's pay. This also engendered a facility with systems management as a host of tool batteries had to be logged and monitored each night in banks of chargers in the Carriage House. This experience engaged the kids not only in shop administration, but also in the care and feeding of tools on a job.

The magic of stitch and glue.



All summer long, crews worked like "navvies," hauling big program boats off floats and up onto the deck for repairs and maintenance. Groups of workers would be divided up according to skill, aptitude, or a senior staff person's tolerance of guff and teen angst, tackling everything from sophisticated boat carpentry to routine scraping and painting. In and around this work was a constant cacophony of little kids, affectionately known as the ankle biters, participating in the "learn to row" program, We're All in the Same Boat (see Beth's accompanying article). The truest joy of this program is watching our sometimes surly thugs morph into gentle big brothers, soothing fears, calming hearts, intervening in imbroglios, and acting as referees at the water cooler and garden hose sprinkler every hot day.

We had only three returnees from prior Gateway summers and the rest assumed that life under tents was normal. Occasionally older staff would gaze forlornly at the charred deck, remembering what it used to be like. Everyone else simply buckled down to the world of work, unique to some, perplexing to others, challenging by definition, and surprisingly fun. As the kids told us again and again, hard as it often is, work sure beat hanging out doing nothing by a city mile.

On August 3, the *Boston Sunday Globe City Weekly* ran a full page color story about the museum and the Gateway Project. It included some of the following comments by participants. For a full copy of the article, please contact us at <lifesavingmuseum@comcast.net>

Giving Witness to the Gateway

Boston Globe, by Cara Feinberg

"When I didn't have a job, I didn't have any money. When I wanted something, I took it. When you're poor and bored, that's when crime comes into play. I need this summer job. Anyone who says statistics show summer jobs don't stop crime hasn't looked around. If statistics were always correct, all of us black young men out here would be dead by now" (16-year-old Roxbury resident).

"I used to get into trouble, but I don't have time for it now. I was out on the streets all summer long with other kids and I just did what they did. Most of my friends still don't have jobs and they're always asking me if I can get them something. They see I have my own money now, and I don't have to go out and do stupid things like rob nobody" (17 year old Hyde Park resident).

Peter Forbes, Area Director of the Department of Youth Services said, "These aren't the 'at risk' kids, these are the 'high risk' kids. They've already blown through the court system and have been put away. To get committed to DYS you have to be arrested multiple times or have failed probation, you have to have really shown that you cannot be responsible and independent in the community. These kids aren't easy. The staff at the Lifesaving Museum are incredibly committed people and they're helping a group of kids transition back into the community to catch up and have a fair shot in the world they're going to."

We're All In The Same Boat

By Beth Howard

The museum's summer season in the city was replete with youngsters from Boston eager to take advantage of our free summer rowing program, "We're All In The Same Boat." The groups were as diverse and interesting as one could imagine, we coached kids ranging from tiny seven-year-olds who were just about half as tall as the oars they learned to use, to big brawny high schoolers who worked hard to progress into more difficult boats and advanced rowing techniques.

Four of the five groups in attendance came from several of Massachusetts General Hospital's programs for children with emotional and cognitive difficulties. The Constitution Museum's summer interns were the other regular participants. Overall we taught 100 youngsters how to row, but even more importantly we helped them to work together as teams to achieve a common goal and to build confidence in themselves and others. Thank you for a wonderful summer, crews, we look forward to seeing you again next year.

To the Lighthouse

By Ed McCabe

On Monday, September 16, 2003, an unusual convergence of tradition and innovation occurred off Little Brewster Island at the mouth of Boston Harbor. Sally Snowman

was made the first civilian Keeper of Boston Light in over 50 years, as well as the first woman to be appointed keeper of a lighthouse in over a century. In so doing, she relieved the nation's last U.S. Coast Guard regular duty keeper. She took this historic step by departing from Hull's Point Allerton Station in the storied rescue vessel, the *USCG 36500*, transferring while underway into a reproduction of an 1811 century pilot gig, and finally climbing a ladder ashore to the applause of a hundred Boston Harbor advocates and representatives of the Coast Guard and National Park Service.

We were thrilled to be invited to participate in Ms. Snowman's investiture by Captain Dan May, Commander of Coast Guard Group Boston. However, when we learned that we would be shuttling Ms. Snowman from the deck of the *USCG 36500*, we fully understood the depth of the honor. The *36500* is the famed 36' motor whaleboat that was the platform for the rescue of 32 crew members off the foundering vessel *Pendleton* in 1952. The *36500* has been lovingly restored to operational use by the Orleans (MA) Historical Society and travels the coast of Massachusetts for the edification of the public and for ceremonial use.

The museum's pilot gig *Kittery* left the beach an hour before the scheduled rendezvous and rowed the two miles to Little Brewster, helped by the end of the ebb tide, to be in position for the hand-off. After a flurry of official radio traffic announcing its departure from the Point Allerton Station, the *36500* rounded Windmill Point at a steely and relentless 9 knots. Given the chastening speed of today's Coast Guard rescue craft, it was

fascinating to imagine this very vessel putting itself in harm's way in 1952 in one of the most daring and heroic rescues in the modern era, at such a seemingly sedate speed.

In no time the boat drew near and we gave a dual oar toss to the vessel and to the people she carried, Sally Snowman, the vessel's superb crew, and the Honorable William Delahunt, himself a proud former Coast Guardsman. As we approached the island, we gave a second toss to the lighthouse and its future, and at last one final toss exclusively for Sally. By then, having just about cashed in our quota of honors, we soon caught the first inking of the rising tide back to the 21st century.

Sally Snowman at Boston Light.



BOATBUILDING FOR BEGINNERS (AND BEYOND)



EVERYTHING YOU NEED TO KNOW
TO BUILD A SAIL BOAT, A ROWBOAT,
A MOTORBOAT, A CANOE, AND MORE!

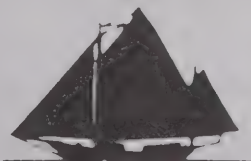
Jim Michalak

ALYSSON PILATO

WHAT A BOOK!

Clear instructions, sensible advice, all of Jim Michalak's good ideas at your fingertips. How to build 6 different boats (including 11"x17" sets of fold-out plans), plus making oars, sails, kick-up rudders, pivoting leeboards, and much more. A treasure trove of information for the beginner or the grizzled veteran.

Available in bookstores everywhere, or from Breakaway Books, P.O. Box 24, Halcottsville, NY 12438. (800) 548-4348. \$24.95 + free shipping if you say you read MAIB. We accept checks or credit cards.



Greens Point Boatyard

Winter Storage & Service
Reasonable Rates
Boat Sales & Brokerage
Native White Oak Lumber Sales

31 Greens Point Road, Ipswich, MA 01938
Tel: 978-356-7416 Fax: 978-356-7424

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.

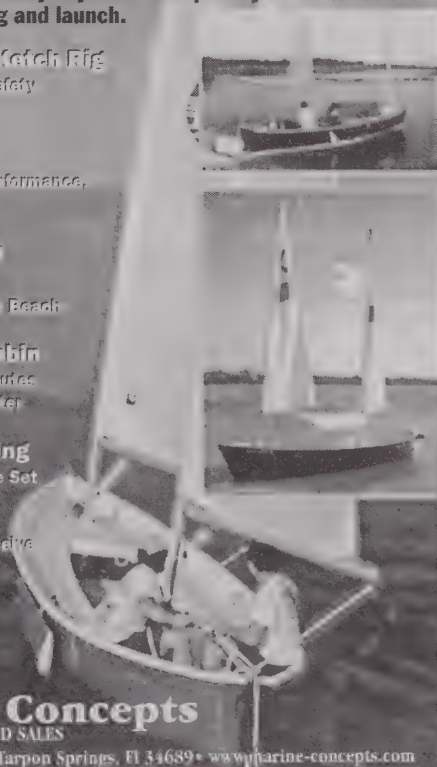
- **Unclayed Gaff-Ketch Rig**
For Convenience, Safety & Performance
- **Ballast Tanks**
Offers Increased Performance, Comfort & Safety
- **Tested, Proven Leeboards**
Sail Right Up on the Beach
- **Convertible Cabin**
Transforms in 2 Minutes to a Great Overnighter
- **Unique Trailering**
Allows for Complete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

For Literature or to Receive
"The Not Quite
Professional Video"
on the Sea Pearl 21
CALL TOLL FREE:
1 (800) 881-1525

Marine Concepts

MANUFACTURING AND SALES

243 Anclote Road • Tarpon Springs, FL 34689 • www.marine-concepts.com





From here one ocean is about as close or as far as the other. Thousands of miles. We've got water, though. The longest river in North America winds through these plains, and if you guessed the Mississippi you're wrong.

The Missouri River is unlike any other waterway on earth, long and winding, once shallow and braided, meandering and changeable but deeper now, and unnaturally swift, thanks to the shortsighted dreams of a handful of dedicated fools who worked tirelessly through the 20th century to tame this rich and mighty river into a barge channel for a navigation industry that never really developed and has been fading now almost since its inception.

It's still a wonderful place, the Big Muddy. Diminished, yes, damaged at the hands of shortsighted humans, but beautiful and glorious and still home to some of the biggest fish living in fresh water anywhere on earth. More tireless than the Corps of Engineers, the Big Muddy continuously works to restore itself to health. The flood of 1993 did a great deal of good, and the smaller one in 1995 helped again, and the story is not yet over.

Heading back to Trash Central.



Boating About In Messes River Relief Comes To Kansas City

By Jeff McFadden

While politicians and their owners on the one side, and river rats and environmentalists, fisherman, hunters, birdwatchers, and just plain folks on the other struggle over the fate of the Mighty Mo, a handful of people do something specific that they can do for the river, they pick up trash.

Chad Pegracke started it on the Mississippi. First he picked up some trash. He got his brother involved. Some other people pitched in. Now Chad, 27, unassuming and like as not dirty from picking up trash on any particular day, owns a towboat and some barges and a modest fleet of hardworking and battered heavy jon boats known as plate boats in honor of the 3/16" and 1/4" aluminum plate they're built of. The plate boats are floating trash trucks, 28' to 32' long, 8' wide, nearly

flat bottomed, square bowed, and powered with big Honda 4-stroke tiller steered motors. It's the only place I've ever seen a 130hp tiller motor in my life. Chad heads up Living Lands and Waters, cleans up big rivers for a life and a living, and inspires others to do the same.

Charlotte Overby, Jim Karpowicz, Steve Mellis, and John Brady of central Missouri formed Missouri River Relief to bring Chad and his crews and efforts onto the Missouri River beginning in 2001, holding cleanups in 2001 and 2002 along the Big Muddy in central and eastern Missouri. In 2003, for the first time, the cleanup effort came all the way across Missouri to the western border, some 367 river miles from the Mississippi, and on September 13th we cleaned up the Missouri River in the Kansas City, Missouri area, with an affiliated crew from Friends of the Kaw working a major tributary, the Kaw (also called the Kansas) River five miles up into Kansas City, Kansas. The Missouri River portion of the cleanup extended from Sugar Creek at River Mile 352 through Parkville at River Mile 377, 25 miles of channel times two banks makes 50, and untold additional miles of blow holes, wing dams, and tributary mouths.

The boats on the Big Muddy would be more likely to turn the stomachs of *MAIB* readers than to turn their heads, but it's a different world out here. You can paddle and row on the big river, but only one direction. One way or another you're stuck using a motor. Do you want to use one to shuttle up and down the road for half a day so you can paddle in the water, or do you just want to use a motor on the water and not spend half a day on the road? One of the common sports on the river is power up, drift back home. We're just messing about in boats, you understand. And don't even think about sail. It's simply not an option.

We have no "traditional" boats here. We have no living tradition of boating on this river. We're starting over. The circle was broken. The Corps of Engineers building the channelization project worked tirelessly from the early 1930s through the late 1960s to make the river unattractive to individual boaters, whether they be commercial fishermen, messers about, or mom and pop and the kids in the outboard clorox bottle. While they were at it, they made the river too fast for the human powered boats the earlier generations used.

Even before the "improvements," the Missouri River was a swift river inviting upstream travel under paddle or oar only in side waters and out of the main flow. The Native American people who were here when Lewis and Clark made their long upriver trip tended toward six to eight man dugouts for river use. But it's lots of water close to home to many people who don't want to go to one or another of the fake "lakes" that the Corps of Engineers has covered a large portion of Missouri with.

By the time the channelization project was complete the river was, and still is to a significant degree, nearly empty of humans. Most of the barges never came, and most of those that did are gone. Without much thought of grace or beauty, lines or tradition, plywood versus plank versus what-have-you, but only of messing about in boats on the river running before their eyes and doing it with what they can afford and what works on the big river, the new generation of river rats that is growing up is out on the river in boats that seem to fit. Consensus favors the aluminum jon boat, from battered, riveted tin can 14-footers, with 6hp to 15hp outboards to big fast all welded flatbottomed rockets with maybe 150 or 200 horses hanging off the transom.

These boats don't have much freeboard, we never see "seas" in the ocean sense. The hard chines and flat bottoms, with sometimes a very shallow V forward, would pound your teeth out on even a big lake, never mind an ocean, but down between the cottonwoods the big river is satin smooth most days, most places.

Jon boats will run in 1' to 1-1/2' of water and you can hang off the side of that square bow and drag in a trotline with a 50-lb. flathead catfish on it. And never mind the 50s, you might catch a big one. Off channel, the big river can go from 30' of water to 6" (or less) in a boat length, but that's not a problem. With the motor up you can pole a jon boat in 6" of water and if you run aground while poling, who cares? Push in the other direction. To a river rat, a jon boat can look pretty good. Like sensible shoes.

There are other boats out here, too. There's me and *MorningStar*, my 24' pontoon shanty boat. I spend too much time on the water to show my face to the sunshine and don't like to sleep out in the rain either. And as a six-pack river tour boat, *MorningStar* needs to be comfy for the paying passengers. The EPAs out working the cleanup with a couple of crew boats that would look right at home on Chesapeake Bay. There's a barge moored to the bank waiting to be filled up with trash. There's a smattering of raggedy old aluminum runabouts and even a fancy fiberglass hotrod or two.

So now we've got the parts. We've got Living Lands and Waters, we've got Chad Pegracke. We've got Missouri River Relief. We've got Missouri's Department of Conservation and Department of Natural Resources with a fleet of jon boats, the largest of which can carry driver, one crew, and eight or ten volunteers all at one time. We've got a glorious big river that has been ignored and mistreated for half a century. We've got a country full of litterers who think that the glassed over openings in their car doors are wastebaskets. Sooner or later every can and bottle thrown out of car windows in one-sixth of the United States and part of Canada winds up in this river.

We've got some 1500 volunteers who signed up on the website. We've got gloves trash bags, bottled water, and life jackets enough for all of them, all donated. Well, the life jackets were loaned from agencies and the rest was donated.

And about 3AM we've got rain. Never mind that yesterday's forecast said 30% chance of showers. We're looking at a 100% chance of gullywashers. The rain pounded on *MorningStar*'s aluminum roof and I finally got some sleep, the endless horrendous racket of the industrial city drowned out at last.

About 1000 of the 1500 signed-up volunteers woke up, looked at the rain, and pulled the covers up over their ears. The other 500 hearty souls showed up, though, some old and gray, some middle-aged, others young and beautiful (not many of these), moms and pops and the kids. Even some very little kids. And they picked up many tons of wet, muddy trash. Tires came in off the river and appliances. Volunteers picked up axles, dug old car seats out of the mud, and dragged in hundreds of yards of rusted and breaking steel cable first placed on the river in the early stages of the navigation project. And bottles and cans, of course, cans and bottles, bottles and cans.

The jon boats showed their one weakness, it's mighty cold in a fast open boat in a howling downpour on a chilly autumn day. But those were the rules. Only "agency" boats could transport volunteers. Only my own group, Friends of Big Muddy, were allowed under their rules to ride under the roof and behind the closed doors in *MorningStar*.

Volunteers were transported up and down the river by jon boat from three staging areas to previously surveyed and marked concentrations of trash. Hundreds of others walked the bank in Kansas City's downtown, where there was so much trash ready to hand that they didn't need to go anywhere else looking. Gloria and I motored up and down our assigned stretch of the river in *MorningStar* supplying volunteer groups with more water, more trash bags, and just gener-

ally making sure that nobody needed a bandaid. Or, on these rain slick banks and rough rip rap, a splint.

Within an hour or two, tires and appliances, wads of rusty cable, and bright red and yellow bags of trash were piling up on the river banks and wing dams, and Chad's Plate Boat crews were out hauling them in to the barge. The cleanup was scheduled to end at 2PM, and shortly after then I got back to Trash Central with *MorningStar* full to the brim with muddy, tired, and satisfied Friends of the Big Muddy.

The rain made it harder than we'd hoped and kept us from getting all the trash, but there are tons and tons less trash on the Missouri River in Kansas City today than there were last Friday, and everybody feels better about it.

MorningStar was the comfortable way to go for our Friends of the Big Muddy.





ALDEN OCEAN SHELL & STAR
 APPLIEDORE 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

I'll be damned if it ain't the same old same old with the weather down here. I am not complaining, mind you, just commenting. I have been getting a lot of work done and have done a little short drive or two to entertain librarians and historians (small honorarium, easy work), but I'm just itching to spend a reasonable length of time in a boat. All these desperate dashes in rough and miserable conditions are getting sort of old. We thought we had a lull the other day. The forecast was for two days of off-and-on rain and I made plans to work in the shop, but I peered out through the dusty spiderwebs on the window and saw the sun shining and we were on the road in 15 minutes...in the rain. I had to stop and take the drainplugs out of the Rescue Minor when the old Mercedes got to where it couldn't maintain the speed limit anymore.

What it is is that I am about to starve to death. The freezer is absolutely empty and shut off and dried out. I forgot to unscrew the little bulb in the lid, and one night I went out there and saw this little eerie light shining. I had read that Mars is very close to Earth and thought that was what it was. Squirrel season hasn't opened, the water is too hot for fresh water fish to be doing much in the few places that didn't dry completely up.

I am the main hunter for a bunch of people, but that isn't because I am the best hunter. It's just that I am self-employed. Both my sons can easily outhunt me. One is so good at it that all he does is get out of the car, walk 50', and bring back the deer. Of course, he has to leave the baby in the car seat while he does it but she is very interested in the whole project. We ate 11 deer since last deer season and the new season is a month away...but the mullet and sheepheads are at their absolute prime right this minute.

So here we were riding down the road in the driving rain with a boat like crazy people. Needless to say, it was a rough trip to the island and we thought we wouldn't even open up the house but just make a quick dash to catch a few fish when a little lull came but one never came...besides it was low tide and it is hard to catch fish at low tide. We had left so quick that we forgot the emergency hot dogs and all we had to eat were the vegetables and some old war rations left over from the first Iraq project that one son's college roommate left with us for emergencies. We ate some of them back when they were sort of fresh and they were alright...good squeeze cheese, but phooey on any 20-year-old "beef entree."

I went out in the rain with the net and cast into the little shallow, grassy holes between the bars. I normally try not to throw in grass. Not only does it foul the net but you catch a lot of pinfish (*Lagodon rhomboides*) and grunts (pigfish is the accepted common name, but I never heard anybody call them anything but grunts because they are certainly the champions of that method of communication). Pinfish stick in the net in a most aggravating way. They get gilled in a 2-1/2" stretched mesh net and you could pull them all the way through by the head, but they have a little forward facing spine just ahead of the dorsal fin which catches the monofilament and won't let them come forward...and the sharp opercular cutter on their gills won't let them back out. They don't call them "pinfish" for nothing.

Mixed Bag

By Robb White

A net full of pinfish is a pain in the ass... unless you forgot the hotdogs. I am here to tell you that a fried pinfish is one delicious morsel. They never get as big as your hand, but you can always catch them if you need too. Back before I got to be such a hot shot cast net man, my wife and I used to catch them on a hook and line. They are real good bait stealers and have sense enough to grab the meat and not the hook and pull like they weigh half a pound...until the meat comes off the hook.

My mother taught us how to catch them. What you do is use a very small, long shanked hook and put a very small piece of meat just on the point and snatch quick when you feel a bite. A handline is best for feeling the least little nibble and she (and we) could catch a mess in a little while out of a grass bed. I tell you what though, an icebox full of pinfish is a pain in the ass. We used to catch them and stand around for hours at the fish cleaning bench and then freeze them. They are one of the few fish that freeze worth fooling with, and I am afraid pinfish were one of the staples of my children's diet in the fall of the year a long time ago. It wasn't child abuse, either. A live pinfish is worth \$2 to these hotshot offshore bottom fishermen and there is a good reason for that. Pinfish are good. Bait is like that. If the fish like it, it's because it's good. I know I told you how my grandmother used to eat the bait while we were fishing. She'd eat most any kind of bait except for crickets and worms, but her favorite was cut up pinfish. You would cut one up to drift for flounders on the flats and the other pinfish would gradually eat the bait as it hopped across the bottom and when you reached for a new piece, it would be all gone. She would cut bait but all you would get would be the piece with the ribs in it or the head. You had to leave her home if you wanted to fish with shrimp.

I was hoping to catch a flounder in the net (which you can accidentally do every now and then on the flats), but even though I saw three, I couldn't get my reflexes all arranged in time to throw. Flounders are alert and smart. You can get within casting distance of them but you can't see them until they see you and then they are gone in a perfectly straight line about half a mile long. You can see exactly where they stopped, but by the time you have followed the trail they have hidden so well that you can't see them again until they see you and take off. I have tried all my life to catch them with a net but it is a rare thing and no fun in the drizzling rain. So I caught a few pinfish and a couple of grunts and two butterfish (Atlantic croaker) and took them up to the house and Jane and I cooked them and ate them with salad and a glass or two of excellent white wine (you know...the kind that comes in a box). That's some gourmet living, ain't it?

It rained all night long and began to blow like hell toward morning right dead out of the south. I did not run downwind with the GPS turned on until the apparent wind was still to see exactly how fast it was blowing because I have a certain reluctance to run dead downwind if I think I want to come back.

That's a reluctance that a lot of people do not naturally have. It is very common over here to see a sailboat going with it. The people will all be jumping for joy and hollering "Allraight!" Then about two hours later, here they'll come all huddled in the cockpit trying to hold a blue plastic tarpaulin amongst themselves and not hollering anything. All sail will be off and a little outboard motor will be heaving its propeller out of the water every other wave and they won't be making hardly any time at all trying to get back to where they need to go.

I estimated the wind at about a steady 20 which was borne out by the artificial Midwesterner on the NOAA radio station. You know they used to have an artificial German but I think he is being downsize in favor of this Midwesterner. Anyway, the sea buoy 85 miles out in the Gulf off of Apalachicola said steady 22 with gusts to 25, and usually in a south wind, the wind out to sea is the same as here. What it was doing was blasting across the island and making those streaks on the water in the lee of the land. The conditions were ideal for catching the wonderful mullet and, even though it was stormy looking all over the place, we scurried down and climbed in the boat and took off down the beach before the sun was all the way up.

The fish are hard to see when it is overcast, especially when it isn't good day yet, but mullet begin to get together in very big schools this time of year and we knew that if we could find them, I could hit the jackpot. The tide was very high (a south wind will do that when it blows the water into the bay...a norther will do just the opposite) and I knew they should be close enough that I could throw right flat footed off the beach and, with all that wind behind me, I ought to be able to reach them...if I could see them.

We ran right at the edge of the water and watched carefully. The Rescue Minor will do that most wonderfully at about seven knots. If one of us gets up in the bow, the wake will be so small that it'll just slide a little way up on the beach and won't break. I would like to run that way for long enough to get a gas mileage figure and I will when I get a little calm weather. Anyway, before we had run more than about a mile, we saw a mullet as long as my forearm jump 3' out of the water. Though we couldn't see any sign of her (females are much bigger than males) companions we knew she was not alone. I shut down and pushed up and hopped out with the net and did the buzzard lope down the beach while Jane held the boat. I was back in two minutes with a net full of very big mullet.

We didn't even bother to take them out but put the whole mess (including a wad of grass big enough to choke down a British Seagull) on deck and hurried back to the house in the beginning of a thunderstorm. When we finally got around to clearing the net, there were 13 big mullet, two pinfish, two grunts, and three butterfish. Which, at that, I must digress a little bit.

I love pinfish and grunts but, though they are some folk's favorite, I ain't all that crazy about butterfish. There are other little fish just like them that are called "spots" because, even though they look exactly the same as butterfish, they have a prominent spot on each shoulder. Indeed, the accepted common name for them is "spotted croaker." As an example of how well some people like them, another

common name is "sailor's choice" and we had one old captain on the tug I worked on mostly who loved them above all things. The whole time we were tied up in the refinery at Pascagoula pumping on diesel fuel and gas into the barges, he would handline them spots off the barge.

I don't know what it was about that refinery, but it was sheephead, mullet, and spot heaven down there. Most of those tugboat men would sleep and read porno magazines while they were loading, but our people were all from various little fishing villages around here (going from west to east, Appalachicola, Eastpoint, Carrabelle, St. Marks, Steinhatchee, Cedar Key, Yankeetown) and men like that can't ignore all that many natural resources. We were the only tugboat I ever saw that had a regular house style chest freezer.

The only trouble with Captain Junior's spot catching expedition was that there were a lot of cutlass fishes in that little basin. I have never seen many of them anywhere else but there but they kept the old captain busy. He hated them (and indeed they are hateful looking things...long and flat and sharp tailed with dorsal and anal fins going the whole distance and teeth like a barracuda). They have many small bones and are very greasy. I salted some of them down and dried them on a rack over one of the engines and I thought they were good, but they were too strong tasting for the crew and they also stank down in the engine room so they made me quit doing that...had to dry them out on the barge. I have noticed a correlation between all the people who love butterfish. They also like pap of almost any sort. They love potato chips. They also put way too much sugar in their ice tea and coffee. To me, butterfish don't have any flavor. They taste a little like clay and have sort of the same texture, soft. Except for oysters, I don't like soft meat of any kind. I'll eat a butterfish, and indeed I have eaten a hell of a lot of them because in the dead of winter that's about all you can catch over here on this island (except for oysters), but I ain't all that crazy about them.

I don't like to eat clay, either. You know pigs and coons eat a good bit of clay. I thought it was because it had a little salt in it or something but I ate some and it didn't...tasted about like butterfish. Human beings in natural situations all over the world eat clay when they get the diarrhea. Civilized people buy it in little bottles suspended in various liquids, even down here in Georgia which is certainly one of the clay capitals of the world (did you know that kitty litter is Georgia clay, Oil Dri is one of the biggest employers in Thomas County) where they could just take a little walk outside and do a little ditch bank licking.

I guess the clay soaks up the excess juice in the intestines and solidifies the stool. The medicinal stuff ain't nothing but regular clay suspended in some kind of flavored water, but it used to have a good dose of paregoric in it. That combination would put the double whammy on the trots. If you used it real regularly, you might get to where you looked forward to a little touch of the runs.

You know paregoric is an opium product and used to be in wide use all over the country. Back when I was a child, people used to dose their kids with paregoric every time they got any kind of ailment like the colic. I think eating pap is what causes the colic be-

cause I never had to take paregoric. My sons never had the colic either. I think eating pinfish prevents it.

So, when we got back to the house it was a driving rain so hard that we had to huddle in the lee of the boat to get the fish out of the net. We had left before breakfast and were both so hungry it was hard not to drool on the fish. Of course, if we had tried the slobber would have blown across the bay all the way to the mainland. We got them, though, and trotted up to the house. I cleaned them all and we got the frying pan and fried us an early lunch. What do you think? Do you think we fried one of those big, beautiful mullet? Hell no, we had grunts and pinfish...and butterfish. Big mullet are for smoking and I'll tell you how to do that one of these days.

As soon as we got through eating, there came another little lull and we bailed out of there. It was exactly downwind all the way and I couldn't go near as fast as it was blowing and I think that's the first time I ever got a whiff of the exhaust...not bad...nowhere near as nasty as a Detroit diesel.

You know, given my background, I don't mind a hint of diesel every now and then. Before I read Hugh Ware's maritime section in this magazine, I always dab a little fuel behind my ears just for the ambience.

The Rescue Minor is one of the best downwind boats I ever saw...as good as a 26' Navy motor whaleboat which actually rolls worse. It isn't like one of these deep vees which will punch through a pretty good chop in either direction. You have to go slow, but there comes a time when you have to do that in a deep vee, too, and there is nothing more miserable than a boat like that when it is too rough to plane...unless it is upside down. You know most transom style boats will yaw real bad when a wave overtakes them. That's why a whaleboat does so well...ain't got no transom.

I expected a compromise with the Rescue Minor and was prepared to quarter with it but it doesn't yaw but just a little bit. It'll head off when the wave passes under, but even if you just hold the tiller straight she'll straighten back up as the wave passes the bow. I think it acts like a double ended boat. The little sub hull under there is certainly double ended and the overhanging transom stern does not actually sit down in the water at all but just sort of kisses the surface.

Another thing is the dynamics of all that water that is sucked up above the actual average surface in the cavity by the dynamics of Atkin's shape. Another thing is the amazing response to that little legal pad sized rudder. Even in a big following sea when the waves run under the stern, it only takes the slightest twitch of the tiller to correct a yaw where, with a whaleboat you have to do about like you were sculling if you want to run straight. Of course, a whaleboat and Rescue Minor are self correcting and you can just hold the tiller straight.

This trip wasn't bad enough to have to idle at slower than wave speed, and we ran about the same speed as the waves and I gave her a little shot every chance I could. It didn't take 15 minutes to make the 3-1/2 mile trip and never a drop of water in the boat. The tide was so high when we got to the boat ramp that the water was all up on the mowed grass.

While we were unloading the icebox (40 lbs.) and the junkboxes, I saw a very big

sheephead messing around a derelict sunk boat. I couldn't help myself. I knew I would have to catch the whole damned boat to get the fish but a man just has to do what he has to do. When the net settled around the boat, I could see strips of aluminum rub rails sticking through with the screws still corroded in the holes and pieces of rotten planking with their ring shanked stainless nails and oysters, too. I knew it would take a lot of wading and feeling to get the damned net loose without damage, and if that sheephead got wild he might snatch against something sharp.

But sheephead don't get wild in the net. They just bristle up and sulk. It took a while but I had him in the icebox and the net back in its box pretty quick. Now he is in the refrigerator and my grandchildren are coming for supper. I'm having a cup of sheephead head soup right now while I type this and watch the smoker.

ATLANTIC COASTAL KAYAKER

Now in our 12th 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)

A raiding party, allegedly from SLC, attacked a local business over the weekend, carrying off quantities of booty. There were no reported injuries. Local glassmeister Jim Thayer observed the raiders at close range and states unequivocally that chemical weapons were used, resulting in mass destruction.

Investigation reveals the intruders were not as fierce as first believed but were, in fact, woefully weak on rape and pillage, but killers on bargains. According to local sources, the aforementioned Thayer may have had prior knowledge of the impending raid and, perhaps, actually encouraged it. Your intrepid investigative reporter tracked Thayer to his hillside headquarters and has gotten the full story.

Daring, Dealing Raid

By Ben Tellem

Collbran, CO Exclusive
to the *Plateau Valley Sneeze and Gazette*

The raiders were, in fact, veteran Kokonauts who, having observed the elegant Grand Mesa Boatworks LLC hulls on many occasions, were covetous of some for their own selves. Thus a VW camper van full of Gales (Full Gale, we must work on this), escorted by Steve Case's big pickup with Dewitt Smith riding shotgun, both pulling trailers, hove into the Junction just at supper time.

After a load of Mrs. T's victuals, the boat happy crew hit the trail for Collbran, which lies away in a gem of a valley far up the entrenched meanders of Plateau Creek. There followed an evening appropriate to sailors ashore, far from home.

When Thayer dragged his body into the crisp Colorado air at 6,000', he found the visitors knowingly discussing the denizens of the boatyard, of which there are many. A subsequent tour of the yard with Thayer desperately trying to recoup something for his time and materials resulted in a number of choice hulls being snatched from under his nose.

Steve (l'artiste) Case picked out the Nina hull he has been talking about for some time. Dewitt, a meticulous fellow who is known for planning ahead, decided that he should outfit a Nina hull as a proving ground for ideas planned for the Novia project. Being a

boat nut of the first water, Dewitt couldn't help but notice an A Duckah which had been crunched by a snow plow while hiding in a snowdrift. Needless to say, the price was right. He intends to cut off the after third and make a lightweight planing boat out of it.

Tom Gale, of Birdwatcher fame, who has become enamored of catamarans, got wind of one hiding in Collbran and came to sniff it out. Caught up in the enthusiasm, his eye fell on the very first A Duckah. It had been built out with cheap plywood (I know Robb, I know) went to Baja and then slept for a couple of years under a poor cover. I expect more boats have been ruined under poor covers than ever suffered in the open. Anyway, Tom has got a crumbly set of patterns to work from.

Exhausted by a morning of intense shopping, the gang went off to explore Grand Mesa, assured by the local Chamber that it is the largest flat topped mountain in the world.

Sunday was devoted to loading, which involved trying several arrangements. When time came to load Tom's disaster, there was an eruption of guided missiles from the forehatch. All hands beat a hasty retreat and called for backup. A long range wasp cannon was brought up which soon subdued the natives. The loading proceeded without further incident while everybody kept a wary eye on the survivors zooming around at close range.

Steve's load, two A Duckahs on top of two Ninas, was reminiscent of some of Thayer's own deliveries. After a picking stop at the peach patch, the raiding party, thoroughly spent, withdrew westward while Thayer stood clutching his wallet and waving happily.

Raid booty, Isotope Cat, two Ninas, and two A Duckahs.



Forward facing rowing

Uses arms or legs or both. Great full body exercise for 1 or 2 rowers. Boat kits and rowing rigs made by Ron Rantilla in Warren, RI. Please visit our website:
www.frontrower.com

New from Compass Classic Yachts 14' CLASSIC CAT

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

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



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

Interested in traditional small boats?

JOIN TSCA!

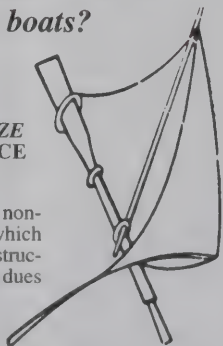
MEMBERSHIP INCLUDES:

- 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



CAPE COD CATBOATS



Brand New Book! From 19th century workboats and yachts to today's fiberglass models, the complex story of America's most enduring sailing craft. Includes reviews of today's daysailers and cruisers, how they compare, rigging tips, practical advice, history, and much, much more. A fascinating book.

Hardcover • 208 pages • 16 pages of color • Over 100 b/w images and drawings • Big 8-1/2 x 11" page size • Just \$39.95 plus \$6.50 s/h.

Devereux Books, P.O. Box 503, Marblehead, MA 01945 (781) 631-3055
www.devereuxbooks.com
Call, write, or e-mail for free color catalog.

Statesmanship and International Politics

The sinkings of the chemical tanker *Erika* and oil tanker *Prestige* have certainly enlivened debate about the legal aspects of maritime shipping, with certain countries and groups of countries unilaterally trying to control what traditionally have been areas regulated by international agreements. Let's take a look at last month's bewildering, sometimes contradictory, crop of news items:

Brussels started legal action against ten member states that have not adopted its safety package arising from the *Erika* disaster. And in December, IMO should adopt radically amended regulations for preventing pollution from chemical tankers.

The London P&I Club criticized Spain for the way it handled the *Prestige* accident and for the prolonged imprisonment of its master. A French parliamentary report about the *Prestige* incident kicked off a big fuss in Spain. And the senior Spanish government official fronting that nation's drive to tighten marine safety warned against European proposals of criminal sanctions on seafarers.

India said it might, but then said it might not, ban aging tankers as of September 1. France said it would continue to keep single-hulled tankers out of its 200-mile economic exclusion zone, a decision it took with Spain last December. The European Union faced the need to compromise on its hard-line package of tanker restrictions and, in the end, the International Maritime Organization (IMO) agreed on an "early" phaseout of single-hull tankers, it will start in 2005 instead of the previous 2007. The Royal Navy announced it will ignore any ban on single-hulled tankers. Nine of its oil transporters are single-hulled.

Perhaps significantly, the IMO will be asked to rule whether Europe's west coast, the English Channel, and its approaches can be ruled "a particularly sensitive area."

In Other Areas

Tanker industry organization Intertanko believes Marpol Annex II definitions should be re-categorized from five categories to three, all of which would be regulated. Dragging their feet are some flag nations, not the owner/operators and oil/chemical companies.

Questions are being asked more frequently about whether the use of high-tensile steel in smaller sections is responsible for hull cracking and resultant oil spillage from relatively young single-hull tankers rather than a shift from the former "robust" construction. Double hulls will help in most accidents but not all.

The Philippines President reassured the maritime world, particularly Australia (which did not recognize some Philippine licenses for a period), that efforts were being made to make sure that deck officer licenses would be honestly earned in the future. She also asked to meet with U.S. consular officials about speeding up the granting of U.S. visas, under strict control since 9/11. And she stated that the country's Maritime Academy of Asia and the Pacific is a "world-class" training facility.

Some alliances between shipping companies may run into legal problems when competition rules are amended next year by the European Union.

Washington gives the aviation industry billions of dollars for homeland security but

Beyond the Horizon

By Hugh Ware

expects the maritime sector to pay its own way. This could have serious economic impacts, warned a senior industry spokesman.

Engine crankcase explosions keep on happening and Lloyd's Register has intensified its efforts to find out why. Another registry, that of the Marshall Islands, grew by 29% last year. It is now the 9th largest registry and, tonnage-wise, about the same size as U.S., Japan, and Hong Kong.

Concern was expressed that compulsory testing of safety equipment is becoming so prevalent that the equipment may not work when needed.

The new computer system serving several British ports crashed again, the second time in six weeks.

Ferries

Off the Bahamian island of Eluthera, the 170' cargo vessel *United Star* carrying 11 people, cars, and cargo collided in the dark with the 98' ferry *Sea Hauler* carrying 194 passengers and crew of seven. Four people were killed when the ferry's crane toppled over and 16 injured were evacuated by helicopter to Nassau. The *United Star* towed the crippled *Sea Hauler* to Nassau. The master of the *United Star* claimed the other vessel was showing no lights.

Five shore workers were rescued from the River Mersey when the Irish ferry *Mersey Viking* rammed the quay and broke off a piece on which the men were working. In Wellington, the Cook Strait ferry *Aratere* hit the news for a second time in a month. First it crushed a fishing vessel and next it made what the Wellington harbourmaster described as only a "heavy" berthing. Unfortunately a Radio New Zealand reporter was on board and made the most of the incident. Even in Sydney Harbour, ferries run aground. One managed to hit Shark Island. The 92 passengers were taken off by other craft and the ferry was towed back to the Circular Quay by a tug. And dozens of Ulster ferry passengers got a thrill when their ferry had a fire on the car deck while halfway on a two-hour trip from Stranrair, while elsewhere the Greek hydrofoil *Flying Dolphin XXIV* grounded on rocks at Triken Island, injuring some of the 75 passengers.

Denmark has reopened its investigation into the 1990 sinking of the ferry *Scandinavian Star* when it became apparent that not all of those responsible had been brought to justice. In a fire off the Danish coast 158 lives were lost, many because the crew were unable to communicate because of language differences. The fire may have been deliberately set and this possibility will also be investigated. And a Greek authority has ruled that the officers of the passenger RO/RO *Express Samina* were guilty of extreme negligence. The ship struck rocks as it approached the island of Palos in September 2000 and sank within half an hour. Eighty people died.

Ferries are being blamed for the failure of the Channel between France and the U.K. to make a first-half profit (low-cost airlines were also blamed). But Sea France, the French ferry operator, warned that 2003 will

not match last year, which was "exceptional." And the first UK-based ferry-cum-cruise-ship will start operating next spring between Plymouth, France, and Spain. The *Pont Aven* will have cabins with balconies and a swimming pool with café, thus blurring the line between a ferry and a cruise ship.

Ferry service from Port Rashid in Dubai to the Iraqi port of Umm Qasr has resumed. The ferry is the only means by which Iraqis in the UAE can get home. In Senegal, the public prosecutor said no charges would be filed over the September 26, 2002 sinking of the 550-person capacity ferry *Joola*, since the master was solely to blame and he died in the sinking. So did 1862 others while only 64 survived.

Bangladesh had another bad ferry disaster. This time the overloaded triple-decker *Nasreen* was sucked into a whirlpool at the juncture of three rain-swollen rivers and sank. Only 220 survived while another 550 (possibly more) are believed to have died. The ferry's official capacity was 350. Why does Bangladesh have so many ferry accidents? Authorities surmised that the populace didn't really seem to care and may not have enough faith that a succession of governments and the legal system can better the situation. Only 8,000 of some 20,000 ferries are even registered and only 800 have fitness certificates. Existing marine laws need to be enforced, said one ferry owner.

Cruise Ships

The Norwegian Cruise Lines is being sued by a New York legal assistant who claimed the NCL "held her captive" on the *Norwegian Star* and subsequently ejected her from a Hawaii cruise because she started investigating the cruise company's conduct. The class action was initiated by her employer while she was on vacation. Elsewhere, a judge has been deciding where the trial will be held on the claims of the families of eight Filipinos who died and 18 others who were injured as a result of the *Norway*'s boiler explosion. NCL wants the case tried in the Philippines as a matter of contract law, while attorneys for the Filipinos claim maritime law dating back to the 1700s guarantees a trial in U.S. courts.

Carnival Corp. faced new court problems for breaching probation restrictions imposed last year after company officials pled guilty to lying about pollution incidents. And a former V.P. sued the company for unfairly dismissing him the same day Carnival announced its plea agreement. He said he had told high company officials about the violations but they ignored him. In another arena, Carnival would like to participate in Festival's action to overturn Brussel's approval of the Carnival and P&O Princess merger.

Who hears much about boilers nowadays? The cruise ship *Norway* was towed to Bremerhaven for repairs but a boiler to replace the one that exploded at Miami cannot be made available for 7-12 months. The Norwegian Cruise Lines may opt for replacing the *Norway*'s boilers and turbines with a diesel-electric power plant at a cost of 200 million euros, although the ship is 42 years old. Scraping is also a possibility. And German vessel owner NSB is having trouble with exhaust boilers on five identical container ships. All five boilers, used to heat the heavy fuel oil, failed and were replaced, then the replace

ment boilers failed, and they are now being replaced while experts look for the cause of failure.

Even modern propulsive technology has problems. Celebrity Cruises sued Rolls-Royce and Alstom Power Conversion over the repeated failures of their new "Mermaid" podded electric-motor drives on four of its newest ships. Celebrity wants \$300 million. Alstom said the suit was without merit because of certain contract provisions, while Rolls-Royce said it was aware of the suit only through press reports.

Inside the Arctic Circle, the cruise ship *Mona Lisa* (ex-*Kungholm*, *Sea Princess*, *Victoria*) ran aground and damaged a propeller near Svalbard. Nobody was injured, passengers were evacuated, and the ship limped to port.

Hard Knocks

On the Westerscheldt River near Antwerp, the container ship *Maersk Bahrain* sliced into the engine room and #5 hold of the container ship *Penguin I*. Nine tugs pushed the *Penguin* onto a sandbank and held it there while 300 containers were removed. Some days later, the ship was taken to a Flushing repair yard by ten tugs while a large sheer-legs supported the *Penguin's* battered stern.

Not far away, the URS-owned azimuthing stern-drive tug *Burcht* capsized while working the MSC container ship *Noa*. Three crew escaped but the engineer was trapped below and was heard knocking on the hull for several hours. Tugs pushed the *Burcht* against the channel bank while rescuers unsuccessfully tried to cut a hole into the tug in time.

In New Zealand, the Korean tanker *East-ern Honour* hit the bottom while approaching Whangarei. No damage but this is the second time a tanker has hit the bottom (*Capella Voyager* in April) and one government authority said the first incident was one too many.

The crew of the 285,640dwt tanker *Napa* detected an oil sheen when the ship stopped at Durban, but South African authorities refused a place of refuge to repair the minute ("millimeters long" and quickly sealed) crack and sent the ship to sea. There the tanker transhipped its U.S.-bound cargo to the VLCC *Kos* while 200 miles off Mozambique and then headed for a port where it could be inspected.

The freighter *Jambo* sank near Ullapool while carrying a cargo of 3,300 tons of zinc concentrates. British authorities decided that the effects of the zinc on sea life were unknown but the zinc had better be removed. Work started on pumping out a slurry of zinc and seawater, then draining off the water.

Near Karachi, the Greek tanker *Tasman Spirit* drifted aground during squalls and gusting winds. Six local tugs failed to move the ship and at least one tank ruptured and started spilling oil. The Karachi Port Trust declined to call in the Maritime Security Agency to contain the spilled oil "since we are responsible for keeping the port clean." Heavy weather had been making operations difficult so a Greek salvor was hired. (The same salvor, Tsavlis, thanked Algerian authorities for their cooperation in the recent salvage of the stranded bulk carrier *Nestor*.)

In the English Channel, usually in bad weather, the much-abused car carrier *Tricolor*

is being sawn into nine sections by the same abrasive-loaded cable rig that cut the sunken Russian submarine *Kursk* in half and pieces are being barged ashore.

While escorting the submarine *HMCS Victoria* off Mexico, the Canadian frigate *HMCS Ottawa* had a major fire in its two gas turbines. Fire-suppressing gas and a fine water spray on the port turbine enclosure didn't work so firemen entered the compartment (about the size of a small gymnasium) and successfully used a water-foam mix. A broken fuel line had fueled the fire. The frigate was using its diesel engines at the time of the fire.

Shipbuilding and Scrapping

The European shipbuilding news is both good and bad. In Italy, part of the keel for Cunard's *Queen Victoria* was laid. The second largest ship built for the company will enter service in April 2005, 15 months after the *Queen Mary 2*. French giant Alstom was bailed out of financial troubles by a 2.8 billion euro refinancing deal from the French government, but the stock market seemed to believe the help was a short-term fix. Alstom owns one of the major French shipbuilding yards which would have gone under without the government's assistance package.

In the U.K., Swan-Hunter may hire 5,000 workers based on a series of Ministry of Defense orders already on hand or expected. Swan-Hunter may build up nine Royal Fleet Auxiliary oilers and up to 60% of the hulls for two aircraft carriers for the Royal Navy. The firm just finished the amphibious landing ship *Largs Bay* and has another to build.

The German shipyard HDW was saved from insolvency by the injection of \$33.7 million and a loan of 100 million euros from U.S.-based owner One Equity Partners. In the near future are five options: continued involvement by One Equity Partners, or a takeover by Northrop Grumman (U.S.), Thyssen/Krupp (German), Thales (French), or DCN (French). Some members of HDW fear that a sale of the submarine-building portion of HDW to Thales would mean sacrifice of the merchant shipbuilding portion of the company as unprofitable and the loss of up to 3,400 jobs. Thales may buy the business anyhow and combine it with DCN. Thales enjoys very good relations with the French government.

The German shipping and transport bank DVB released an in-depth survey of shipbuilding order books using two parameters: compensated gross tonnage (cgt) and number of ships. When ranked by total vessels, number one is Japan (601 for 21%), number two is South Korea (562 for about 20%), China is third with 369 vessels or 13%, and (surprisingly) the U.S. is fourth with 132 vessels for a 5% share (but most of these are oil field support vessels and vessels protected by the Jones Act), with Italy in tenth position. When ranked by cgt, it is South Korea, Japan, China, Italy (mostly because of cruise ships for only one customer, the Carnival group), and so on. The bank's breakdown by type of vessel vs. shipbuilding and ordering nations is too long to be summarized here but is truly revealing.

In spite of Italy's fourth position, Italian shipyards are "drowning," according to the head of the Italian shipbuilders' association,

perhaps due to European Commission actions, perhaps due to competition from Far East builders.

The 8,000 TEU ceiling has finally been broken with several lines placing orders for ships carrying up to 8,200 TEU (at \$80-85 million each) and one line may be talking with a Korean builder about some really big ships carrying 9,600 TEU.

Brazilian shipbuilders are angry that the state-owned oil company Petrobras allowed a Singapore firm to convert a tanker into the FPSO P-50. Costs have soared and, upon arrival in Brazil, the vessel will be hit by a 19% Rio de Janeiro state tax on equipment, a tax that was imposed after Brazilian shipyards lost the job. And in the Mediterranean, workers at the Malta Drydocks were unhappy that certain working practices had been referred to the industrial tribunal. Their unhappiness is not expected to affect repairs to the command ship *USS La Salle*.

The U.S. government has made a breakthrough start to the Congress-required scrapping of about 200 vessels in the nation's Reserve Fleets. New York-based Post-Service Remediation Partners got \$14.8 million to scrap 15 vessels at the AbleUK facility at Teesside, England. Another contract for the scrapping of three vessels went to ESCO Marine, of Brownsville, Texas, while Marine Metals, of the same city, recently finished scrapping two vessels.

Overseas, Greenpeace delivered a two-and-a-half-ton sculpture made from the remains of five ships to the front door of the IMO headquarters in London. No word was available whether the doorkeeper allowed it to enter. Greenpeace said it welcomed the IMO's new draft guidelines on shipbreaking but stated they still fell far short of the mark.

The Environment and Punishments

Intertanko released a summary of 86 tanker incidents during January-July 2003. The record shows positive improvement. The biggest oil loss (but with little shore pollution) was from a Spanish bunker barge that sank a month after the *Prestige* incident. Next was a 125-tonne chemical spill followed by a 50-tonne diesel fuel spill. Four explosions caused 11 fatalities. Machinery problems (11 engines, 6 steering, 4 hull) accounted for 30% of the reported incidents while groundings (26%), collisions (23%), and fire/explosion (13%) accounted for most of the remaining incidents.

Escaping fumes caused seven people to become sick on a very large container ship at Seattle. Could have been escaping cyanide gas, could have been aminoethylpiperazine. Nobody knew for sure. Nobody got seriously ill.

A U.S. court indicted Greenpeace for boarding the APL *Jade* before its arrival in Miami and conspiracy to do so. Could be five years' probation and a fine of \$10,000. Another U.S. court found the Taiwanese operator of the *Grand Glory* guilty of lying to the Coast Guard and failing to keep proper waste-oil records. A third U.S. court convicted the master of the 164' freighter *Perserverance* for operating at Miami with a blood alcohol level of .155, considerably above the allowable level of .04. Finally, at Portland, Oregon, U.S. Customs seized a shipment of arms that was going from China to El Salvador because special licenses had not been issued.

French authorities released the RO/RO *Dobrudja* after its owners posted a bank guarantee of \$337,000. The ship had been detected cleaning its tanks off the west coast of France. The master faces a fine of up to 600,00 euros while the company may have to pay 3 million euros.

Russian divers explored the sunken Japanese tanker *Takeu Maru*, which went down off the island of Sakhalin and was releasing oil that was approaching the Russian west coast at last report.

The U.S. Coast Guard is proposing regulations for vessels with ballast tanks that would eliminate the introduction or spreading of non-indigenous sea species. Four options would be available to operators. And passage of a proposed California bill would preempt the Supreme Court-granted federal authority to regulate operational matters concerning interstate and foreign commerce. The bill would require cruise ships to operate on diesel fuel specified under California regulations when within 25 miles of the coast. Such on-road fuel could be unsafe when used in medium-speed engines.

Odd Bits

The Royal Navy destroyer *HMS Nottingham* is afloat again now that the first stage of a £42 million repair effort has been completed. The ship ran aground on a charted rock in the Tasman Sea and was brought back to the U.K. on a float-on/float-off vessel. The commanding officer and three of his command team face a court martial.

Pennsylvania is mulling whether to ban "teak surfing." Kids hold onto the dive platform at the back of a motorboat, then let go when the boat reaches 10-12mph and body-

surf on the stern wave. The problem is that carbon monoxide from engine exhaust has killed youngsters, often requiring only a breath or two. Even merely sitting on a dive platform has caused children to lose consciousness.

Proving who you are is proving troublesome. Designing fingerprint identity cards for seamen will be a "gargantuan task" and technology alone will not provide the answer. And the U.S. policy that most persons seeking a visa must visit a consular official is affecting others than mariners. Persons holding passports from 27 countries whose passports are not computer-readable (that includes France, Germany, Italy, and the U.K., although most of the 27 nations are shifting to computer-readable passports) must get a visa before entry or risk refusal of entry.

Starting January 1, all foreigners will be fingerprinted and photographed while, starting in October 2004, all passports must have an embedded biometric chip. A Dutch company felt it had to replace Indonesian mariners, mostly Muslims, with Filipinos because the Indonesians ran into difficulties every time a tanker visited a U.S. port. The Carnival Corp.'s Holland American Line is having similar problems with its Indonesians, which comprise about 40% of the line's crews.

If a company uses one of its vessels to salvage another of its vessels, is the company entitled to salvage? In the case of a Crowley tug that suffered a fire while towing a barge in Alaska and was rescued by another Crowley tug, a court said the answer is "no"

for the company itself and "yes" for the salvage tug's crew.

Headshakers

Rusik, a cat that sniffed out smuggled caviar, was run over. Authorities suspect it was a Russian Mafia contract killing.

When a would-be transatlantic rower, a onetime Soviet army private, wanted some painkiller 250 miles off the East Coast, he flagged-down a passing U.S. Navy frigate. Divers checked the bottom of his rowboat for explosives.

The U.S. Coast Guard intercepted 12 Cubans trying to flee to the States. Their vessel? An old Chevrolet truck with neatly made oil drum pontoons, a propeller on the drive shaft, and a wavebreaker in front of the radiator. The unfeeling Coasties took off the Cubans and sank the truck as a threat to navigation. In accordance with Chevrolet's advertising slogan for its trucks, it went down "like a rock."

Ten canal boats full of vacationers on the Leeds-Liverpool Canal suddenly found themselves at the bottom of a muddy ditch, six miles of the canal had been emptied when a canal bank collapsed. However, the nice people at British Waterways hired a large crane to lift each narrowboat onto a lowbed trailer, which took it to a place where there was some water.

The short-seas trader *RMS Mulheim* went aground and was lost under the cliffs of Land's End because the chief mate was out cold. Seems he rose from the wheelhouse chair and was knocked unconscious when he lost his balance. His trousers had caught on the chair's adjusting lever.

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

Alden Shells

in eastern New England



"Oarmaster 1" parts

Rowing Sport

Ipswich, MA 978 356-3623

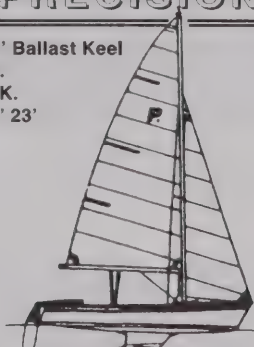
My Wooden Boat!...On-Line
Forum...Calendar of events...
School Courses...Books...
Boat Plans...and more!



www.woodenboat.com

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

Wind Products 45 SKIMMER 45



FEATURES

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

America's Largest Toeboat Manufacturer

Wind Products

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

Check out our
website
www.sail4joy.com



WCU Students Re-Create Lewis And Clark Canoes

By WCU Publicity

A group of Western Carolina University students brought a high-tech twist this summer to the 200th anniversary celebration of the Lewis and Clark journey by using modern materials and technologies to re-create the type of canoe the famed expeditionary team used to explore the Louisiana Purchase. The 11 students, working in an interdisciplinary project instruction class taught by Bob Dalley, Associate Professor of Engineering Technology, each built their own pirogue canoe during the special summer course, testing the vessels on a pond near Western Carolina's soccer field.

"While the double-paddle pirogue these students built is the same type of canoe that the Lewis and Clark expedition used, it is a far cry from what the explorers used 200 years ago," said Dalley. "Features our students incorporated into their canoes include a composite frameless core hull with rocker hydrodynamics selected by each student for his or her individual application, a Kevlar graphite fiberglass bottom, and thermoplastic bonded gunwales and chines. This advanced technology resulted in a light, quiet, durable, buoyant, and fast watercraft."



Originally designed in 1977 by Mike O'Brien, editor of *Boat Design Quarterly*, the canoe design also is used in the watercraft studies program at Buffalo State College, said Dalley, who has had several of his boat designs featured in *WoodenBoat* and *Epoxyworks* magazines. He frequently tests his boats on the waters of Lake Junaluska near his home.

Upon completion of their canoes, several students have been using the remainder

of the summer to test out their watercraft in such locations as Key West, the Snake River, and North Carolina's coastal waters, Dalley said. "That's one of the neatest things about this project," he said. "Participants will be answering inquiries about their canoe design, materials, and how they built their watercraft for years to come."

For information on Western's canoe-building course, contact Dalley at (828) 227-2163, or via e-mail at bdalley@wcu.edu.

Apprenticeshop Recreates *Red Jacket*

The Apprenticeshop of Atlantic Challenge, in conjunction with *Maine Boats & Harbors* magazine and the Penobscot Marine Museum, will create a full-size pattern of a mid-ship frame of the famous clipper ship *Red Jacket*. 2003 marks the 150th anniversary of the launching of *Red Jacket*, built in Rockland, Maine. The ship was launched in 1853 and set sail immediately on her first voyage across the Atlantic. This transatlantic journey set the speed record of 13 days, 1 hour, and 25 minutes from New York to Liverpool, England, a remarkable record that lasted for over 140 years.

Apprentices have been working on creating a full scale mock-up frame of fir and pine at The Apprenticeshop. With the help of Sam Manning of Camden, apprentices hand-squared, or hewed, the timbers. At the Maine Boats & Harbors Show, apprentices and staff of the Apprenticeshop, Sam Manning, and the Penobscot Marine Museum gave hewing demonstrations and demonstrated techniques and tools used to build the ship. Sam Manning was on hand to discuss the construction of *Red Jacket* and other similar ships.



Apprentices hand-splitting, or 'hewing' the white pine logs used to create the frame mock-up of *Red Jacket*.

Red Jacket was the topic of a lecture given in the winter of 2001 as part of the winter/spring lecture series of Atlantic Challenge. Bertram Snow of Rockland used slides and photos to tell the story of her creation, the fascinating man behind the name, and the launch site, which is visible from the Atlantic Challenge Pier.



Atlantic Challenge is a not-for-profit educational organization whose mission is to inspire personal growth through craftsmanship, community, and traditions of the sea. For more information about AC and our programs, please call (207) 594-1800 or visit our website at www.atlanticchallenge.com, <<http://www.atlanticchallenge.com/>>

Well, I am delighted. I was feeling guilty about how I had let the old new skiff get in such bad shape while I fiddled around with the Rescue Minor and various literary pursuits all this time.

Old New is the best outboard skiff I ever saw and I ought to have cast off the chains of all this novelty and fixed the old thing up much sooner. I think the last time I did anything to her was about six years ago and, though the structure of the boat is in good shape, the two part polyurethane varnish job all inside was shot and there was extensive sun damage and wear to the epoxy sheathing.

There were even some places on the inside where the fiberglass on the planking was worn through to the wood. I am going to resist varnishing the frames and planking of any more boats on the inside. The epoxy paint on the outside was still in good shape and there was no damage to the solventless epoxy encapsulation or the fiberglass sheathing at all. As a matter of fact, the outside of the boat looks just exactly like it was made of fiberglass. The paint has weathered so it has the same chalky yellow look as old gelcoat. It looked like one coat of paint would fix that right up as good as new.

Son Sam of the redheaded baby did the whole job himself while I was fooling around. First he took the wonderfully weathered floorboards out of the boat and stripped every scrap of the two part varnish off the whole inside with the spay blade of a pocket knife. It was slow but easy. That's how you tell when two part polyurethane varnish is fixing to defect on you. It starts peeling off the boat. What he did was to slide the rounded tip of the knife blade under the varnish and pull it off like some kind of skin. Acrylic polyurethane is strong and flexible and will come off in long strips. He had all of it in a garbage bag and it weighed at least a pound.

I remember spraying the boat. That's one reason I use two part stuff because it sprays about like nitrocellulose lacquer. I put down in my book that I sprayed 11 coats of varnish on that boat...all in one day. That's another reason I use that hellish stuff, but the main reason I use it is that it holds up better than anything I have ever found. I mean, the varnish has been on the old boat since 1997 and the boat has spent most of its life in the weather. That's good varnish, y'all. You know it is the same stuff as what they call "clear coat" on a car. On a car it'll outlast anything you can put on a boat. I am told that it is because the substrate determines the life of the varnish and perfectly painted steel is a better substrate than wood.

I found out a long time ago that epoxified wood is a better substrate than plain wood or wood sealed with anything else I have been able to find. Where that varnish does its best is on epoxy fiberglassed wood. It is easy to see the difference on the foredeck and seats which were not fiberglassed on this boat. The varnish there didn't last as long as it did on the fiberglassed planking of the boat.

Oddly enough, where it really held up was on the epoxified but not fiberglassed sheathed transom. I guess that's because it is vertical and doesn't ever get direct sunlight except early in the morning and late in the afternoon, and only then when the wind is out of the west in the morning and east in the afternoon, which is a seldom thing except

Old New Renewed

By Robb White

when it is stormy and then it is overcast. The polyurethane was still sticking to the transom so good that Sam couldn't peel it off...had to sand it but it is easy to sand a transom or a seat or a foredeck. Luckily the complicated open rails had been varnished without the benefit of an epoxy sealing job underneath and most all the varnish was long gone. Sam did a meticulous job of epoxifying those rails in preparation for the new varnish job.

The new complete refinish job is this way: the seats, foredeck, quarter knees, breasthook, stemhead, and transom are varnished back better than new (Sam is as ticky as all get out). The whole rest of the inside of the boat is painted "haze gray." That's the frames, planking and the seat supports, and the underside of the seats and foredeck. I like the inside of a boat to be gray for nostalgic reasons. The old *Nueva Eva* which was the first boat my wife and I had way back when I was in the Navy was gray inside (no, dammit I did not steal the paint from the Navy...it was Pittsburgh Paint and Plate Glass "PPG" paint...good stuff, too).

Anyway, I used to buy Pettit Polypoxy "gray" which was too dark so I cut it with white to try to get that old familiar color. Pettit has about quit making epoxy paint and I am certainly sorry. I guess it is the chalking in the sun that plagues all epoxy paint that caused that but it is a shame. There is no paint that will stay on a boat like epoxy. I don't mind that chalking. I like epoxy paint.

Guess what? I was whining about how I couldn't get gray epoxy paint to son Wes and he went home and got on the internet and called me on the phone. "What color gray do you want?" he asked. "Light gray...something that won't burn the hell out of me in the hot sun," was my answer. "How about 'haze gray'?"

It turns out that there are a bunch of people who make epoxy paint. Of course they don't call it "marine," but it sure has that knock em dead toxic stench and acts exactly the same on the brush and dries to the same rock hard, impossible to skin up, ready to chalk perfection. What we (Sam) put on the inside of *Old New* was concrete paint like what they paint the floor in the showroom of the Ford/Jaguar/ Hyundai/BMW place... Valspar "haze gray." We got it right down the road at Lowes.

Of course, he completely reglueed the whole inside of the boat and patched the places where the fiberglass sheathing was worn off the planking first. It is indeed better than new. It even looks better than it did when it was new. That gray paint sets off the varnish most marvelously and I had enough of the old Pettit Polypoxy white to do the outside. *Old New* is a beautiful boat once again.

The Saga of Two Part Polyurethane Varnish

The first I ever used was made by Bruno Stoppani in Italy. It was the same stuff that Riva was using to varnish those precious jewels. I had had it recommended to me by a

customer...a German. He gave me the address of an outfit in Spain who had some kind of franchise with Riva or something. I bought varnish from them for years and it worked very well. One of the first boats I ever sprayed with Stoppani varnish still has its original, allover varnished finish but the owner, though he uses the boat almost every day, has sense enough to keep it in a boathouse.

One trouble with two part varnish is that part "B" will go bad on you in the can so you don't want to order more than you need for the job. All that international freight and "hazmat" extra charge foolishness sort of inhibited me in this, but I persevered because the varnish was so good. Finally, Bruno died and his widow messed up the formula (I'm told) and his former employees split off and tried to carry on but nothing they did worked for me. Just like the Pettit Polypoxy problem, it was a problem.

While I was down at the Apalachicola Antique and Classic Boat Show a few years ago, I saw a most miraculous varnish job on a boat. It had been rubbed out like what you might see on the lacquer of a precious hot rod. I asked the man about it and found out that it was a two part polyurethane made right down the road in Melbourne, Florida. I immediately ordered a kit and that's what's on the Rescue Minor. It is actually better than the old Stoppani because it can be put on with a brush (Stoppani didn't work with a brush). Not only that, but it has a much longer and more predictable pot life. Not only that, but there is no material surcharge by the UPS. I wish you could see the varnish job on *Old New*. Hell, I wish you could see the varnish job on Rescue Minor. It is still in perfect shape and I only put on four coats.

That's Bristol Finish, C Tech Marine, 489 Ballard Dr., Melbourne FL 32935, (321) 752-7533.

"Every man shall give as he is able, according to the blessings of the Lord" (Deut 16:16)

Needed: Boats and nautical gear

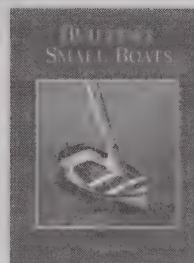
Cruising Ministries

6110 Florida Ave.

New Port Richey, FL 34653

(727) 849-3766

cruisingministries@hotmail.com



Building Small Boats

by Greg Rossel

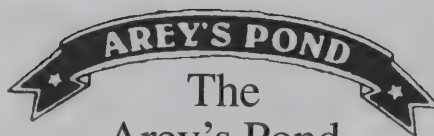
Traditional lapstrake and plank-on-frame construction methods are featured in this thorough yet reader-friendly book.

278 pgs., hardcover.
\$39.95 + \$5.50 postage.
The WoodenBoat Store,
PO Box 78,
Brooklin, Maine 04616
www.woodenboatstore.com
Call Toll-Free 1-800-273-7447



We launched our latest design, the Arey's Pond 18' Daysailer, on July 4th. She is an elegant traditional looking performer built to an Antonio Dias design based on my sketch to create a shoal draft daysailer for the shallow waters of our Pleasant Bay here on Cape Cod and other areas like it. The boat is very stable and fast, logging over 7kts on the GPS. The design is abetted by the use of lightweight carbon fiber parts, and is built to our usual high standards.

Arey's Pond Boat Yard, Box 222, S. Orleans, MA 02662, (508) 255-0994 - Fax (508) 255-8977, <catboat@cape.com> <http://www.areyspondboatyard.com>.



The Arey's Pond 18' Daysailer

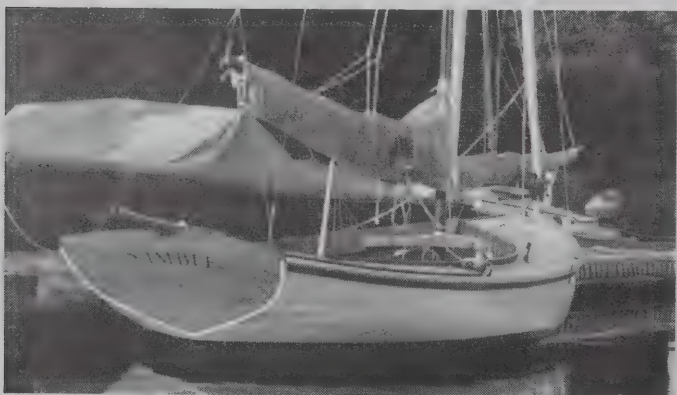
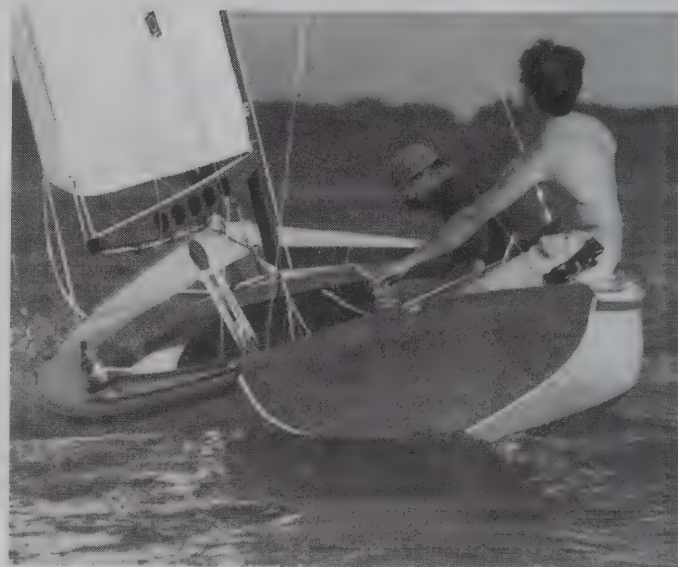
By Tony Davis

Specifications
LOA 18'8"
LWL 15'10"

Beam 6'11"
Mainsail Area 121sf
Jib Area 85.5 sf
Draft 13" CB up, 3'2" CB down

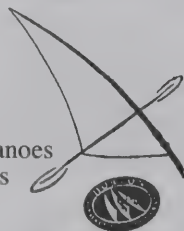
Options Included in Standard Price

Carbon Fiber Mast
Cold Molded Hull
Mahogany Rails and Coaming
Bronze Fittings Including Bow Eye
Positive Foam Flotation
Fully Battened Mainsail
Price \$35,000
(Subject to Change Without Notice)



SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampan



HUGH HORTON SMALL BOATS

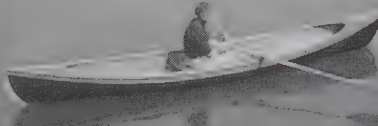
29474 Old North River Rd.

Mt. Clemens, MI 48045

(586) 468-6456

<huhorton@tir.com>

Quarrier Boats



Race Winning Fixed Seat Rowing Boats

Fast, Durable, Good Looking
P.O. Box 125, Alstead, NH 03602 - (603) 835-6985
<http://qboats.home.comcast.net>



KAYAKS

Boréal Design
Wilderness Systems - Old Town

CANOES

Ranger - Old Town - Radisson
Hundreds on Display

FERNALD'S

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

At the Small Craft Festival in St. Michaels, Maryland, on October 4, I had the pleasure of inspecting Chesapeake Light Craft's new kit boat called a Skerry. It appears to be a descendant of an old Norwegian coasting vessel called a "faering" (an example of which I found later at the Mariners' Museum in Newport News). I admired it, and another fellow liked it enough to buy one on the spot. But for my purposes I'd be grateful if the designer, John C. Harris, would borrow some lines from another old boat, this one native to the Chesapeake. More on this shortly.

On a drizzly Saturday morning I enjoyed the spectacle of a dozen or so Chesapeake Light Craft products lined up on the grass. Their knife-like wood kayaks, some strung with complex pulleys and tillers, invited attention and admiration. But what I had come to see (like the gentleman who drove all the way down from Sag Harbor, Long Island) was Harris' Skerry.

Something of a departure from Chesapeake's usual line, the open boat resembles a Viking warship or maybe a floating milkweed pod. Another writer opined that there is "not an ugly line on it," and I would have to agree. From the almost but not quite hard chined hull to an interior of gentle curves, ovals, and ellipses, it is poetry in plywood.

The best part, in my view, is the elegantly simple sprit rig. To take the Skerry out for a sail, Harris tied a bowline and looped it over a peg at the end of the sprit, bending it to the mast. Tightening another loop through a cringle pretty much did it for stretching peak from tack. After plugging the boom into a metal fixture on the mast, he was ready to face what was blowing up as a brisk breeze.

The 16' Skerry is advertised to weigh a trifling 90 lbs., but that must be the bare hull without its kick up rudder, offset 5' long tiller, daggerboard, sprit spar, mast, boom, rigging, and sail, and a copious coating of morning dew. When the time came, four stalwarts from Chesapeake Light Craft carried it to the launching ramp, pallbearer style.

I admit I was reminded (at first, only at first) of a funeral. To my untutored eye the Skerry seemed a little skimpy on freeboard. There is no decking. With a breeze rising under portending grey clouds and rain already speckling the sail, I speculated about whether this was to be, shall we say, dry sailing.

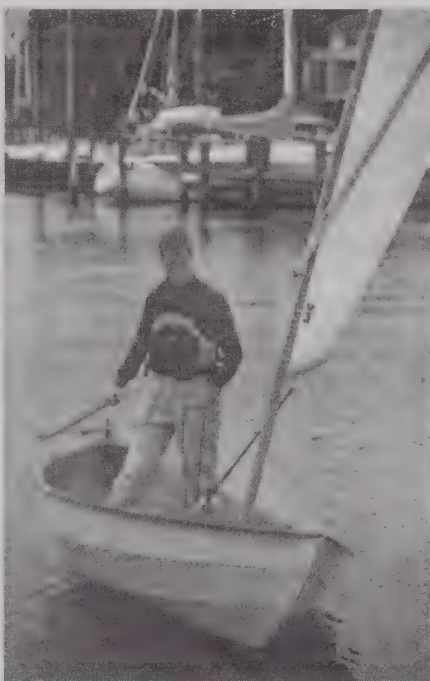
Harris answered my concern, compared to other 15' open boats the freeboard is actually "a little above average." He sent me a photo of the vessel braving 20 knot sustained winds and said, "the Skerry really is remarkably dry, even in steep chop."

Into the bow scrambled the gentleman from Sag Harbor and Harris followed in the stern. The Skerry bobbed and wiggled in a tippy sort of way, canoeish, but once the weight was distributed it settled down equably. The blonde, handsome, young boat designer stood up to grip the elongated tiller like Leif Ericson come to conquer St. Michaels, nudged the vessel before the wind, the sail filled, and off they went.

Back and forth they tacked, on a reach in the strengthening breeze. They easily weaved around the considerable waterborne traffic at the festival. They dodged a majestic lateen rigged sloop with tanbark sails, a sprightly kayak, a rowing skiff, a dory, and a

The Skerry: Attractive Open Boat With A Norse Heritage

By Jock Yellott



traffic light yellow, twin sail Pacific proa (also a Harris design) that tacks by reversing direction, sliding back and forth, back and forth, the way a boy on the carpet plays with a toy truck.

The Skerry's sprit rig will win no speed contests, but it is not supposed to. It is supposed to do exactly what it did, move well on almost every point of sail without heeling uncomfortably, spilling excess air. When the time came to return to the launch ramp, the vessel obediently headed just a fraction off the wind at a pleasant, controllable pace. I did not see the Skerry tried as a pulling boat but I assume, just from the graceful shape and the light displacement, that it scoots along handily under oars.

The decision of the gentleman from Sag Harbor was, "I think I'm going to do this." He confirmed his high opinion of the vessel, in writing, on a check. By the time you are through with the basic hull and the extra sailing rig, the Skerry will run just short of \$2000.

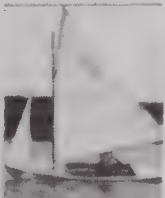
In my own view, comparing the Skerry with its considerably larger great-grandfather, the faering, I could see advantages and disadvantages. Not even the beefiest and most determined Norwegian is going to pull a faering up on a beach single handed. The Skerry is light enough to skip merrily right over sand or pebbles. On the other hand, the old faering's large, broad, thick lapstrakes and wrist sized ribs gave it the stability of tremendous mass. Rough waters like Norway's coast demanded that. So might the Chesapeake, in its occasional bad moods.

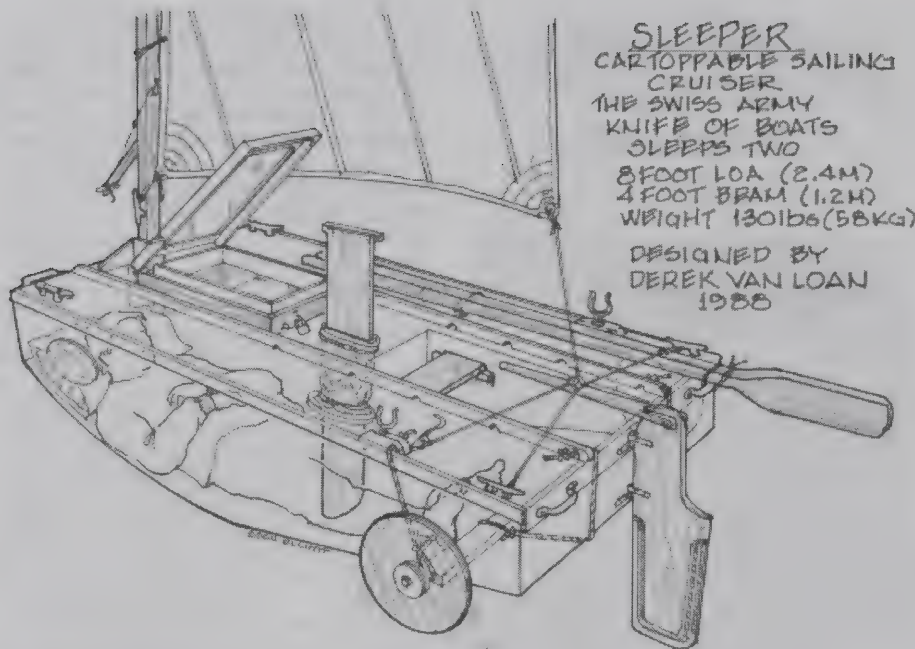
In that regard Harris pointed out to me one precautionary advantage of the Skerry, "permanent bow and stern flotation compartments, standard in the kit, are airtight and watertight and provide about 400 lbs. of flotation."

The Skerry certainly would excel on any sheltered lake or enclosed shallow bay (like Sag Harbor). Light, fun, handy. Conceivably a jet ski might swamp it, but there is plenty of room for a friend with a bailing bucket and life jackets and, in case of jet skis, a shotgun.

Speaking of which, the small boat whose lines I'd like Mr. Harris to please turn his expertise toward is a traditional Chesapeake gunning skiff. There's an old ramshackle one from about 1910 inhabiting the Ward Museum of Wildfowl Art in Salisbury, Maryland, others are in St. Michaels, and a fine boat on display at the Mariners Museum where I found the faering. About 14' long, sharp, shallow draft. A gunning skiff might be a welcome addition to the Chesapeake Light Craft line since it closely resembles a kayak.

The open cockpit is longer than a kayak's, which is good because otherwise my dog won't fit. The relatively broad beam accommodates a deck and coaming (when my dog jumps overboard I'd prefer his splash to stay outside). Old time hunters knew that even in a Chesapeake tidal marsh a little wind makes you grateful for protection in a small boat. Take a gunning skiff and render it in glued strip cedar construction so it's beautiful, maybe include that offset tiller and user friendly sprit rig, and by golly I'll stand in line with my checkbook, too.

FIBERGLASS REPLICA CLASSIC SAILBOATS		
RAINBOW	Construction	BAYBIRD
12' Cape Cod Catboat	Fiberglass Hull & Deck	18' Gaff Sloop
 LOA - 12'4" Beam - 6'2" SA - 100sf Displ. 440lbs	Varnished Oak Trim Bronze Hardware Wooden Spars NEW! Compass CLASSIC CAT 14' Classic Half-Decked Catboat	 LOA 18'0" Beam - 5'6" SA - 145sf LWL - 16' Draft 0'8"
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)		



SLEEPER
CARTOPPABLE SAILING
CRUISER
THE SWISS ARMY
KNIFE OF BOATS
SLEEPS TWO
8 FOOT LOA (2.4M)
4 FOOT BEAM (1.2M)
WEIGHT 130 LBS (58 KG)
DESIGNED BY
DEREK VAN LOAN
1988

© 2002 Don Elliott. All rights reserved. This drawing is intended to help you understand the design of the SLEEPER. It is not intended to be used as a blueprint for the construction of the SLEEPER.

Once the decision has been made to build SLEEPER you will have to order a set of building plans and instructions (see below). SLEEPER is described in the advertisement as a cartoppable sailing cruiser that sleeps two below the deck. In fact, it is a great deal more than that and that has been discussed elsewhere, what this series is about is the building process for SLEEPER. This series of articles is not intended to replace the building plans and instruction, but is an added aid to that process. This series will be a visual guide that moves through the building steps, and as it moves through those steps it will indicate which drawing is needed and where in

Building SLEEPER

By Don Elliott Part 1

SLEEPER's building instruction sheets that particular step may be.

When SLEEPER's package arrives you shall find: (1) four sheets of construction drawings; (2) 24 pages of written instructions along with some very good tips of different kinds relating to the craft's building process and operation; and (3) a few photos that help

one see some of the more complicated details of the building process. This set of plans and instructions is very complete and no one should have any difficulty whatsoever building SLEEPER. Of course, as with all plans, a reasonable amount of consultation is provided by the designer.

One note about this consultation, it is best not to ask for changes or modifications to the original design. If you do, fully expect to pay for these extra services, otherwise if some detail is not clear or one needs help with a construction detail, I am sure this information will be provided. Another thing to avoid is changing material specifications. Any change to a design always has a domino effect and usually a great deal of thought has been put into even the smallest detail, so be aware of this when confronting the design with any kind of modification or changes to the original design. SLEEPER has been used a great many years and every feature by now has proven itself.

Once you have the plans in your hands, as with all plans, study them carefully. Read the instructions until every detail is clear in your mind. Make a list of notes as to which detail or instruction it is you don't fully understand, then find out the answer to this or what this particular thing is before moving on. Also make an extra set of the instructions and plan sheets and work only from these copies, storing the originals in a safe place. This ensures that if the copies are lost or damaged you will have something to fall back on.

It is nice to work at waist level for laying out the large sheets of plywood. Today there are handy folding plastic horses for this purpose. Place couple of 2'x4's on top of these horses and you shall have a solid foundation on which to lay out the parts. In this sketch the builder is simply using the floor.

The dimensions on SLEEPER are all given in feet and inches and no lofting whatsoever is required to build this craft. It is, in fact, about as simple a design as one could make.

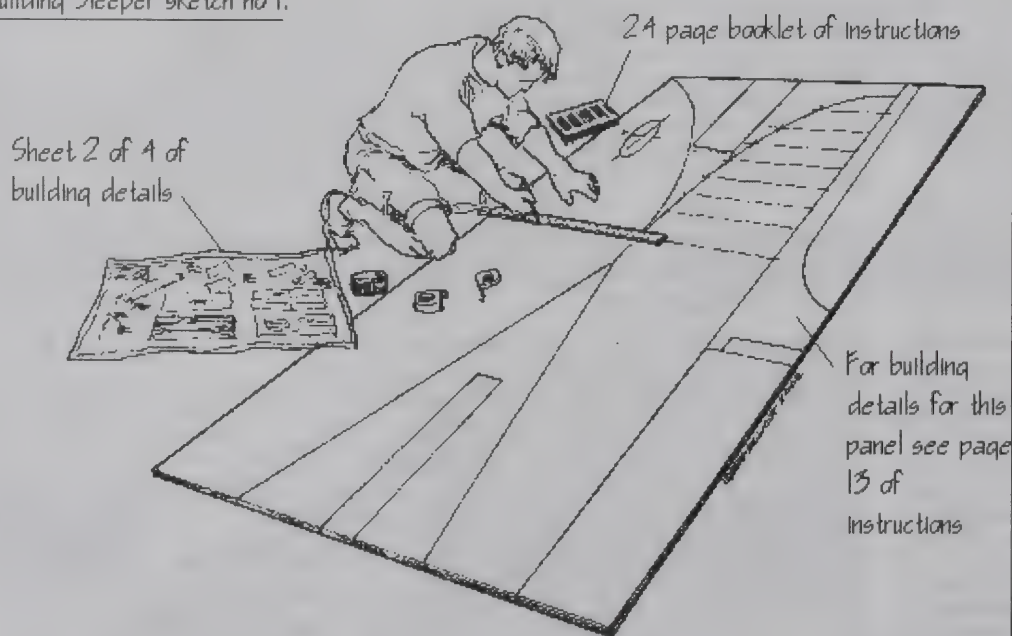
All dimensions are simply point-to-point on dead flat surfaces with no projections required by the builder for any of its details.

Notice the builder is using three different scales; that is, a rigid one, a small lightweight tape measure, and a large tape measure (check to make sure all these scales agree, if not you will have problems). The next article will describe the basic steps to laying out this first panel.

The plans and building instructions for SLEEPER can be ordered from Epoch Press, 186 Almonte Blvd., Mill Valley, CA 94941, and the price is \$37 dollars (U.S.) or, if you would simply like some basic details before ordering a set of plans, a brochure is also available for \$3 from the same address.

All rights reserved. These articles, along with their drawings, are under copyright law. No part may be reproduced, copied or used in any form without the written permission of the author, Don Elliott, 2002.

Building SLEEPER sketch no 1.



Copyright material-do not copy

All rights are reserved. This drawing is under copyright law. No part of this drawing may be reproduced without the permission of the author.



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

Bolger on Design Keel Catboat Lynx

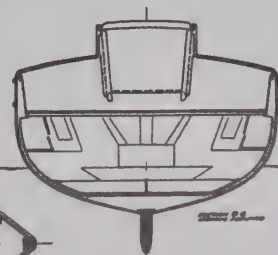
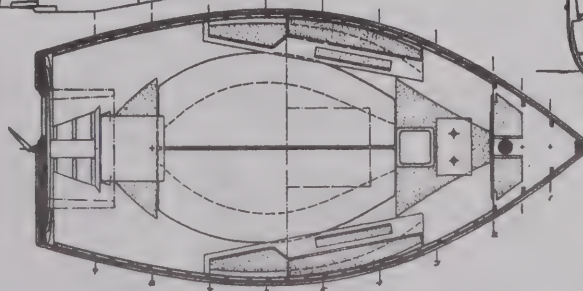
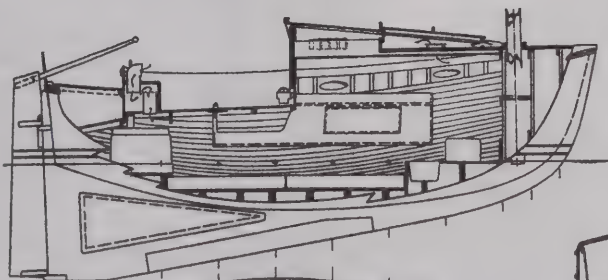
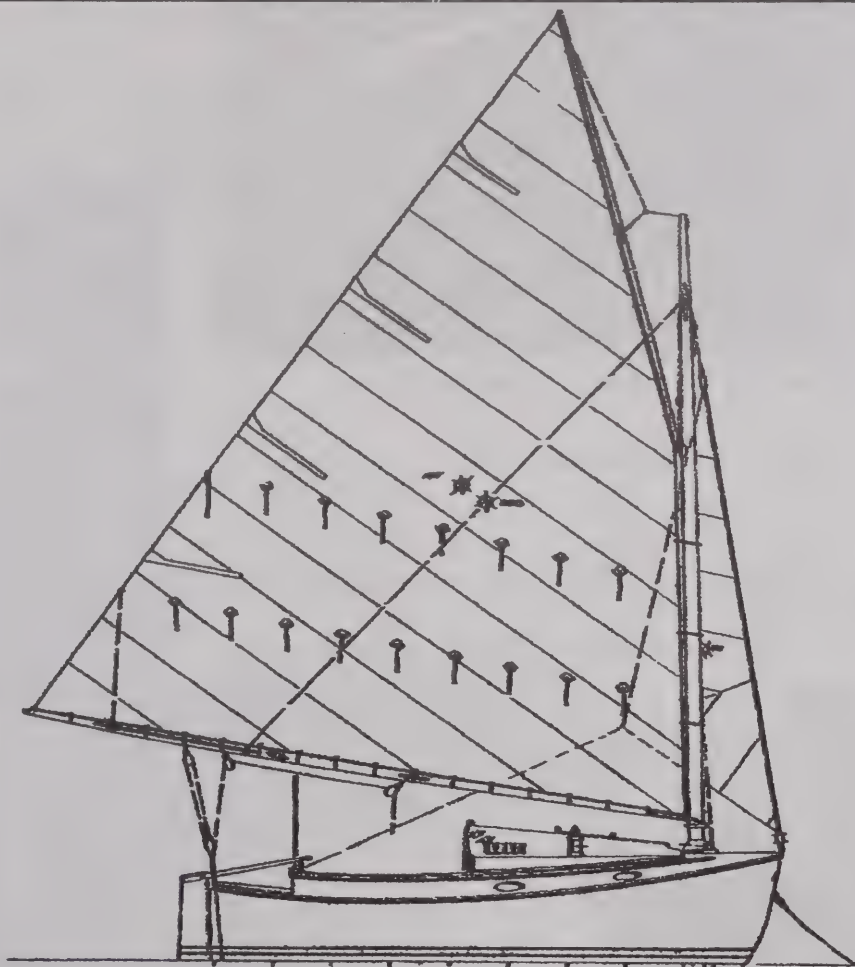
Design #255
 Length overall 14'8"
 Breadth 6'11"
 Draft 3'0"
 Sail area 208sf
 Displacement 2300 lbs.
 Outside ballast 500 lbs.

Lynx was built by Bradford Story in the old family shipyard on the Essex River. She was launched in the spring of 1972. My old friend John Williamson ordered her to take his mind off the cancer that was killing him; it surprised the doctors that he held out long enough to get one long season of sailing her, mostly daysailing but he got in a few overnight and weekend cruises. She lasted well; I saw her at around 20 years old, in good shape. She was built "time and materials" (no fixed bid or estimate) and Story, who was a fast carpenter and meticulous about his time accounts, billed for well on to 1000 hours for her; in other words, she cost like a boat of her weight and sail area, not like one of her length.

The construction was straightforward carvel planking, 1/2" thick, with bronze screw fastenings to steam bent white oak frames on 6" centers. She was sheathed inside the frames with 1/4" cedar to give dry surfaces in her cuddy. The ballast was lead, all outside.

I had her out several times (I'm sailing her in the photo with the jib set) and found her very good, stiff, handy, and dry in choppy water. She was well balanced on all points, the narrow rudder being perfectly adequate at all times. She felt fast on all points of sailing, certainly she was never humiliated in the company of small cruising boats. She has plenty of sail, efficiently proportioned. That long boom pays off in speed. Besides, catboats with their booms docked short never look right.

She is fit to keep the sea in all weathers. A South African builder (whose name I've mislaid though I'm about to quote his unsigned letter) built a boat to this design, much modified with a diesel engine, a higher sheer aft, and a very small Chinese lug rig. He shipped her to Tasmania, which he circumnavigated, the smallest boat ever to do so, he claimed. He returned to Africa north about Australia with stops at Cocos Island and Mauritius. Total voyage, 16,000 miles in 165 days, that is 97 miles in 24 hours average. "No damage. No drama," he reported.





Simon Bullimore's cold molded version in the UK.

Jack Zuraw's Lynx at launching in 1983 on the Chesapeake. She is still there.



The designer sailing Lynx on Gloucester's Annisquam River.
The passagemaker in the Indian Ocean.



It was all done under power, starting the long legs with 350 liters (92-1/2 gallons) of diesel fuel in drums on deck. With the fuel and other weights she was displacing almost three tonnes and floating close to a foot deep of her designed lines. I wouldn't want to keep that close company with a running diesel 24 hours a day for six months myself, and I'm torn between satisfaction that the hull carried the massive overload without problems in the notorious seas around Tasmania, and frustration that he picked such an unsuitable design for a power passagemaker. A boat could have been built twice or more the length for the same money and effort or less and made half again the daily distance on the same fuel burn.

His longest passage, 2,000 miles from Cocos to Rodrigues, took him 21 days. It could be done in a more suitably proportioned boat in under two weeks with a corresponding saving in fuel cost. He might have found space below for the bicycle visible on deck

in the longer boat. The same reasoning applies to sailing boats intended for long passages, to cover a lot of distance, build long. Not big; just long.

Several other boats have been built to the design. Simon Bullimore had one cold molded in his yard up the Stour River from Harwich on the North Sea, one of a fleet of boats he's built to our designs, with the 50' seagoing schooner *Jarn Owl* for flagship. He also installed an inboard diesel and modified the cockpit arrangement somewhat, as the photo shows. I've sailed this boat. I was interested to see how little she lost by the fixed propeller and its aperture, though I continue to think that the designed outboard motor has overpowering advantages. Simon put her in the London Boat Show, where she attracted a lot of attention but only one sale. The high cost for her length and the unfamiliarity of the rig to conservative Englishmen would be factors, no doubt.

The fourth photo came in fairly recently, though she was launched in 1983 by Jack Zuraw of Ellicott City, Maryland, who still owns her. She looks a fine job of boatbuilding. This photo was taken on the day of her launching and needs a little adjustment in the rig here and there. She now has the designed elliptical ports in the raised deck and is about to acquire a monster single luff spinnaker adapted from a 1890 Hanley catboat by the architect owner with our blessing.

Plans of Lynx, our Design #255, are available for \$200 to build one boat; sent priority mail, rolled in a tube. They're quite complete and detailed, but only for the original plank on frame construction with outboard motor power. They've been built strip planked and cold molded and would be easily adapted to glued clinker plywood. Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930.

This is a new kind of sailing. I think that most sailors who live near a lake that freezes over have some wild thoughts about ice boating (especially by late winter). I have had these thoughts for many years but was always put off by the realities of ice boating. First of all, lake ice conditions are rarely good enough, frozen solid but smooth and nearly clear of snow. The second problem is that ice boats are very fast, the wind is very cold, and the ice is very hard! I enjoy the thrill of sailing fast, but I am not an extreme sports sort of guy.

So for the last few years I have been thinking about a craft that would sail on rough ice, crusty snow, slush, and maybe even a little powder. Well, last winter I built one and now I'm actually looking forward to winter. This thing is fun! It is easy to transport, set up, and use. It will sail at up to 20mph but can be easily de-powered or stopped. It's not fussy about surface conditions, even sailing across 6" deep tire tracks left frozen in the slush by ice fishermen. The innovation that makes this possible is the design of the running gear. Two pairs of cross country skies, combined with short steel blades, give support on snow along with control on areas of clear ice. The ski surfaces also provide some drag on icy areas to slow you down a bit.

The blades provide lateral resistance on the slickest surfaces, allowing the sled to sail to windward. The tack angle is usually about 100-120 degrees. Except on the fastest surfaces, tacking often requires a push by hand. The mast has no stays so the sled can be stopped at any time by simply letting the sheet loose.

The pod is comfortable for one large person or two of modest size. There is room for your thermos of hot soup and a blanket. This is definitely not your traditional ice boat.

The kit includes everything you need except epoxy, paint and two pairs of cross country skies. The spars are spruce and the sail is made of 3.8 oz. Dacron sailcloth. The pod parts are pine, spruce, and marine grade merranti plywood.

The Wind Sled

By Fred Shell

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

Length: 5'0" (pod)

Beam: 4'0"

Weight: 65 lbs.

Kit: \$350, with skis: \$550

Finished (with skis): \$875



When Phil Bolger and Friends designed the rig for my little catboat, *Porthos*, they included a vang in the rigging diagram. A vang is not typically used with the gaff rig, often because the boom is too low to the deck or cabin top for a vang to be effective. Traditionally a very heavy boom was used to keep the sail down. This works as long as the wind is not blowing too hard or the seas rolling too much, but it is when the conditions are least favorable that controlling the boom is most important. In tough conditions weight alone is not sufficient. A heavy boom also has other disadvantages, not least the risk it poses to your head as it bounces and swings around.

According to Phil Bolger, Nathaniel Herreshoff used to urge his clients to use a strut placed at approximately a 45 degree angle between the mast and the top of the boom to hold down the boom, although Bolger doubted that very many clients ever did that. I did try a strut on an earlier gaff rigged boat, it worked after a fashion, but the vang is much neater and much more easily adjusted and it doesn't interfere with the foot of the sail. In the plans for *Porthos*, Bolger notes that "the vang is critical to the performance of the boat. The sail will not stand well without it on any point of sailing and will be prone to dangerous rhythmic rolling when the sail is squared out before the wind without it!"

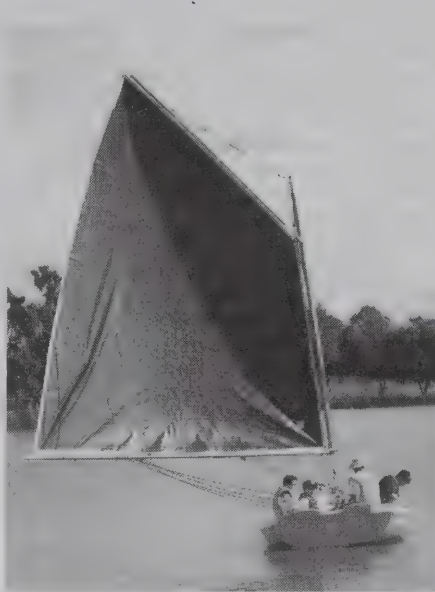
After sailing *Porthos* for a year now, I can confirm that the vang is, indeed, critical. Furthermore, by using the sheet, the vang, the downhaul, and the halyards together, I've found that I can control sail shape every bit as well as one might on a jib headed sloop with an adjustable backstay. *Porthos's* windward performance frequently surprises my sloop sailing friends, despite her scant 19" draft, and off the wind the gaff rig allows me to set a huge spread of Dacron without the complication of spinnakers and whisker poles. In truth, most of the credit for *Porthos's* windward performance goes to my sailmaker, who built a beautiful sail. Still, I take some credit for the performance of the boat since I discovered all sorts of ways to degrade its performance as I was learning to use the various controls.

In very light winds, *Porthos* will point high and tack through less than 90 degrees. However, as the wind comes up, say 8 to 15 knots, it is necessary to fall off a bit to keep

With a high boom and the mast well forward, there's plenty of room for a vang.

Using a Vang To Control the Gaff Rig

By John Tuma



Small boat, big sail, three leads, proper control lines are essential.

the long shallow keel and low aspect sail from stalling. Even though this point of sail could be described as a very close reach, it is still necessary to ease the sheet which causes the long boom to ride up in the puffs. With the vang on hard, the boom does not lift and *Porthos* accelerates in the puffs.

As the wind increases to the top of this range and beyond, perhaps 13 to 18 knots, the vang is eased some to open up the leech of the sail and spill the wind in the puffs. In these conditions, the downhaul is put on hard to flatten the forward part of the sail, the outhaul is tight to flatten the foot, and the peak halyard is hauled up to take the wrinkles out of the sail. The gaff outhaul is always set up tight because I have no way to tighten it once the sail is up.

When cracking off, it is necessary to first let go the vang. With the vang on the sail will not run out even with the sheet eased. In fact, I adjust the vang almost as frequently as I adjust the sheet, and on long tacks the vang is the major control line for adjusting the shape of the sail. In theory, a lot of the control lines I put on hard to flatten the sail while sailing upwind should be eased slightly to put some more shape in the sail for sailing downwind. In practice, I am usually too lazy to adjust anything but the vang and the sheet, especially when sailing on the little lake *Porthos* calls home.

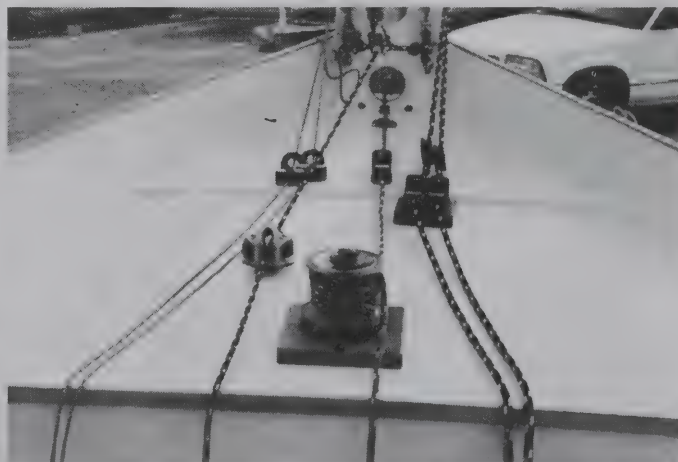
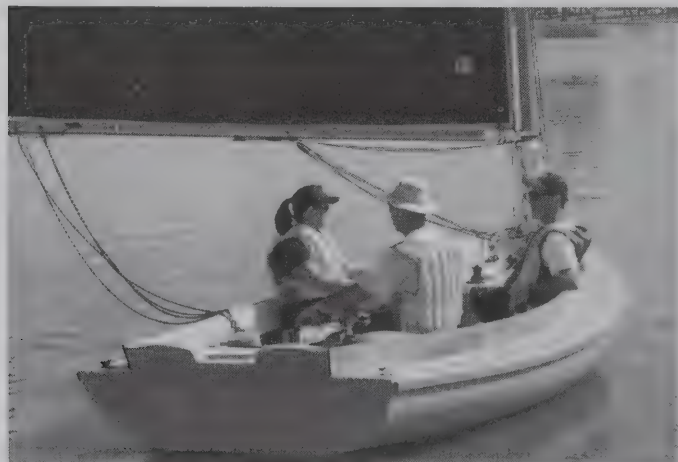
Off the wind, the vang is set up pretty tight to keep the boom down. In strong and blustery winds, however, I ease the vang to open up the leech. The boom does tend to kick up a bit, but even with vang eased some the boom does not lift enough to initiate the scary rhythmic rolling.

In general, I get feedback about when to tighten or ease the vang through the tiller. By easing the vang I can greatly reduce the amount of weather helm generated by the sail. This alone often brings the boat back up to a more even keel, and with such a shallow keel, sailing the boat flat is essential to good windward performance.

When I built *Porthos*, I decided to avoid traditional cleats and rigging, despite the traditional appearance of the boat. I have a small winch for raising and lowering the mast and also for adjusting the halyards under tension. The halyards are led through small sheet stoppers, which have proven easy to adjust and positive in their performance. The sheet is 4:1 and cleats off through a fairlead to a cam cleat mounted on a swivel. The same is true of the vang. In fact, the only traditional horn cleats used for running rigging are those mounted on the boom for securing the reefing lines and the one mounted on the mast tabernacle for the downhaul. This latter cleat may eventually be changed to a deck mounted cam cleat to make adjusting it easier while underway.

All this hardware was expensive. But the ease with which the sail can be adjusted means that I am a lot more likely to do it, and by properly tuning the rig, I am slowly convincing the sailors who race against me that the gaff rig can be very fast. The vang, properly used and easily adjusted, is a big reason why *Porthos* sails so well.

Control lines from left: Topping lifts, vang, mast lift line, throat halyard, peak halyard.



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

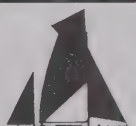
Dennis Hansen 207-594-8073
P.O. Box 122 dgehanen@aol.com
Spruce Head, ME 04859

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



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**

Builders & Restorers

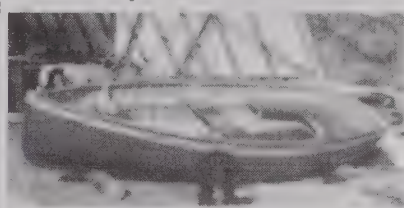
(607) 547-2658

Tom Krieg's Boat Shop
(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
Cooperstown, NY 13326

Woodenboat Restoration & Rigging

**Reproduction of Charles Lawton
10' Yacht Tender**

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



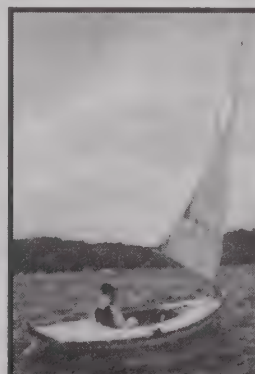
C. Stickney Boatbuilders Ltd.
HC 61 Box 1146, St. George, ME 04857
(207) 372-8543
email: woodboats@msn.com
Wooden Boat Construction & Repair



Robb White & Sons, Inc.

**Custom Small Boats
Forty Years**

P.O. Box 561
Thomasville, GA 31799



HADDEN BOAT COMPANY
Wooden Boat Construction & Repair
Experience the Original

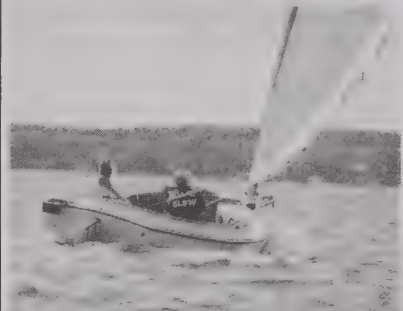
1888 N.J. Melon Seed
W.P. Stevens ~ H.I. Chapelle
Patience Launched June 2003
Order yours now.

11 Tibbetts Lane
Georgetown, ME 04548
207-371-2662

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

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@connect.net

TOTO



13' x 30" DOUBLE PADDLE CANOE
TAPED SEAM PLYWOOD
NO JIGS - NO LOFTING
\$15 PLANS
\$1 INFO ON 18 BOATS
JIM MICHALAK
118 E Randall, Lebanon, IL 62254

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.

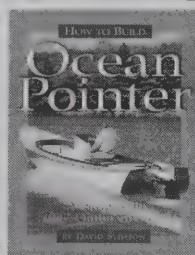
GRAND MESA BOATWORKS
15654 57-1/2 Rd., Collbran, CO 81624-9778

Plans & Kits

Attend our fall & winter one-day workshops where we will show you the construction techniques



CANOE, KAYAK & ROWING BOAT KITS
the **NEWFOUND WOODWORKS** inc.
603-744-6872
www.newfound.com



How to Build the Ocean Pointer
A 19'6"
Outboard Skiff
by David Stimson

This new book shows you how to strip-build this good

looking round-bilge skiff.
57 pgs., softcover.
\$17.95 + \$3.85 shipping (US)
The WoodenBoat Store,
PO Box 78,
Brooklin, Maine 04616
www.woodenboatstore.com
Call Toll-Free 1-800-273-7447



PLANS



BOOKS

John Welsford Design Catalog
\$10 plus p&h

Boat Building for Beginners
(and beyond)
by Jim Michalak, \$17 = p&h

New Zealand Backyard
Boatbuilder
by John Welsford, \$24 = p&h
p&h, all orders, \$5.00

DUCKWORKS MAGAZINE
608 Gammenthaler
Harper, TX 78631
www.duckworksmagazine.com

**HUGE BOAT
BUILDER WEBSITE:
WWW.GLEN-L.COM**

Most informative site on the web: "Project Registry" lists boats in progress, online catalogs & ordering, customer boat photos, FREE info on various building methods, online newsletter & much more! Your one-stop boat building resource! Hard-copy catalog \$9.95-216 pages illustrated.

Glen-L marine designs



PO Box 1804/AM33
9152 Rosecrans Ave.
Bellflower, CA 90707-1804
562-630-6258
fax 562-630-6280

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



ATKIN

ILLUSTRATED CATALOG

Over 200 designs. Famed Atkins 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

GEORGE'S Designs by Platt Monfort

STUDY PLANS BOOK \$4.95

INSTRUCTIONAL VIDEO \$19.95

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



<gaboats.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

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>

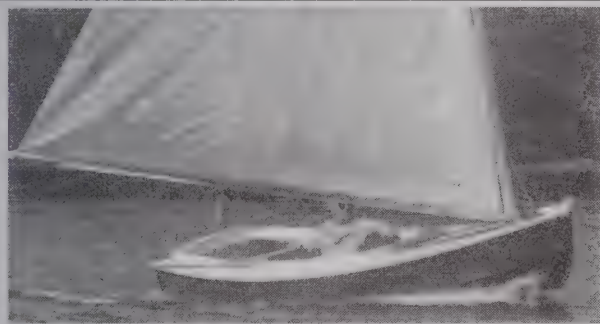


SWIFTY 12



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

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



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

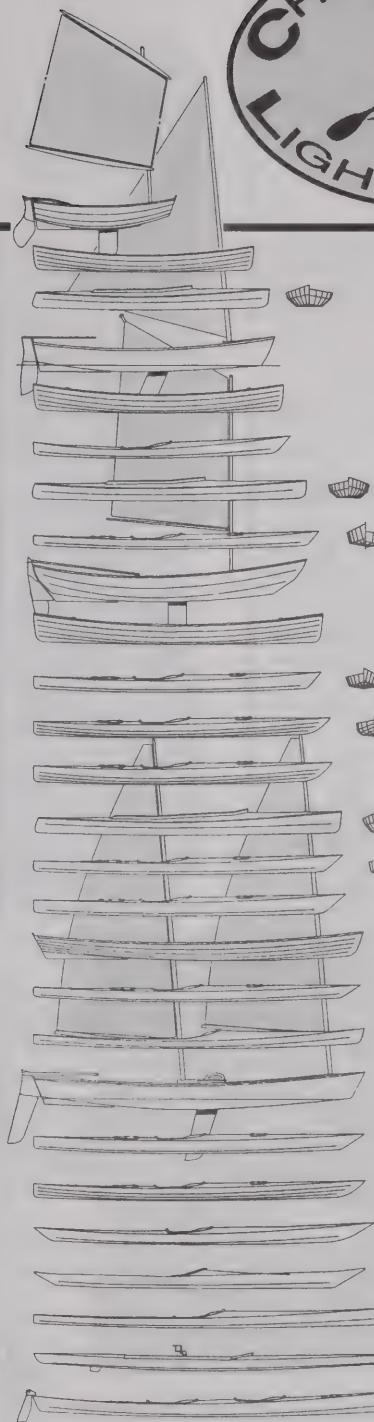
Name

Street

City State Zip

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
202-594-7587



**The Best
Boats
You Can
Build.**

For a free catalog of boat kits, plans, and
boatbuilding materials, contact:

Chesapeake Light Craft

1805 George Ave. Annapolis, MD 21401

410 267 0137

info@clcboats.com

www.clcboats.com

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

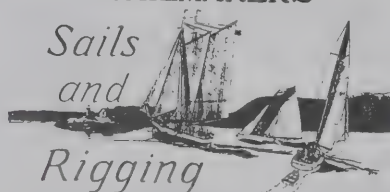
Ph: (888) 564-1020

Fax: (207) 564-3667

Web: www.woodencanoes.com

Supplies

GAMBELL & HUNTER SAILMAKERS



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

CUT COPPER CLENCH NAILS

Pure half hard hand drawn copper made on old Atlas Company machines.
3 diameters: 1/16", 3/32", 1/8"
11 sizes: 3/4" to 1-3/8"

For sample packet & information send \$3
To order call 603-433-1114 or write

STRAWBERRY BANKE MUSEUM

PO Box 300, 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

KayakCraft by Ted Moores



Learn from a master! Ted Moores has been building and teaching in the art of strip-construction for years. The book includes four Steve Killing designed

kayaks. It's packed with Ted's tips and techniques, so results will be great.

185 pgs., softcover.

\$19.95 + \$4.50 postage.

The WoodenBoat Store,

PO Box 78,

Brooklin, Maine 04616

www.woodenboatstore.com

Call Toll-Free 1-800-273-7447



Telephone (413) 783-5589
20 TREETOP AVENUE
SPRINGFIELD, MASSACHUSETTS 01103

SPRINGFIELD FAN CENTERBOARD COMPANY

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

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

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

HANDMADE
SEAMANS KNIVES
207-882-9820

CUSTOM
DESIGNS

MUDD SHARRIGAN
WISCASSET, ME 04578

Clearly the best

WEST SYSTEM® Brand 207 Hardener



Kayak built by Ted Moores, master builder, teacher and author of *Canoecraft & 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

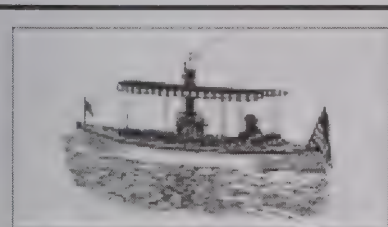
WEST SYSTEM®

■ Epoxy products Reliable solutions



Gougeon Brothers, Inc.
989.684.7286
www.westsystem.com

Call today for your FREE User Manual & Product Guide



Boaters' Cards and Stationery

Business card size with a wood engraving of your boat printed on the front. Your contact info on the back. All hand work by artist printer. Other stationery options available. For samples contact:

L.S. Baldwin, Box 884, Killingsworth, CT 06410
See web page - www.ironworksgraphics.com/twgstationery.html



The
Smart
Bilge
Pump -
the
simple
solution
for the
small
craft
owner

Call (800) 350-0564
or see
www.jrsupplies.com

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 •
Squeegee 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

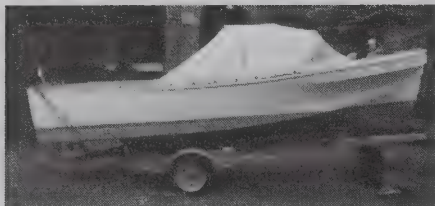
OR CONTACT US AT

- 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



Dyer Glamour Girl, '60, 60hp Gray marine. Boat & motor in perf serviceable cond (actually quite nice) w/new custom seat cushions & nearly new spray dodger & mooring cover. Quiet, dry & dignified. Asking \$7,500, make an offer. **Rainbow 24'**, S&S design '66. Main, jib, #1 & #2 genoas & spinnaker. All necessary gear onboard. Not Bristol, but she is ready to go & a vy low upkeep boat. Priced to sell \$700. **San Francisco Pelican**, 12'. All gear is there. Neat boat in decent shape, on marginal trlr. \$350 takes it. HARRY DUDLEY, Manchester, MA, (978) 526 1176. (14)

8' FG Sailing Dinghy, by Beetle. Call for particulars. GARRY OSBORN, Stamford, CT, (203) 322-2352. (14)

Monhegan Skiff, 12', 2 yrs old. Used vy little. Cedar lapstrake on oak. Stored inside. Perf cond. Incl 3yr old Outlaw trlr. \$1,150. BILL EVERETT, Monroe, NH, (603) 638-2370. (14)

Wayfarer Mk1, '70, FG blt in England. Hull sound but boat nds total restoration. Proctor spars & trlr. Located LI, NY. \$750. A GURA, Douglaston, NY, (718) 428-7837 eves. (14)



One of Bolger's Best, able attractive clipper bow, raised deck, shoal draft coastal cruiser for 2. 26' on deck, 10' beam, 27" draft CB up. Professionally blt to highest standards & finish. Gorgeous interior w/2 lg dbl bunks, head, galley. 22hp Yanmar Diesel, Furuno radar, GPS, VHF, depthsounder, Sea-Frost refrigeration. Top cond. Extensive inventory. \$80,000. PETER MC CORMICK, Marion, MA, (508) 748-2055. (15)

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.

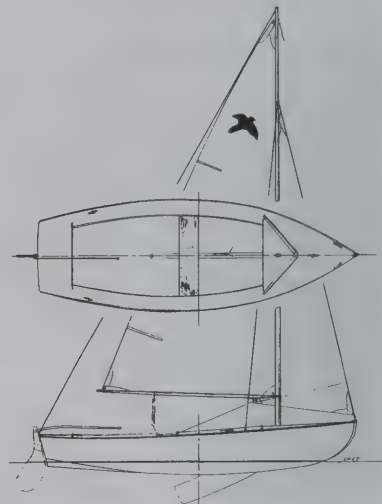
Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



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, moving. BOB TABB, Lockport, NY, (716) 434-7792, ohsrt@aol.com (14)

2 Bart Hawthaway FG Canoes: The Rushton 30lbs & the Pack 21lbs, both in exc cond. Backrests & dbl paddles incl. Price each \$650, less than half new price. Located central FL. TONY FIORE, Palm Coast, FL, (386) 446-5519, <ttfiore@peoplepc.com> (14)

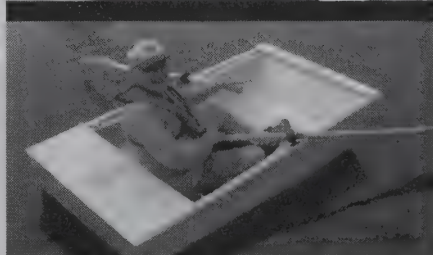
17' Cape Cod Catboat, FG hull, custom woodworking in cockpit & cabin. Slps 2. Traditional gaff rig. Well cared for. New sail cover & 4-stroke 4hp motor w/less than 10hrs. Hvy duty trlr. \$14,000/OBRO. **17' Rana Sailboat**, Norwegian blt mahogany lapstrake. Open cockpit easily accommodates 6+ adults. Sloop rigged. Stainless steel CB. Varnished interior & topsides. Has been stored inside. Trlr. Boat was donated to middle school boat building program. \$2,000 OBO. School nds donation to buy materials for next project. JOHN LARRABEE, Orland, ME, johnbl53@yahoo.com (14)



Little Hustler, 13'6" x 4'10". Beautiful daysailer & trainer, Plywood/epoxy constr w/"Awl Grip" finish. \$6,500. Plans w/2 sail rigs \$65. APPLE CREEK DESIGNS, 9 Farley Ave., Ipswich, MA 01938. (14P)

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)

Guppy 13, unique cabin keel sloop slps 2 in only 13'. Blt '74, new sails. On orig trlr, which isn't titled. Eye problems caused change of plans. Located in Wareham, MA. \$1,600 obo. **West Wight Potter**, #239 early model w/wooden spars, gunter rig. New sails. Boat & trlr MA titled & registered. Moored on Cape Cod this summer, but upcoming eye surgery forces me to sell. Located in Watertown, MA. \$2,300 obo. MICHAEL O'HEARN, Watertown, MA, (617) 349 8212, mohearn@mail.lesley.edu (14)



Bolger Tortoise, Shortened slightly to 6'3" so it will fit in small pick up. Has flotation & moveable athwartships seat, & stowage under seat. Makes nice boat for fishing small lakes & ponds, oars incl, weighs 60lbs. \$250. GEORGE FULK, Tahlequah, OK, (918) 456 6248, gmfulk2002@yahoo.com (16)



Ranger Minto, beautiful 9' traditional fiberglass sailing/rowing dinghy. Like new, complete with spar covers, new sail, oars, teak trim, the works. The kind of boat that should be passed down from generation to generation. In San Diego. \$900. DAN ROGERS, San Diego, CA, (619) 420 4768, CapnDan46@msn.com (15)

14' Aqua Finn, by American Sail, Inc., 2001, perf cond. A durable daysailer w/high performance hull design. \$1,500, or \$1,900 on new Karavan boat trlr. **17' Grumman Aluminum Canoe**, gd shape, '70s, \$300. **16' Alden Rowing Shell**, blue FG, spoon oars of Sitka spruce by F. Collar, Oxford, England, extra Oarmaster, '70s, \$400. CAROLYN GILMORE, Rochester, MA, (508) 763-5206, cranberries@comcast.net (15)

George Dyson Aluminum Baidarka Frame, single seat boat blt from kit bought directly from Dyson. Frame is lashed and epoxied but not covered. Strongback incl. \$300. MIKE GUTHMAN, Fairfield CT, (203) 255-8530. (15)



NY 17' Whitehall Rowing Boat, if you like to row you will love my boat. It is the premier rowing boat. Blt of cedar, oak, mahogany & teak. Sails of tanbark Dacron, jib & sprit main. Tlr galv, wet only once Oct 22 to launch for photo taking. Starting price for whole package \$6,000. WALT STEIN, Bayshore, NY, (631) 666-6274 anytime (no machine). (15)



Stonington Pulling Boat, 16' Kevlar ltwt hull (car toppable at only 75lbs) w/teak trim & bronze fittings & 2 compl Piantadosi Ro Wing sliding seat units. Converts from single to double w/just a hex wrench. Vy slippery & dry, narrow waterline has enough reserve buoyancy for confidence in a chop, w/room for a cooler & beach or camping gear when 2 up. Stern seat, bow eye, flotation compartments fwd & aft. Lightly used, in virtually showroom cond. PRICE REDUCED to \$2,550; w/2 prs of carbon fiber shaft sculls \$2,950. Tlr shown also available.)

JOHN SPENCER, Topsfield, MA, (978) 561 1182, jks7@comcast.net (15)

Rowing Shells, Fernald's Marine now dealer for Alden rowing shells. Over 57 years selling rowing, sailing craft, canoes, kayaks & skiffs at River Parker.

FERNALD'S MARINE, 291 High Rd. (Rte 1A), Newbury, MA 01951, (978) 465-0312.(TFP)

West Wight Potter 15, 2003, prem pkg, colored hull & sails, trlr, 2hp Honda, bimini, dodger, nav lites & more. Immaculate. \$9,800OBO

ALAN CHAPPUIS, Tarpon Springs, FL, (727) 943 9713. (14)

Barnegat Sneakbox Half Models, a few on hand I made over the years. Mounted on mahogany backboards. \$85 ea incl shipping.

BILL SIMONSEN, 4055 Ocean Hts Ave., Egg Harbor Twp, NJ 08234. (15)

'74 13' Boston Whaler, w/'90 40hp Suzuki OB w/power tilt & trlr. Fresh water use only, vy gd cond. \$3,500. **'03 Old Town Loon 138 Kayak**, 13'8" long. \$400.

JON KNICKERBOCKER, Brattleboro, VT, (802) 257 0318. (15)

'85 Gloucester 16, slps 2 in cabin. Sloop w/self bailing cockpit, steel CB, galv trlr, 55lb Minkota electr OB. \$1,450.

HAL ZIEGLER, New Milford, CT, (860) 354-0064. (15)

BOATS WANTED

16' Gull Dory, or similar w/gd rowing characteristics.

FRANK WARDLEY, Ipswich, MA, (978) 317-7903, pls lv message. (14)

AMF Alcort Minifish.

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

SAILS & RIGGING FOR SALE

A Few Used Sails, such as iceboat/windsurfer sail for sleeved mast; red, window. Luff 11'10", leech 11'4", foot 8'4". \$75.

PETER BROWN, Alexandria, NH, (603) 744-5163. (15)

SAILS & RIGGING WANTED

Hollow Wood Mast, for 14' Old Town Whitecap (Tinker Bell #2).

LAUREN KATZ, 659 Nassau St., Orange, NJ 07050, (973) 325-3741. (15)



Recognize Boat? Nd jib for this 70's FG dinghy, don't know name. If you can identify what it is, and/or have a jib, or set of sails for it I would appreciate hearing from you.

CARL KIRKPATRICK, Peterborough, NH, (603) 924 3102, carl@kirk.mv.com (14)

Main & Jib, for O'Day Mariner, Rhodes 19 in gd cond. Jiffy reefing preferred.

T. MCCORMACK, Trumbull, CT, (203) 268-8696. (14)

GEAR FOR SALE



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, <crew@norsgear.com> www.norsgear.com (TFP)

15hp Evinrude OB, '58 w/tank. Runs. Free. JERRY GIBBS, 617 Grand Ave., Grand Haven, MI 49417-2438, gwgibbs@chartermi.net (15)

'01 Honda 2hp 4 stroke OB, longshaft version. Absolutely mint, used 3 times since new, possible total of 5hrs run time. Come check the compression yourself. Selling to finance upgrading my propulsion to electric inboard. I paid \$802.90. Have all the receipts, documents, manual etc. Call me and we'll chat. If you are anywhere near NYC I'll deliver.

BRIAN SALZANO, E. Patchogue, NY, (631) 289 3732. (15)

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 \$17.50, Long Sleeve T \$22, Sweatshirt \$28, Tote Bag \$18. Shipping \$4.75, orders up to \$25, add \$1 for each additional \$25. THE DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918, Toll free 877-637-7464, www.messingabout.com (TFP)

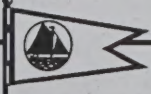
4 HP Johnson OB, w/tank. Gd cond, fresh water use. \$300. **'65 Evinrude 5-1/hp2 OB**, w/tank. Gd cond. \$300. JON KNICKERBOCKER, Brattleboro, VT, (802) 257 0318. (15)

Chandlers Sale? Nope just doing some clearing out: Size specific items from 30' sloop. Anchors: Plow \$100, fishermen's \$100. Sails: Spinnaker \$200, storm jib \$100. Nautech sextant, '76 in custom box, grt cond \$400. Sunfish, FG hull (1 patch) \$100. FG Lonestar 13' sloop (no trlr) \$500. Military surplus handcranked emergency liferaft radio in orig carrying bag \$300 (no idea if it works, no justifiable emergency to find out). 2 small craft canopies that snapped on windshields (?), 1 w/flex windows \$100 & \$150 (for 1 w/windows). Could these be used on sailboats? ED CASS, Wellington ME, (207) 683 2435, edeshea@tdstelme.net (14)

Too Much Stuff, cleaning out shop. Swivel, twist & fixed bail shackles (4); snatch blocks (2); 1" SS track fairlead spring loaded for 1/2" line (1); AR3 med bow rollers SS (2); SS 30 degree fixed angle rod holders (4); 5/8" galv thimbles (2); 5 loop teak handrails (2); SS 7/16" cheek block (1); Barton mainsheet fiddleblock w/cam & becket swivel (1); 2000 Rule pump (1); bosun's chair w/4 pockets (1); 15' mooring pendant of 1" 3-strand nylon w/ 11" eye & galv eye to eye swivel, 26,000lb rating (1); SS 3/8" x 3" x 6" boom bail (1). Much more. LPG equipment, electronics, fuel pumps, monitors, filters, new 8' FG VHF antenna & more. JIM TOMKINS, 2783 W. River Rd., Grand island, NY 14072, (716) 773-5268, jtboatwork@aol.com (14)

GEAR WANTED

CQR Plow Anchor, 35-40lbs, also 20'-30' galv chain. Within 100 miles of CT. JOHN GIULIETTI, Vernon, CT, (860) 836-2764, JohnGiulietti@comcast.net (15)



COLUMBIA TRADING CO.

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

On Line Catalog:
www.columbiatrading.com

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

Small Short Shaft Seagull OB, 3-1/2-4hp, must be in near top cond. I have same in long shaft version, willing to trade or will buy yours. **Inflatable Boat Rollers**, made some time ago by West Marine. LAUREN KATZ, 659 Nassau St., Orange, NJ 07050, (973) 325-3741. (15)

BOOKS & PLANS FOR SALE

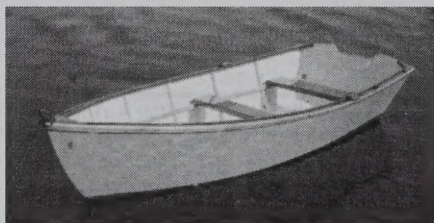
MAIB, Sept. '93 current (mostly compl, 225+ issues). Also have **Boatbuilder** 3/93-12/98. Free to a good home, you pay shipping. KEN MITTELDORF, Charleston, SC, (843) 406 9491, civil@bellsouth.net (15)



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



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



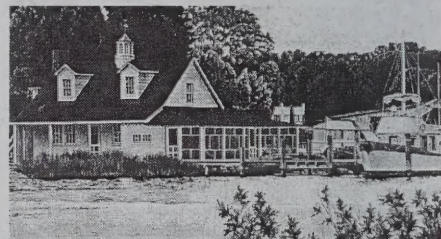
Build the Mummichog 12, 11'4" x 4'3". At around 110 lbs, it's easy to row & can be powered by a 5hp OB. Simple tape seam construction. A no scarf option is included in plans. Less than 4 sheets of marine plywood are used. Plans and instructions, \$50. More at www.chogboats.com JERRY MATHIEU CUSTOM SKIFFS, Box 3023 Westport, MA, (508) 679-5050 or (508) 636-8020. (21P)

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

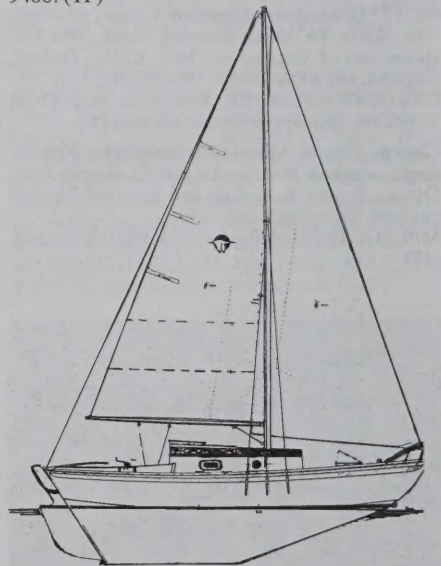
BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos, **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes **FREE** Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" manual \$2.00. GLEN-L, Box 1804MA33, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258 www.Glen-L.com (TFP)

MISCELLANEOUS MARINE RELATED FOR SALE

www.kleppers.org. (TFP)



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)



Professional Boatbuilders: I want to pay you to complete my boat, since I've become too old and arthritic to do it myself. It is a pretty, 23' x 7'6" full keel, V bottom pocket cruiser for sailing, w/ OB auxiliary power, blt to Sam Devlin's Arctic Tern design. I hope to be sailing it as early as summer, 2004. Get preliminary details by phone, come see the project at my expense if it sounds good. The boat can be trucked to your place to work on or, if you're close and want to commute, left in my gas heated shed, equipped with the FEIN System and other capable tools. My infrequent help might be an option, but only if you like the idea. I hope this may be a nice opportunity for you. If you are not a "pro" boatbuilder, but know someone who might be interested, please let them know about this ad. Thanks! CARROLL HUNTINGTON, Dover, MA, (508) 785-1285. (15)

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

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

To order, complete as many of the order forms at the right as you need (or copies of them) and send them to us at the address below with your check for \$28 (U.S. only) for each gift subscription order. We do not accept credit card orders.

We will mail out gift announcement cards in time for Christmas delivery if we have your order in our hands no later than December 15, 2003. If you wish, we will send the announcement cards directly to you if you prefer to personally deliver them.

All gift subscriptions will begin with the January 1, 2004 issue unless you specify otherwise.



GIFT SUBSCRIPTIONS ORDERED BY:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

.....

GIFT FOR:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM:

☐

SEND ANNOUNCEMENT CARD TO ME

*messing
about in*
BOATS

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

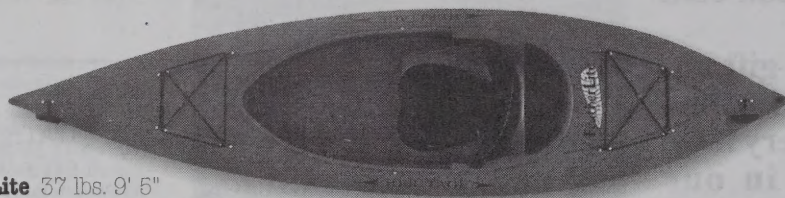
**Anywhere.
Anytime.
Anyone.**



[GO WITH THE FLOW]

Go explore that nearby lake... check out that local creek... paddle along a rustic New England harbor... all in our easy-to-paddle **FeatherLite** kayaks. User-friendly, they come with large, non-confining cockpits and are easy to carry at only 37 lbs.! These are the perfect *all-terrain recreational vehicles*.

Discover kayaking in your own backyard!



The FeatherLite 37 lbs. 9' 6"
Stable Shallow-V Hull, Comfortable Foam Seat,
Built-In Flotation, Adjustable Seat, Footbraces & More.

www.heritagekayaks.com

HERITAGE®
— KAYAKS —

55 Ballou Boulevard, Bristol, RI 02809 • [401] 253-3408 • Fax [401] 254-6994

Just enjoy and take it all in, even in the snow! Bradley Lake, Andover, N.H. Photo: Brownell

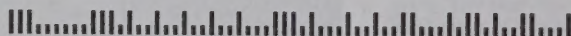
POSTMASTER: CHANGE SERVICE REQUESTED

XXI-14

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

messing
about in
BOATS

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



*****3-DIGIT 019

S1 P2

BOB HICKS
29 BURLEY ST
WENHAM MA 01984-1943