

**Special Features This Issue**  
"Chicago's 2003 Sikaflex Challenge"  
"Lewis & Clark Plus 2000" - Tasmanian Small Boats"



# messing about in **BOATS**

Volume 22 - Number 10

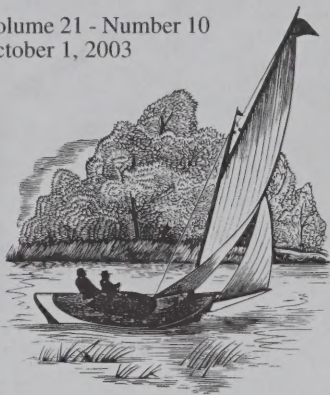
October 1, 2003



# messing about in BOATS

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Volume 21 - Number 10  
October 1, 2003



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Bob Hicks  
Editor



## Commentary...

I maintain exchange subscriptions with a number of other boating periodicals, in most cases at their request. Those we do receive range widely in interest to me, some are of very little interest, others quite a lot. This is not due to the intrinsic value of any of the publications but rather simply reflects my personal interests. Few are concerned with small boats as we view them, and those which do are mostly club newsletters.

One which falls between those towards the consumer boating world, like *Soundings*, and the small special interest ones like *Ash Breeze* or *Wooden Canoe* is *Good Old Boat*. The "good old boats" that concern this periodical are all mostly fiberglass sailboats mostly from the 70s and 80s that are still around owned by people who seem to have found them to be truly what they want. *Good Old Boat* gets read a bit more thoroughly here because much of its content comes from its readers and carries that same sort of enthusiasm for what they enjoy in boating that your letters and articles do for us here.

*Good Old Boat* carries a subtitle, "The sailing magazine for the rest of us!" This expresses the original premise on which husband/wife team Karen Larson and Jerry Powlas launched their magazine about six years ago, that there were many, many perfectly good old fiberglass sailboats out there owned and enjoyed by folks who were not in the market for the latest offerings of the consumer boating world. Nobody was interested in them, so Karen and Jerry decided, despite little experience in magazine publishing, to offer these people their own publication.

I know something about this for before they started they called me, having stumbled across our little venture in publishing outside the mainstream boating world. I proceeded to play the devil's advocate, describing to them the perils of small scale publishing and the concomitant lack of meaningful income, one could make a living but not "make money" at this level.

They went ahead anyway, and a good thing it was. They began modestly with a plan to carry no advertising in order to be totally independent in publishing their opinions, evaluations, etc. But when firms came along wishing to buy ad space they succumbed to the allure of needed operating income. From the beginning the magazine was printed on quality coated paper and featured color covers. Now, six years plus later the latest

issue, September/October 2003, arrived with 96 pages, full four color wraparound covers and many full color pages within, not just ads but editorial content also. It has the physical appearance of being a "slick" but its content does not fit that description at all.

The cover is all photo with masthead title, none of that "table of contents" type overprinting the photo. This particular issue features a closeup of a dog peering past a winch, as there is a boat dog story within. So nice, whatever the picture may be, to not have it cluttered up with all that come-on stuff aimed at newstand browsers

I expect that there are already readers of this publication amongst you, as it does address the sort of boats and boating, I've noted from classified ads, in which some of you indulge. But I will do a rundown of the major contents in the sort of boats and boating it espouses.

### Speaking Seriously

Autopilot update, significant advances in new generation of autopilots.

Chain reaction, a crafty sailor converts a water tank into a chain locker.

The comfort ratio, all you ever wanted to know and more.

The miracle of the tides, ebb and flow results from highly complicated physics.

Looking for a better way, one sailing family's answer to the dinghy problem.

Marine Band 101, understanding and using your marine band radio.

Choosing a trailerable, making that seemingly impossible choice.

Diesel hiccups, how a mysterious mechanical malady was finally cured.

### What's More

Simple solutions: Accessible bilge pump; The shower solution; Plotting tools.

Quick and easy: Emergency starting button; Hard body winch covers; Double the Muscle; Handyman's hand bag.

### For the Love of Sailboats

The Nonsuch 26, a catboat with standing headroom and fixed keel? Here's onesuch.

Behind the Sabre, how Roger Howson managed the cut and thrust of boatbuilding.

Improbable conversion, wooden ocean racer modified for shorthanded cruising.

Gunkholer's delight, the Com Pac 23 is a trailerable pocket cruiser with traditional lines.

Born to sail, Paul Niland and his Bristol 35.5 sail their hearts out.

### Just for Fun

Bill Garden: A memoir, one of Bill's pupils reminisces as the one time mentor turns 85.

Seeking perfection, search for the right boat.

Both sides of chartering, do your homework before you put your boat in charter.

Alternative cruising lifestyles, cost effective sailing vacations; let us count the ways

Photo spread: Salty dogs.

A new wheel to wrap, decision to downsize.

Lotta good stuff there. They needed a whole page for their table of contents (with four color photos yet), Bill Marsano!

They'll send you a free sample copy on your request, write or call *Good Old Boat*, 7340 Niagara Ln. N, Maple Grove, MN 55311-2655, (763) 420-8923.

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## On the Cover...

Peripatetic paddler Reinhard Zollitsch was off again this spring, this time to the Upper Missouri River where he paddled the National Historic section of this historic highway to the far west. His report, "Lewis & Clark Plus 200" begins in this issue. On the cover is his photo of "Hole in the Wall", not the ruined mountaintop castle it at first appears to be, but the result of natural erosion.

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

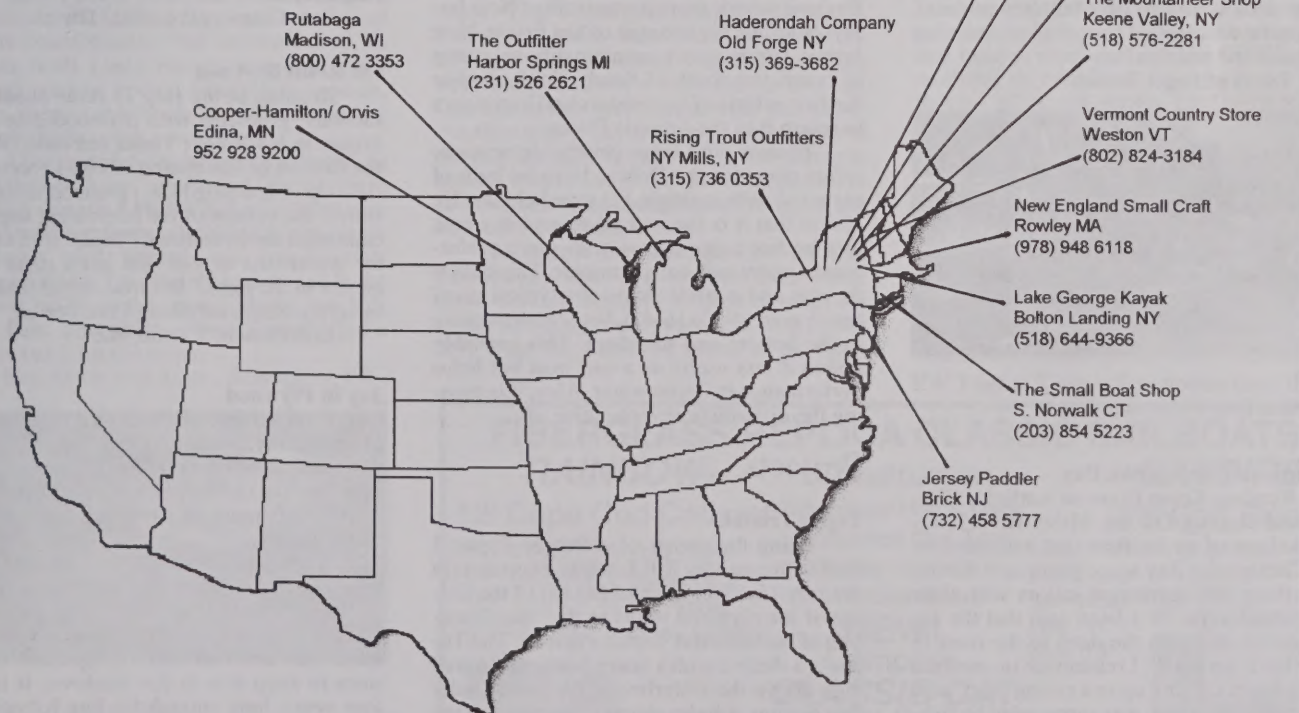
*Yachting*

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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

# You write to us about...

## Activities & Events...

### TSCA Puget Sound Does the CWB Wooden Boat Festival

TSCA was well represented at the CWB Wooden Boat Festival July 4-6. It was a terrific show and the CWB staff made an effort to ensure that TSCA had one of the prime positions at the festival for displaying our boats and offering them for public use. Jim Compton's *Ranger 7* served as our floating headquarters, and she drew a lot of attention.

*Ranger 7* is "small" by ranger boat standards at 50' and 26 tons. She was built by the U.S. Forest Service and was launched at Gravina Island, across from Ketchikan, in 1926. She served as a ranger boat until 1963 and has been completely restored.

We also had six of our small craft, *Anemone*, *Grace*, *Nord Vinden*, *Skimmer*, a Coho kayak, and a Rana boat on the adjacent dock and water. In furtherance of our informal "boat is a verb" motto, our boats were available for rowing as well as for viewing, unlike most of the gleaming, museum quality boats that were on display elsewhere. A couple of the boats showed a few battle scars, but the owners didn't seem to mind.

Members fielded hundreds of questions from people over the three days, many about building such boats (including some from people who had quite wrongly been feeling intimidated by the process). Hopefully, seeing our boats deglamorized the whole concept and prompted some to start their own projects, especially since three of our boats on the dock were first time building projects. So maybe we inspired people in a somewhat different and practical way.

TSCA of Puget Sound



Small craft surround *Ranger 7* at the CWB Wooden Boat Festival in July.

### Racing on Chesapeake Bay

Reading Kevin Brennan's article, "Traditional Racing On the Miles River", reminded me of an incident that happened on the Chesapeake Bay some years ago. Kevin, describing the aggressive sailors with their log canoes says, "It's been said that the canoe racers sail with the deed to the river in their back pockets!" I remember in one race of big boats coming up to a racing mark near Thomas Point which was surrounded by fishermen. The racers were yelling to the fishermen to move out of the way, and the fishermen very clearly shot back "This is the Chesapeake Bay, and you don't own it!"

That's racing on the Chesapeake.  
Roy Terwilliger, Harwich, MA

## Information of Interest...

### Sea Bright is Great Fun

I very much enjoyed fellow Jerseyman Marc Epstein's article about the Sea Bright skiff in Volume 21, No. 5. I have owned a FRP version built to the lines in John Gardner's *Building Classic Small Craft* since 1976 and agree with Marc's praise for the breed. I've found my skiff to be great fun sailing, rowing, and beaching. I'm interested in talking with Marc about the beach wheels that he uses with his boat.

I can't identify with Marc's rigging hassles. I rigged my skiff with a loose footed spritsail and a balanced club jib. The jib is similar to the one in the photo of the old skiff *Lizzie* in Marc's article. The spritsail halyard is used only when the sail needs reefing. Otherwise, the spritsail is furled by rolling it around the sprit and it is held to the mast with a hitch in the snottor. For a more thorough description of this operation, see Captain Pete Culler's book, *Skiffs and Schooners*.

In response to Marc's cry for new construction of Sea Bright skiffs, I can pass along information on a couple of modern variants. Pygmy Boats, Inc. produces a stitch and glue kit called the "Wine Glass Wherry." This is essentially a small 4'x14' Seabright skiff. The manufacturer indicates that the boat was inspired by the beach skiffs of New England; New Jersey is not mentioned.

The term "Sea Bright Skiff" is used, along with "Penobscott Bay Salmon Wherry," which is a very similar type. I guess New England sounds more romantic than New Jersey. Note that the borough of Sea Bright, New Jersey, survives as a municipality on a strip of beach just south of Sandy Hook, despite the best efforts of nor'easters and hurricanes to return it to the Atlantic Ocean.

Thomas Firth Jones (another Jerseyman) offers plans for the Dobler 16 to be built of plywood with multiple FG taped chines. He claims that it is the best all around day boat that he has come across with good performance under sail, oars, or motor. This boat is the size and general shape of a typical small beach skiff (5'2"x16'4"), but with less curve to the bottom and the sheer. This probably makes it less useful as a surf boat but helps performance in flatter water. Also, it is missing the distinctive reverse chine aft.

## Projects...

### Topaz Trouble

Being the owner of a Bolger Topaz, I read with empathy Bill Jacobus's account (in the July 15, 2003 issue of *MAIB*) of the failure of the plywood joints in the "nose" section of his beautiful Topaz, *Parasol*. The Topaz is a sharpie with a heavy bottom rockered high above the waterline at the bow. Under this bottom, a light, shaped deadrise section is applied so the flat bottom sharpie is converted to a v bottom hull with wave slicing capability in its foremost sections. This technique leaves a large and completely sealed chamber between the heavy rockered flat bottom and the lightly planked v bottom.

Mr. Jacobus's light planking failed at the fiberglass taped plywood butt joints. He attributes this not to physical pounding but to "thermal shock" resulting from the difference in air and water temperature. My experience with the Topaz makes me agree that pounding in a seaway is unlikely to have caused the failure he has experienced. I have banged mine around quite a bit with no sign of failure, and even managed to drop her off the trailer and poke a hole through the nose section planking without damaging the joints between the plywood panels. In other words, the plywood failed before the taped Payson type butt joints.

Therefore, I suspect Mr. Jacobus is precisely right to attribute the failure of these sections to a pressure differential caused by different temperatures inside and outside the sealed section. When I built my Topaz I consulted with the technical people at West System™, who were concerned that pressure gradients could cause, if not a catastrophic failure, then stress cracks in the epoxy joints which could weep water and cause rot. I took their advice and epoxied in a "pigtail" of thin copper tubing through the heavy bottom and up under the gunwale. It can't take in water (unless the boat is already swamped) but provides enough air exchange to allow the pressure to equalize inside and outside of the "nose" section.

I have not checked this modification with the designer, Phil Bolger. He has not had failures, I understand, in similar closed sections, but he has filled those sections with foam, something I didn't do, and I suspect Mr. Jacobus didn't either. The foam may reduce the volume of air in the nose sufficiently to prevent any pressure problems. As for my pigtail method, so far, knock on (ply)wood, no problems.

Sam Glasscock, Lewes, DE

### On Resin & Wood

Reading in the July 15 issue about Mr. Jacobus' problems with plywood/glue joint failure in his Bolger Topaz reminded me of the first bit of laminating advice I received.

Upon learning how I planned to use his wares, the vendor of the laminating supplies cautioned me as follows, "Make sure to seal the wood first or you will get a resin deficiency in the joint." It's true, wood soaks up integrity. Seal everything first. Period.

Erik Brown, Tucson, AZ

### Joy in Plywood

I have been reluctant to enter into the plywood fray, but here is my view. If it gives you joy and gets you out on the water, build your boat out of fiberglass, plywood, popsicle sticks, doughnuts, or whatever. Just go for it and have fun.

When my son was three years old I built him a little dory from one sheet of doorskin in three evenings after work. I just painted it, no epoxy. I put him in this boat with home-made oars and tied 100' of light line to the stern to keep him in the shallows. It lasted four years, long enough for him to outgrow it. He now loves sailing and is looking into buying or building his own boat.

I think I got as much pleasure from that boat as he did knowing I had built something that gave him so much enjoyment.

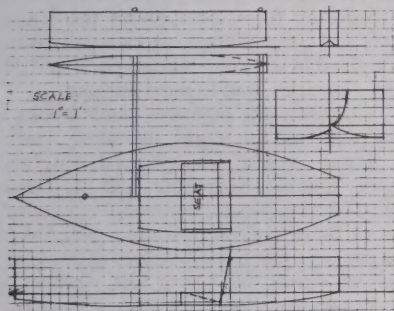
Del Scruggs, Lancing, TN

## Minimal Sailing Kayak

Here is a drawing of my idea for a minimal kayak. It is designed to fit into a minivan big enough to hold a 4'x8' sheet of plywood. Folding down the middle and rear seats would allow about a foot of the bow to protrude between the two front seats.

I'd build it from lauan plywood and 1/8" and 1/4" wood, stitch and glue method. The rudder is foot controlled. A small canoe sail would suffice without the outrigger, or a larger one with the outrigger. A leeboard would be mounted on the main hull.

Ken Currie, Ft. Wayne, IN



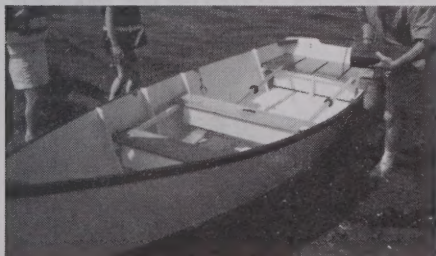
## Build-A-Boat Program

Every summer after school lets out, the Stonington, CT Village Improvement Association sponsors its annual Build A Boat program for local boys and girls, ages 8 to 13 at no cost to the students. This year, June 23-July 3, six girls and two boys built a Ken Swan design, Little Gem, in 36 hours working four hours per day. That included layout, assembly and painting. Little Gem is a plywood flat bottom rowing skiff 13' 7"x4'4".

Only marine plywood, lauan plywood, bronze screws, 5200 and latex paint were used in the construction. The children used no power tools (only battery operated drill/driver), and no epoxy, fiberglass, or resin. Stem, knees, breasthook, etc. were shaped by the instructor using power tools.

After completion, the boat was launched from the beach into Stonington Harbor where the kids (wearing PFDs) had an opportunity to test their handiwork during near shore rowing trials while parents and grandparents snapped away. The boat was auctioned to the highest bidder at the annual Stonington Village Fair. The photo shows *Scooter* (kid's choice) as it hit the water.

Bob Abramson, Instr., Stonington, CT



## This Magazine...

### Superb Composition

Boy, am I thrilled with your new Table of Contents! I may be accused of trumpeting my own idea but not so in this case. The TOC enabled me to find Kevin Brennan's story on

Miles River Racing pronto, several times when I wanted to show friends the photos. Not all of them. Just the one on the bottom right of the three boats beached. It is a superb composition of planes and angles, enlivened by the human figures and emphasized by the sinuous curves of the beach. Whether it is a deliberate composition or just a grab shot matters not. It reminds me of Homer and Hopper and it ought to be hanging on a wall. I'd certainly hang it on mine, but it truly belongs in a gallery. Congratulations, Kevin!

Bill Marsano, New York, NY

**Editor Comments:** Bill did good to find that article in the August 1 issue since we somehow repeated the TOC from the July 15 issue in the August 1 issue. We don't seem to be entirely with it yet on this TOC thing.

### Jane's Speed!

As Robb mentioned in "Out of Gas" (July 1, 2003), Jane was very fast and so were numerous others. He failed to accurately portray the wild chase being propelled by the adrenal eruption due to the cargo of the "big boy," rat snake coiled on one arm, and the fist of the other having a death grip on the throat of an almost 3', mad, hungry alligator, plucked from its natural habitat on the eve of the chase. That'll make any little one "squat and git!" Hell, I think that his sister and I even outran him on one once.

Bruzwully, Metcalf, GA

### Writing for this Magazine

I have been doing it for long enough to have learned a few little tricks so I'll let you in on them. I am not about to tell you what to write. That's the best thing about *MAIB*. People just write about what they want to. My father, who made a living doing nothing but writing, had a few rules that he told me. One was to only write about what you know. Another was to say it plain. Another was to put it in the mail. If you look at the stories in here, it is easy to see that the contributors to this magazine understand those rules, so I'll leave those subjects alone.

But there is one other rule. Give the man a clean copy. Bob Hicks is a busy man. Think about it for a little while. Here he slaps together this thing every two weeks with a little help from his family. I know of no other

magazine that doesn't have a long list of the people on the staff on the front page. Sure he scans when he can, but he'll type in a handwritten story if he has to and you can send him a handwritten story if you want to, but the best thing is a standard submission like you would send to *The New Yorker* or hand the teacher for a term paper or something. That is a typed, double spaced manuscript on good paper.

Check your spelling. If you use a computer, do not use the idiotic "spell check." If Mike Rosoff knew how to spell, he would be able to write something besides absolute nonsense. I like an unabridged dictionary because it always has the word I am looking for and it has some more, too, so you might find something useful while you are looking for something else. There is nothing that will negate what you are trying to say more than bad spelling. Anybody can edit what they wrote and look up a word or two.

There are a lot of folks around who do not play computer but that's the easiest way to get a clean copy. My sister (who also writes for a living) does not own one. She types her manuscripts on an old open style Underwood.

She is no fool, though. She understands the clean copy rule. When she gets through with the story, she goes to the library and re-types it on their computer. She likes the people who work in that department (so do I) and they readily help her get through Mike Rosoff's ridiculousness so she can get started. When she is through (the unabridged dictionary is right across the aisle) she prints the clean copy

### Omission

In our coverage of Doug Martin's new Echo rowing shell in the August 1 issue, we failed to include how to contact him, as several readers reminded us. The Echo is built and sold by East/West Custom Boats, P.O. Box 68, Eliot, ME 03903, (207) 439-9620.

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# Boat Building And Boating

By D.C. Beard

1st Edition 1911 - Reprinted 2001

Dixon Price Publishing

P.O. Box 1630, Kingston, WA 98346

(801) 297-8702

\$15.99 Postpaid

Reviewed by Greg Grundtisch

This is a very interesting and pleasant look at boatbuilding from a time past. 1911 to be exact. To read and see the illustrations about the various techniques used then, and compared to what we do now is a real eye opener.

D.C. Beard was a co-founder of scouting in the U.S. and wrote this book, "with the single idea that boats and boating should be an accessible and safe sport for people of all skill levels and all levels of income, so that nothing should prevent anyone from enjoying the pleasures of being on the water". We still hear this today in some boat building books.

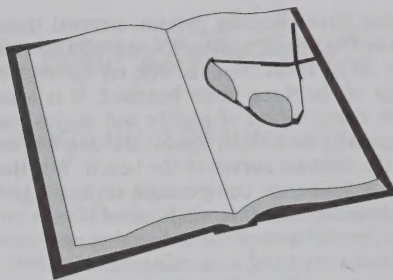
This book describes a rather crude method of building for most of the designs. More for the outdoorsman/woodsman, who needs something strong, and utilitarian, and who is not too concerned with looks. Most of the boats, (rafts, canoes, etc.) can be built using an axe, knife, and auger. The suggested materials for building are interesting too. Barrel staves and heads is most often the building material of choice employed for stems, ribs, seats, transoms, etc.

There is a long list of boat building options from a trimaran made from a log, to an inboard motorboat, and just about everything in between, including birch bark canoes, dug-outs, houseboats, rafts, dories, sailboats, etc. Also included are descriptions and how tos for making sails and spars, rudders, center-board trunks, various knots and hitches, paddles and oars. Also, methods for propelling and sailing your boats. Safety on the water is also covered.

This book is a very comprehensive description, covering virtually all aspects of boating and building back in 1911, but it is still a useful book today. Those interested in camping; survival in the outdoors, and things of that nature would find this book especially interesting.

Had this book been available to me when I was a kid, (some may argue I still am), there would have been no limit to the adventures (trouble?) I could have gotten into. I may not have survived as I would have built a sailing raft and attempted a crossing of the Niagara River. My parents had enough problems dealing with me and some of my misadventures without adding a sailing raft into the mix. I can look back and see the headlines in the local paper: "Youthful Fool Attempts International Crossing on Sailing Raft!" I may have actually been able to cross the Niagara River, or even had the thrill of going over Niagara Falls on a hand hewn raft.

Anyone, especially kids, (of all ages) will enjoy this how to book. Give it to them and get out of their way. Watch the fun and adventure they will have.



## Book Reviews

### And All I Ask Is A Nautical Book And A Light To Read It By

By JoeDitler

In a land far away, miles from any ocean and in the unlikely American farming state of Iowa, there exists a well of hope and fountain of resource for readers of maritime books.

Tall Ships Books, of Monticello, Iowa, is one of the great mom and pop stores of our era, the proverbial little shop on the corner, and yet an incredible resource at the tip of your computer keyboard. A niche business specializing in catalog and internet mail-order purchases, Tall Ships Books offers new, used, and rare nautical fiction and nonfiction from the Age of Sail to the present.

This popular internet store is owned by George and Amy Jepson, a polite yet aggressive couple who were bitten by the magic of nautical fiction many years ago and run their business in true down home style. When you write them you get a prompt answer. When you call you get a human voice. When you order a book, guess what? It arrives. How very refreshing that is.

Now, at an age when most couples are enjoying the benefits retirement has to offer, the Jepsons are working feverishly to meet reader requests to locate rare and long forgotten maritime titles. Their business represents dozens of nautical fiction and nonfiction authors, alive and dead, and they have a growing inventory of more than 4,000 titles on the shelf at any given time. They meet with authors on both sides of the Atlantic to secure new information, story lines, long range plans, and autographed books for their readers. Douglas Reeman, aka Alexander Kent, is but one of their close friends. They meet him annually to discuss the inner workings of his long running series on the Bolithos.

Contrary to talk group threads, author Patrick O'Brian's passing did not leave a void. In fact, the genre is more popular than ever. "The end of nautical fiction? Not hardly," exclaims George Jepson. A quick search on Google turns up 103,000 listings under "tall ship books" alone. Whether your favorite author is Forester, Kent, Lambdin, Pope, Woodman, Marryot, Nordhoff and Hall,

or the fabulous Julian Stockwin (touted as the heir to Patrick O'Brian's crown), Tall Ships Books stands ready to meet the challenge.

As a bonus to customers, the Jepsons publish a monthly print and online newsletter, *Bowsprit*, which focuses on leading and upcoming authors of the nautical fiction school as well as internationally respected historians. Each issue promotes new titles and new editions as well as a listing of recently acquired used books for sale on consignment. It's the most complete resource around.

Tall Ships Books specializes in hard to find or out of print titles. The Jepsons spend considerable time mining information on lost or forgotten titles throughout the United States and Great Britain, and annually travel to England in search of autographed first editions, lost titles, and to meet authors.

Currently the business sends books to readers around the world, including Australia, Japan, Spain, Switzerland, England, France, Canada, Singapore, and the United States. Motion picture companies frequently contact them seeking resource material for film projects, particularly stories or documentaries set during the Age of Sail. Authors often contact the shop for copies of their own out of print books.

In this era of huge conglomerates such as Amazon.com and AOL, where a human voice seems to be a thing of the past, it is refreshing to find such a resource. It is especially gratifying to deal with real people at the other end that care as much about your needs as you do.

For more information on Tall Ship Books, write or call: Tall Ships Books, P.O. Box 188, Monticello, IA, 52310-0188 U.S. Phone: (319) 465-2080, Fax: (319) 465-4486, E-mail: <tallshipsbooks@jemm.com>, website: www.tallshipsbooks.com

## The Sailor's Classic Library Series In Paperback

International Marine is re-issuing The Sailor's Classics Library in paperback. The Library features re-issued lost literary gems of small boat seafaring adventures in small sailing craft. These genre classics were initially published between the late 1800s and mid to late 1900s and are inspiring adventures of human drama and courage, with scenarios ranging from pensive cruises to fatal perfect storms. From around the globe, journeys to historical passages, each book introduce a new generation of readers to these beautifully told tales. Each paperback in the series retails for \$12.95.

The newest releases in the series include *The Strange Last Voyage of Donald Crowhurst*, *Alone Through the Roaring Forties*, *The Saga of Cimba*, *40,000 Miles in a Canoe*, and *Once is Enough*.

For more information about these books and others published by International Marine and Ragged Mountain Press, visit [www.internationalmarine.com](http://www.internationalmarine.com)

International Marine Publishing, 2 Penn Plaza, New York, NY 10121

A team of kayakers whose fathers were stricken with Alzheimer's disease completed on July 14 a 287-mile circumnavigation of Long Island in seven days to highlight the help available from the Long Island Alzheimer's Foundation (LIAF), marking a record for the foundation's annual event and what is believed to be an unprecedented feat.

Both kayakers already had impressive paddling careers. Dwyer earned the men's marathon K-1 open kayak title in his first try at the United States Canoe Association National Marathon Canoe and Kayak Championships last August and has won numerous other races. Eldridge holds the record in the touring division of the Blackburn Challenge and has consistently conquered other regional races.

On July 14 the kayakers, who are both psychologists, completed the mission when they docked at Danfords on the Sound in Port Jefferson at 12:44 PM. They had launched on July 8 and paddled a west to east to west route in 52 hours, six minutes over seven days. For the majority of the journey they were pummeled by waves and headwinds, yet they continued to persevere.

During the journey they relied heavily on coordinating their paddling and navigational skills to guide them through both the best and the worst of times. They had meticulously timed currents in advance and carried charts of Long Island atop the kayak to direct them. "Skillwise, we really complement each other," Dwyer said.

Although they had to concentrate intensely on their paddling, they stole moments to take in the Island's natural beauty, sing sea shanties and other tunes to pass time, and eat protein shakes and protein bars for energy. On their best day, from Port Washington to Brooklyn, they ripped through Hell Gate at 12mph and raced into the Rockaways two hours ahead of schedule. They covered 39 miles that day in a mere five hours, four minutes. "Today was a gift," Dwyer said that night.

Other stretches put their dexterity, teamwork, and determination to the test. Brooklyn to Babylon was the toughest, according to Eldridge. Before switching from the Atlantic Ocean to an interior route, they were slapped with 20kt headwinds, 4-6' waves and an occasional 8' swell. "That makes it feel like you're climbing uphill all the time," he said.

Traveling from Babylon to Hampton Bays, they plowed through fog that was so thick that they could not make out the Ponquogue Bridge until it was two miles in front of them. Enroute from Hampton Bays to Montauk, a 12' wave slammed the pair.

For the final leg, they launched from Mattituck at 7:33 AM under overcast skies and calm waters and headed west 33 miles on Long Island Sound. When they arrived at Danfords, many of the kayakers' friends and family were on the beach to applaud their record achievement and embrace them. On hand were Eldridge's 87-year-old dad, who was diagnosed with Alzheimer's two years ago, his mother, and his dad's caregiver.

"This was more than completing an athletic feat," said Eldridge. "This was about the guy who shook our hand Sunday morning and had a tear in his eye, and about the lighthouse parking lot attendant who heard about the Challenge on the news. It has been a remark-

## Mission Accomplished

### Team Paddling To Raise Awareness of Alzheimer's Disease Makes Record Circumnavigation of Long Island

ably awakening experience about how responsive strangers are to a difficult situation that strikes so many families."

Eldridge, a poet, turned to pen and paper each night to capture his impressions. Once, after paddling nine grueling hours from Brooklyn to Babylon, he wrote:

Twenty knot headwinds  
Four to eight foot seas  
Too exhausting for poetry  
Though still easier than disease  
Keep my words ever near  
"I am grateful to be here."

The pair was invigorated by the knowledge that they had achieved the Challenge's two goals: They circumnavigated Long Island in a double sea kayak in seven days, and they reached out enroute spreading the word about LIAF and its educational and social services for individuals with Alzheimer's disease and related dementias, and their caregivers.

Upon their return, Dwyer, 43, of Jamestown, Rhode Island, and Eldridge, 53, of Needham, Massachusetts, said they were overwhelmed by the expressions of appreciation and support from well wishers at various ports of call and on boats and beaches as they swept by in the 23' kayak that was custom built for the Challenge.

Not a port of call went by where this year's team wasn't stopped by people who offered words of encouragement or shared their own family's brush with the devastating brain disorder.

For instance, in providing massages to the kayakers after one long day's journey, a massage therapist revealed that her mom had suffered from Alzheimer's. A similar disclosure came at an East End motel, where the owner inquired about programs for her mother who has a related dementia.

At the Montauk Yacht Club, a mariner shook the kayakers' hands and exclaimed, "God bless you for what you're doing." And a fisherman walked over to where the kayakers were readying their gear at Captree Boat Basin to wish them good luck and to relay a warning, "The seas are roaring," he said.

"Stroke by stroke, Tim and Maury exerted their energy and emotion to the hilt. Their kayaking skills and passion for the cause carried them successfully to the finish line," said Eric J. Hall, LIAF's chief executive officer. "All those affected by Alzheimer's disease join LIAF in saluting them for furthering our cause with their heroic record breaking journey around Long Island."

At the welcome back ceremony, Hall told the kayakers, "Never believe for an in-

stant that what you've done the last seven days has not had an impact. You have been responsible for providing people with the help they need."

Noted Dwyer, whose dad died of Alzheimer's related complications in 1990, "Alzheimer's is a brutal, unforgiving, and unyielding disease. We can celebrate the fact that attention has been drawn to LIAF's efforts to ease human suffering and improve the quality of life. If even only one family contacts LIAF because of the event and benefits from it, then an important goal will have been accomplished," he added.

Both paddlers signed on for the Challenge because of their recognition of the vital importance of support services for Alzheimer's victims, as well as their desire to honor their dads and the selfless caregiving efforts of their moms. They had responded to LIAF's nationwide search for a 2003 Challenge team.

In previous Memory Paddles, three solo paddlers circled the Island in 12 days. Last year's crew, using the double kayak, was severely hampered by stormy weather and wound up paddling two-thirds of the course in seven days.

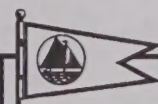
Most proud of the kayakers were families and friends who traveled far distances to see them cross the finish line. Eldridge's mother was particularly moved that her son undertook the Challenge, in part to honor his dad. "It makes me very pleased to think he cares so much and loves his father to that extent," she said.

Dwyer's two young children, Finn, 5, and Gaelyn, 2, rushed into their dad's arms as soon as the double kayak hit the shore. Dwyer's wife, Alyce, who had encouraged Dwyer to apply for the 2003 team, likened the crew to Rocky. "They're all beaten up, but they had the passion behind them to make it to the end," she said.

Alzheimer's currently strikes an estimated five million Americans, including one in ten over age 65 and half of those 85 plus. It is marked by loss of memory, verbal skills, and other cognitive functions.

The public is invited to continue to support the Challenge by sponsoring paddle strokes at \$1 each to mark the 250,000 strokes it took to paddle the course. Proceeds will support LIAF's services for individuals with Alzheimer's and their families in Nassau, Suffolk, Queens, and Brooklyn. For information, call 866 789 5423 or visit [www.liaf.org](http://www.liaf.org).

Long Island Alzheimer's Foundation, 5 Channel Dr., Port Washington, NY 11050, Phone (866) 789 LIAF, fax (516) 767 6864, e mail <[LIAFpr@aol.com](mailto:LIAFpr@aol.com)>



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Final adjustments, clipping the wire ties.



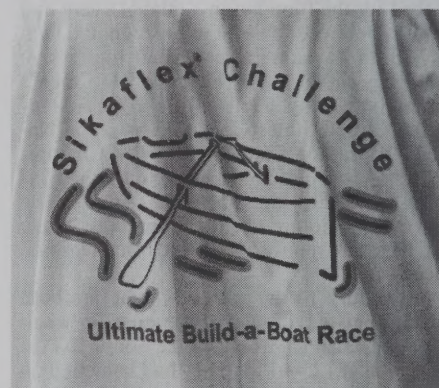
Spyder (left) and Crazy Viking.

They're off!



## Chicago's 2003 Sikaflex Challenge

By Bob Hansen



Six teams entered this year's Chicago Sikaflex Challenge amateur boatbuilding contest and race held on July 26-27 at Chicago Corinthian Yacht Club in Montrose Harbor on Lake Michigan's western shore. Rarely, if ever, have I seen such unbridled enthusiasm and downright fun at a boating event. Dads, moms, kids, friends, dogs, random passers by, and well meaning sidewalk superintendents (like me) were either actively involved or watching with curiosity and amusement. Not one sourpuss in the bunch.

This annual event is sponsored around the country by the Sikaflex Company, makers of an excellent marine adhesive and sealant. Each team receives three sheets of 4'x8'x1/4" lauan plywood (with apologies to Robb White), two 8' lengths of 2"x2" pine, and (I believe) four 8' 1"x2" pine, together with all of the Sikaflex it cares to apply to the boat they are going to build and to their faces, fingers, hair and clothing. They may use hand tools and power tools such as electric jigsaws, and drills, but no nails, screws, or bolts. Wire ties for stitch and glue connectors and clamps are okay as long as the wire ties are clipped or removed and clamps taken off before launch on day two.

The idea is to have the boat held together by Sikaflex only. It works very well if there is a reasonable fit and adequate contact surface area at the seams and joints. They also make their oars or paddles from the supplied materials. There is a four hour time limit to complete construction, but I believe that the painting and final details may have continued beyond that limit. This year's paint and decorating work were the best I've seen to date.

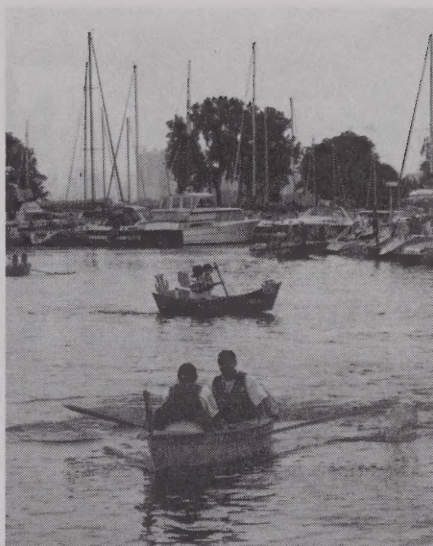
The Sikaflex cures overnight, and the boats are launched and raced the next day. The race start on Sunday was scheduled for 10am (more or less). It is a one lap figure 8 course in the harbor around two buoys spaced about 75 yards apart. Short but furious. Crew minimum is two people, mandatory life jackets and Sikaflex T shirts, rescue boats standing by. As the moment of truth approaches, tension mounts at the dinghy dock launch ramp. Happily all six boats float with little or no leakage, and pretty much on their intended lines. Crawling aboard was a bit dicey, but successful. All was ready. It's showtime!

"Ready, Set, Go!" (Who needs a starting gun?) Amid much yelling and coaching from the "rooting gallery" ashore, the fleet shoved off. Great splashing, many minor collisions, mass confusion, Olympian effort, uncontrolled laughter, thoroughly splendid competition. In a very few minutes it's over. No injuries, minimal breakage, all boats finished to spirited clapping and cheering. What memories for a kid to grow up with. What a way for a former kid to be young again.

Not surprisingly the first and second finishers were the narrower boats with the longer waterlines. Speed aside, the three young kids in *Crazy Viking* earned their trophy for most imaginative design and for having the most fun.

My hat is off to the folks at Sikaflex for making a good product that really works and for providing the many opportunities for all ages to get involved in simply messing about in boats. I suggest to all you good readers out there that if you haven't attended one of these contests yet, give it a try soon. You'll love it.

Overall winner *Spyder* well in the lead.



*Hit the Nail on the Head*, second overall.  
*Sea Goddess*.



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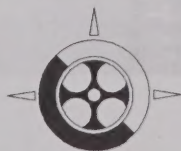
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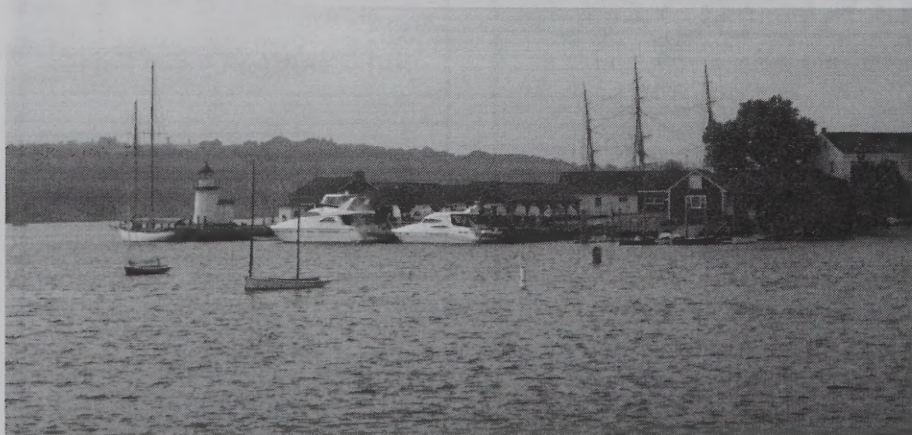


*Sabino* (Sa BAI no) in her dock.



All aboard!

Lighthouse Point at the Seaport.



## Down by the Riverside

By Jim Lacey

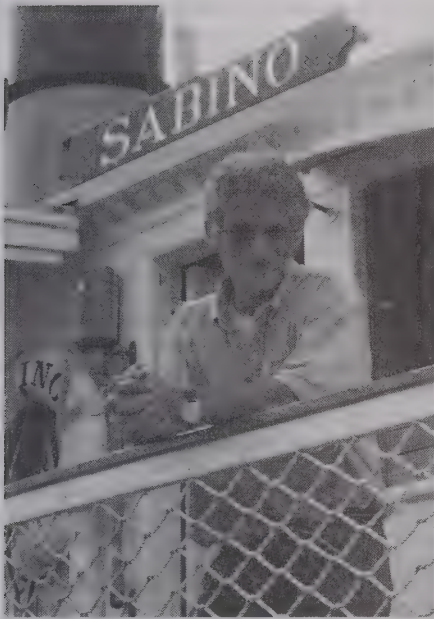
Among the attractions at Mystic Seaport Museum is the 1908 coal fired passenger steamboat *Sabino*. Built in Maine, the 51' wooden vessel in her early career plied the Damariscotta and Kennebeck Rivers and Casco Bay. Since she was acquired by Mystic Seaport in the 1970s, visitors have been able to experience the ambiance of earlier days by taking a half hour trip or, even better, the two hour Saturday twilight passage, which features a Dixieland band, hot and cold snacks, an old timey singalong, and a cash bar. For those thinking of Mississippi steamboats, the *Sabino* may seem tiny, but with some seventy five passengers and crew packed aboard, she makes up in conviviality what she lacks in size.

My wife Barbara and I both thoroughly enjoyed our Saturday cruise early last August, suggesting that it has appeal for a wide variety of tastes. If there are two ways of doing something, Barbara will do it one way and I will do it the other; I am a boat nut, but Barbara has doubts about getting on the water in anything smaller than a cruise ship.

For Barbara, of interest were the estates to starboard as the *Sabino* left her dock, the swing and bascule bridges we negotiated, the (to me) ugly condos down river, and views from the water of places we have often visited, such as the wooded scenery of Mason's Island, the Noank Shipyard, Costello's clam shack, and the pretty village of Noank itself, which the *Sabino* passed as the sun set. Unnerved by the whine of an outboard or the hammering of a diesel, Barbara appreciated the steam engine's complete silence, except when the captain blew her hooting whistle.

For me, in addition to observing classic wooden boats we passed, including a number of catboats, sloops, ketches, and a Herreshoff Harbor Pilot, I enjoyed revisiting navigation aids, rocks, reefs, and gunkholes I knew familiarly years ago when I kept my daysailer *Whitecap* at Spicer's Noank Marina. As we passed Ram Island, I recalled checking out the beach there in my first boat, an Alcott Mini Fish, and getting chucked overboard when my daggerboard got hung up on an anchor rode. I also enjoyed a gin and tonic with the gregarious crew who were knocking down drinks at the cash bar in the fantail.

*Sabino* left her dock at 7:00 PM, cruised slowly to the foot of the river, and turned back at old #5 light, just before Morgan Point, and returned at 9:00 PM. On the return passage, the partiers at the bar made their way to the upper deck where they found almost enough room to dance energetically to the bouncy music of the Mystic River Mud Band.



Captain Stuart Reinniger observes passengers boarding.

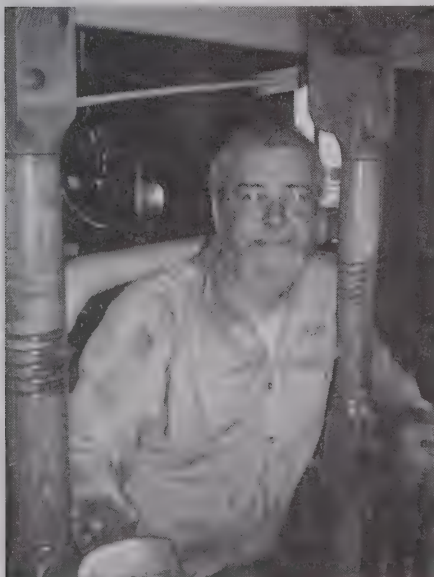


The Mystic River Mud Band. "'No trombone?'" I asked. "'No room!'" was the reply.



Erin sets up the cash bar.

Engineer Ed Crotty. "Everything's original. Keep her clean and oiled, and she'll run forever!"



View down the river.

The bascule bridge closes behind us.



### The Bicentennial Years

One day in the depth of winter "Old Teach" here was looking ahead towards the end of the school year (just like his students) and wondered what exciting and challenging escape from society he could plan for himself. Lying on the beach in Aruba sipping cold drinks or hanging out in some hotel or amusement park in Las Vegas or Florida wasn't really my type of R&R. I'd rather be doing something, preferably in a small boat on the ocean or a big river, and alone if possible. But June in Maine is cold and foggy, and venturing out onto the Atlantic in those conditions would be wasting a perfectly good coastline. Then I came across a small note in the paper reminding me that the years 2003-2006 mark the bicentennial of the Lewis and Clark Expedition and had been declared Lewis and Clark years.

I had always admired those two explorers and their intrepid "Corps of Discovery" (42 in all) who accepted Thomas Jefferson's mandate to find a water route to the Pacific. It was in 1803, the same year the Louisiana Purchase treaty was signed (which almost doubled the then United States to the west of the Mississippi), that Meriwether Lewis and William Clark started planning their journey, being allowed \$2,500 from Congress to accomplish that feat "Lewis and Clark" from now on in this article are referred to as "L&C."

What always truly impressed me about this group was that they never lost sight of their goal, the successful completion of the trip to the Pacific and back again with all men (only one person was lost, most likely due to a medical emergency, acute appendicitis). What fascinated me further was the character of the trip. It was not a swashbuckling, sword or gun toting crusade or conquest for a distant cause, but a quest, a journey of discovery with detailed trip logs describing and depicting the landscape they traversed, mapping everything as well as they could, plus recording new flora and fauna in every last detail, new trees and plants, animals and fish, as well as the native population in these areas.

## Lewis & Clark Plus 200

By Reinhard Zollitsch  
<reinhard@maine.edu>

They did all this with minimal equipment, complementing their needs as they went along, no high tech boats (they only used one 55' long wooden keelboat and two canoes, and horses, of course, for the monumental portages), no polypropylene, nylon, polar fleece, or Goretex to wear, but rather clammy cotton, wool, and soft leather. They of course did not have NOAA charts or geodetic survey maps, definitely no GPS, just a simple compass, a telescope, and a basic idea as to where they were going. Those guys were confident, tough, and had perseverance, I thought. The more I read about them, the more I had to find out how tough they really were.

### When & Where?

But which stretch of their expedition would I check out and when? Being a person from east of the Rockies, I am more interested in that part of their journey, and I am also more interested in starts than finishes. (Their return trip alone is still a great feat but it pales in comparison to their trip out west and their first glimpse of the Rockies and the Pacific.)

Their first major goal, as they saw it, was getting to the Rockies and the Continental Divide. They had to follow the Missouri River from St. Louis to the legendary "Great Falls," the 10 miles or so of waterfalls and cascades which no white man had ever seen.

That was it, that was where I would start my trip, right below the falls, "the grandest sight I ever beheld" (Lewis, June 13, 1805), and I would paddle on the river on the same days that the "Corps of Discovery" was on this stretch of the river, early June, only I would be going downriver, not upriver.

While most modern paddlers start at Fort Benton, the beginning of the "National Wild and Scenic River," I wanted to put in where

L&C took out below the Falls and started their month long portage, to make my trip more authentic and get in about one mile for every year that had passed.

Via the Internet I had ordered river maps and info books and located an outfitter who was willing to rent me a bare boat (an Old Town Penobscot 16 like the boat I used last year on the Baltic Sea in Germany), pick me up at the airport, and drive me to the put in below the last of the five dams, Morony Dam, so that I could get on the river that same afternoon.

Everything worked like clockwork. I had no delays, my two Army duffels arrived with me, and Jim was there with my canoe and a small propane gas tank for my cookstove, as well as my carbon fiber paddles, which I had mailed ahead of time. We drove to Morony Dam, and at 2:30 PM that same day (June 2, 2003) I was off. He mumbled that nobody had put in here for a long time, especially so early in the season with such a vigorous flow... "just stay left" was his advice.

This was the place all right, Morony Dam sits on the last of the five big waterfalls, even above L&C's takeout at Belt Creek. I saw the dam release, it was flowing hard, I was in a gorge, and it was quite windy. I had to take a deep breath but I was confident I could do it. All gear was in waterproof bags and tied in, and I used my 7.5 gallons of drinking water (which we had picked up on the way to the river) as stabilizing ballast. I was off, and I knew that this first stretch was going to be the hardest part of the entire trip. I only wished I had brought a bailer or at least a sponge, but I ran out of space in my duffels.

### The Trip Begins

I soon noticed that river waves are much wetter than ocean waves, they jump on board and won't let you dance them. After less than one mile I had to empty the boat, but I had to cross the river to do so. When I crossed back to the left for the next set of rapids, I realized how fast the current really was. I switched into racing mode, but still could not make it. So I got ready to face the waves head on but

Eagle Dam, first of the five Great Falls dams.

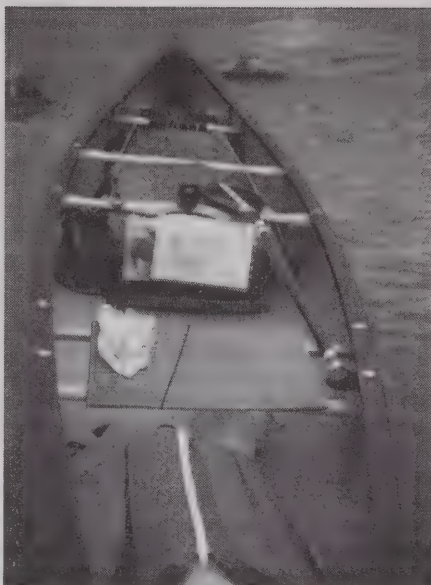


could not turn the boat, no matter what I tried. A fierce upstream gust kept me in irons and I went over the first drop sideways, then bounded through the haystacks below. I do not know exactly how I managed to stay upright or kept from swamping, but luck was definitely on my side. I accepted it humbly, because I normally do not rely on Lady Luck.

After two hours on the river, I figured I had paddled my planned 11 miles for the first half day and I took out on a level spot on the left bank. It seemed like an awfully long day, with the two hour time change and all, and supper tasted great that night just as the rains began.

I had read about the rains this time of year, but I figured they would nicely swell the river and make everything look green. I've got Goretex. I also knew how cold the nights could get, but I was ready for below 40° Fahrenheit nights in my warm sleeping bag. The winds, I learned quickly, are calmest in the morning and follow the river downstream, then often reverse their direction in the afternoon and double in strength on their upstream leg. Again, this was no problem for me, I thought, since I am used to ocean paddling where the same happens. But I have to admit, it almost bit me that first afternoon. Even the next day I turned a couple of 360s in a gorge and had to use the shore as a pry to turn my boat around. I could not do it with my paddle alone, even hitching all the way to the middle of the boat. But after that I watched my bow like a hawk and would not let it get away from me, and it didn't.

Early the first morning I came up to Carter Ferry, a motorless ferry angling its way across the river and hanging by two strong cables, one higher and one a bit lower, I had read. This first ferry only seemed to have one higher cable. Great, I thought, while I was approaching at about 7mph, still on the left side, near the ferry itself, to be safe, when I suddenly noticed the second cable only inches above the surface of the river. Full astern! I ferried towards the ferry and just made it with a last minute duck of the head. Two close calls in 24 hours, a terrible record for me. Self flagellation and strong reprimands were in order, and the rest of the trip went fine.



A minimalist's 8 day trip setup.



Statue of Lewis, Clark and Sacagawea at Fort Benton plus R.Z.

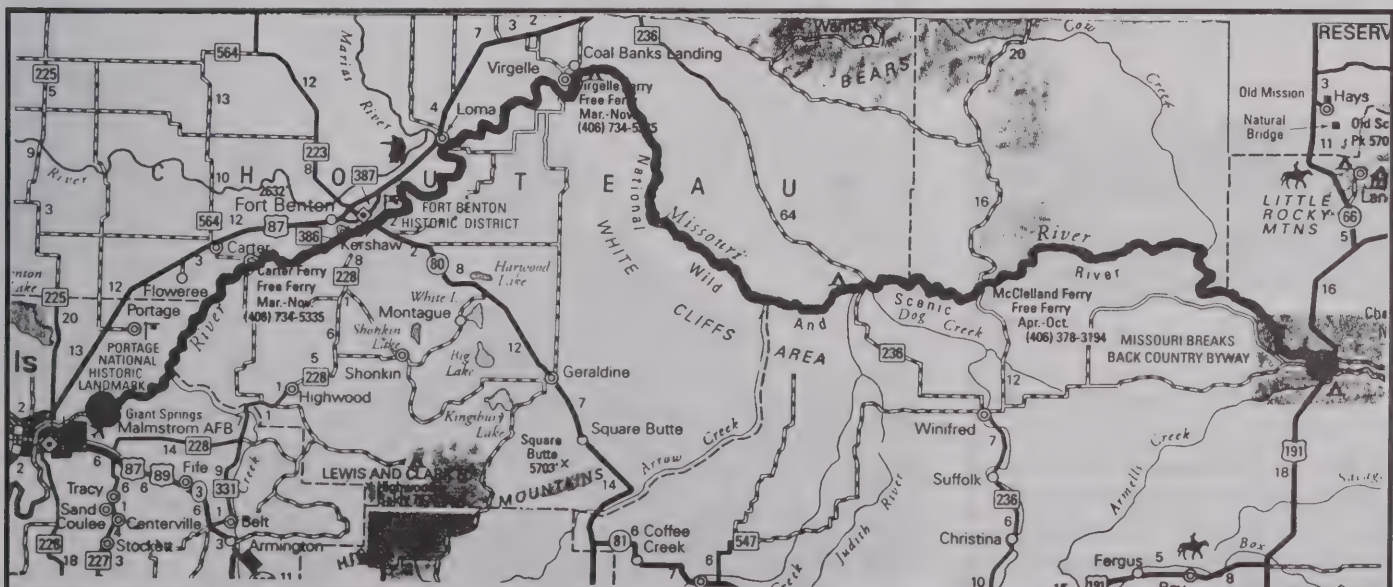
L&C's keel boat, the Mandan.



### Fort Benton

After 20 miles I arrived at the small town of Fort Benton, the former hub of this world. Paddle wheelers made it up to this place in spring and early summer, carrying supplies and settlers till the railroads took over in 1887, which in turn were replaced by our present interstate system of roads and trucking. I tied up at a newish looking town dock with boat launching ramp just below the old Fort and Bob Sciver's famous statue of Lewis (the leader of the expedition with spy glass), Clark (the navigator and mapmaker with compass in hand), and Sacagawea (the invaluable Shoshone guide).

And right beside the impressive large statue were their totally flat bottomed 55' keelboat, the *Mandan*, a dog of a boat to pull, pole, or row upriver. It had a mast with a square sail, which could not have been too useful on a winding river and ever shifting winds. It looked as if it only carried their supplies without offering any shelter for the rela



tively large crew of 42 people plus a large Newfoundland dog. Each night I pictured them therefore camped ashore under tarps and flimsy tents. The boat had no portholes or windows to let in light. A very spartan affair, but what do you expect for \$2,500 for the entire three year expedition?

Fort Benton is a great place to start a float trip down the river. It is here that the official National Wild and Scenic River starts, which was designated as such in 1976. In 2001, President Bill Clinton signed a bill to create the Upper Missouri River Breaks National Monument which added thousands of acres of land bordering the river, guaranteeing this river to remain as untouched as it ever was, basically keeping modern development out. Except for some old farms and small homesteads on the flat pockets of the so-called bottom land along the river, there is not a single modern house, hotel, motel, or summer home anywhere along the entire 149 mile stretch.

And there are only two access points between Fort Benton and James Kipp State Park at the #191 bridge: Coal Banks at mile 41.5 and Judith Landing at mile 88.5. So it is still a surprisingly out of the way place, devoid of human habitation, well almost. It is a place of history as well as of solitude and timelessness. On my entire trip I only met four small groups at the Eagle Creek camp site, (one of which I had met before at the mouth of the Marias River), and from there to the end of the trip (100 miles) not a single other person or boat, just the river with its spectacular scenery. It was desolate and lonely. I had never seen scenery like that. It was totally new and immensely fascinating for me. Later in the season, though, the boat traffic increases sharply, I understand.

### The Scenery

I pitched my little Eureka tent at several sites where Lewis and Clark had camped, read their entries in their log for that particular day and place, and marveled at their astute observations. Some people get goose bumps all up their spine and feel touched by the "Spirit of History" at moments like that, not me. I am not a people worshipper, but I was touched by the river itself and its often canyon like banks, the same way L&C were.

The cliffs and hills were constantly changing their shape and color, from white

through all shades of gray, to black and rusty red and brown in between. Even the layers themselves were arranged in different sequences and took on the most varied shapes, from massive sheer cliffs and walls at the river's edge to grandiose castle like white blocks on a grayish brown hill, complete with thin round turrets, and holes in the wall like large rose windows in a cathedral.

What fascinated me about reading L&C was that they were so immensely fascinated by the landscape they were traveling through and that they could not get enough of it and were always wondering what was coming next. This curious positive attitude must have been a major driving force for those early explorers. I felt that same thrill even today. And as I was sitting in my Crazy Creek chair writing my trip log, describing what I saw and felt that particular day, I was comparing my notes with those of L&C and I wondered how much those men really understood of what they were seeing.

Would they have believed what we now know about the geological history of that region? Those thin walls and those castles and turrets were not magic or manmade, but were simply a product of erosion, nothing more or less. The walls are dikes, liquid igneous rock squeezing into cracks of shrinking layers of sandstone (like my wife's cheesecake which always cracks, and which then fills with still liquid chocolate sauce). Staying with the cheesecake image, the chocolate will harden more than the cheesecake, which would "erode" faster than the chocolate, leaving thin "walls of chocolate," get it?

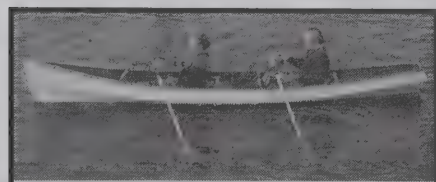
And no human being or druid put those black slabs of rock teetering on top of those slender white columns or needles. There used to be a solid bed of white sedimentary rock covered by a layer of much harder black rock, again like a frosting. In some places this black layer has protected large areas of white sandstone, which makes it look like a European castle, or the white sandstone eroded, leaving chunks of that black top layer teetering on slender leftover sandstone columns till those too would collapse.

Layers of a former ocean floor.

But what fascinated me most going down the upper Missouri River was realizing that I was traveling on a river that had carved its bed through an old ocean floor, as I had noticed on the Suwannee River in Florida. I read that 70-90 million years ago, during the Cretaceous Period, an arm of the ocean, the Western Interior Seaway connected the Gulf of Mexico with the Bering Sea just east of the present day Rockies. Montana and many other prairie states (the Great Plains) were under water and this particular area was built up of sediments from rivers running into this sea. When the sea was deep the sandstone deposits were dark, when it was shallow the deposits were more like a white sand bank or beach. The different layering thus reflects the depth of the ocean water at the time of deposit. A most interesting thought for the ocean paddler in me, and I very much doubt that L&C knew that. To them and many of the early settlers this area was simply magical, and it still is, in its awesome raw and romantic beauty.

Another captivating thought for me, which kept my mind occupied for many river hours, was the realization that the river from Coal Bank (#41.5) to about the confluence with the Yellowstone (about 400 miles) is much younger than the river above that point. The old Missouri River is pre-glacial and used to flow north from Coal Bank to Havre and then east past Malta to the Yellowstone. The last Ice Age forced the river into a wholly new bed, about 60 miles to the south and it shows its much younger glacial age.

I was as spellbound by this stretch of the Upper Missouri as L&C were and could empathize with them as I marveled at the uniqueness of this river, at every bend, just as they must have done. But their extra ingredient was the total newness of the river, while mine was the geological and historical knowledge and perspective. And what a relief for modern river users like me to know that this river with its unique history and scenic wonders is protected in its present state as a National Wild and Scenic River for all to see in all eternity.



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## The International Scene

The troubled waters resulting from the sinkings of the tankers *Prestige* and *Erika* are becoming somewhat calmer and definite patterns are now discernible. Once again, a series of snapshots will illustrate what happened last month:

One observer noted that neither the *Prestige* nor the *Erika* sank because they were single hulled. Other reasons caused both sinkings.

*Prestige* is still leaking about one tonne a day, according to the French submarine *Nautik*, which returned for an underwater inspection. And a major Spanish oil company is exploring a novel plan in which the oil in *Prestige's* tanks would flow into a spherical tank, which would then be floated to the surface.

Spain was hunting for four ships that took advantage of the *Prestige* disaster to flush their tanks off Galicia and caused pollution.

Ship masters caught cleaning tanks at sea could face ten years in prison if the French Parliament approves a new bill.

Spain was reported as ready to sue the American Bureau of Shipping (ABS) for \$5 billion but ended up suing for \$700 million. Spain charged the ABS with "negligent, reckless, willful, and wanton conduct" leading directly to the loss of the *Prestige*. And the Basque Country sued the ABS for \$50 million, charging negligence and gross negligence. More lawsuits can be expected.

Norway's diplomats were very unhappy with Spain for excluding two Norwegian tankers from the Spanish 200-mile exclusive economic zone. Ships traditionally have the right to transit such zones. Perhaps more than 80 ships may have been denied safe passage through some European EEZs.

In a different area, Spain blocked U.S. proposals for boarding ships suspected of carrying weapons of mass destruction.

The International Chamber of Commerce berated the European Commission and some European Union members for undermining internationally accepted efforts to combat marine pollution.

The positions of European groups and the IMO seem to be approaching each other. The European Commission, the EU Members States, and the European Parliament proposed an accelerated phase-out of single hulled tankers, a ban of single hulled tankers carrying heavy fuel oil, and the wider introduction of the Condition Assessment Scheme (CAS), and the legislation should have taken effect by July 1. The Council of Ministers agreed on a definition of heavy oil and agreed to provide a transition period for tanker phase-out schedule more closely akin to OPA 90's schedule. The EU proposed similar regulations on the international level to IMO. Many European member states would prefer international regulations but feel the IMO moves too slowly and therefore regional legislation is needed.

The Icelandic candidate for the IMO's Secretary General position stated that Secretariat needed reorganization to meet the challenges ahead. The current IMO Secretary General told a London audience that the IMO should have the authority to ensure that flag states do implement conventions properly. The Chairman of the International Association of Classification Societies warned that

## Beyond the Horizon

By Hugh Ware

the classification system and class societies could be ended by proposals before the IMO.

The International Maritime Organisation then met:

Spain's proposal to allow places of refuge only to "safe ships" (those able to offer unlimited civil liability in case of possible damage) hampered IMO's deliberations about guidelines for places of refuge.

After prolonged wrangling, the IMO agreed on a third level of compensation for oil spill pollution by adopting a protocol establishing a new fund, the Oil Pollution Compensation Supplementary Fund, that would supplement compensations paid out by the 1992 Civil Liability and Fund Conventions. The new protocol is optional and becomes effective three months after ratification by eight states receiving a total of 450 million tons of contributing oil. The total amount available for any one spill would be just under \$1 billion. (Much of the wrangling was because Japan, as a major oil importing state, wanted a cap on contributions while small nations, such as Caribbean nations, were concerned that taxpayers would have an undue burden since national governments would have to foot the bill.)

The European Commission welcomed the new Protocol.

### Protecting the Environment

Building slots for double hulled tank vessels, especially saltwater barges, may be hard to find as the OPA 90 and other deadlines approach.

Off Massachusetts, an oil barge towed by the tug *Evening Tide* apparently struck rocks that opened a 12'x2' gash in the barge's bottom. A passing tug towing a similar barge noticed the resulting slick and notified the Coast Guard. The first estimate was that 14,000 gallons of heavy fuel oil had escaped and had started fouling Buzzards Bay shores. Several days later that estimate was upped to 98,000 gallons, which disturbed many politicians. Experts surmised that no oil would have escaped if the barge had been motionless since oil floats on water but, as the barge was being towed, some oil had escaped and seawater had been scooped up and became mixed with the remaining oil. Politicians were also disturbed that the tug's crew took several minutes to respond to initial radio calls from the Coast Guard, but perhaps they were busy back aft. Look for increases in fines imposed by Massachusetts for future oil spills.

The Goanese government stopped all loading and unloading of coal in the Indian port of Mormugao because of the coal dust problem. Four ships went out to anchor awaiting the next decisions.

Underwater steel pipelines eventually rust and give trouble. One solution is to pull composite flexible piping through a defunct steel pipe as a replacement for the pipe itself. Pull forces are reasonable, with the highest force needed at the start of a pull, the force needed usually drops as more piping is inserted because it is very light in seawater.

President Bush sent the Senate the Protocol of 1997 that amends the MARPOL Convention. When in force, the result would be the establishment of air pollution standards for large diesel engines regarding the sulfur content of marine diesel fuel, the emission of volatile organic vapors during transfer operations, and other factors.

### Ferries

North America saw a flood of smallish ferry incidents. In Alaska, the RO/RO ferry *Kennicott* hit a rock in the Wrangell Narrows and split its foretank. Passengers were invited to stay the night aboard and made connections with another ferry the next day. Off British Columbia, on the ferry *Queen of Surrey*, a fuel line parted and the result was an engine room fire. The vessel drifted until smaller sister *Queen of Capilano* put a line up. No injuries to any of the 346 people aboard, although the fire was hot enough to melt tires on vehicles on the deck above the fire. It was the second fire on the *Surrey* within a month.

Farther south, a generator fire disabled the State of Washington ferry *Columbia* until other generators could be put on line to provide propulsive power. Again, no injuries. On the Atlantic side, a truck caught fire on a Middle Atlantic ferry five miles off Port Aux Basques in Newfoundland. The ferry made port where everyone got off while (apparently) the local fire brigade fought the fire. And the RO/RO ferry *Leif Ericson* lost electrical power while entering Sydney Harbour, Nova Scotia, momentarily startling the 417 people on board.

In the Aegean Sea between Santorini and Crete, the catamaran ferry *Jet I* became "immobilized" and reported ingress of some water through some cracked plating. Most of the 166 passengers were safely removed by two cruise ships and the ferry was towed to port with four crew and five passengers still on board. The Greek Merchant Marine Minister later said the ferry should have been doing only 22 knots in the prevailing 11' seas, not the 28 knots it was doing.

In Kenya, the managing director of a ferry service claimed his ferry *Mvita* wasn't (that dreaded word in maritime law) seaworthy because the vessel was built for a 25-year life and it was 33 years old. He also urged customers not to panic. "When engines fail, the ferries are anchored to hold them at one particular position and there is no question of them being swept out to the deep sea." The corporation collects Sh120 million (U.S. \$1.74 million) yearly from the 6,000 motorists who use the ferry daily. The government promised him to get him a new ferry.

P&O will suspend its Dublin North Wales ferry service as unprofitable after only 18 months. P&O staff members and residents of the port of Mostyn were extremely unhappy, staff because they had to move their families to Mostyn and now must move again, and residents because the River Dee estuary was specially dredged to allow the P&O ferries to use the port.

North Korea temporarily suspended its ferry service between Wonsan and Japan because of the possibility of introducing SARS into North Korea. But another report stated that the only ferry in regular use, the *Mangyongbong 92*, was equipped with military sonar equipment for communicating with submarines and for mapping the sea bottom.

And a defector recently stated that the same ferry had carried 90% of the parts need for North Korea's missile program.

As usual, the Third World had some ferry deaths. The small (246gt) wooden ferry *San Nicolas* sank after colliding with the much larger (11,914gt) RO/RO ferry *Superferry 12* off Corregidor in Manila Bay. At least 31 died. The official manifest for the *San Nicola* showed 195 were on board but the number was (as usual) greater, although the vessel can legally carry up to 280 people. The president of the domestic operators association promptly reassured the Philippine public that the organization's members were fully committed to safety in fleet operations. The problem, he said, lay in raising the standards for the wooden hulled vessels that form the great majority of the national fleet.

Some idea of the importance of ferries: A Swedish firm released data showing that 855 million people, 149 million cars, 815 thousand buses, and 28 million trailers were carried by ferries last year (figures rounded off to keep the reader awake). But much ferry traffic is not reported and well over a billion people must have used ferries in 2002.

### Torpedo Boats

All at about the same time, but geographically far separated, three World War II torpedo boats hit the news. Bob Hostetler's dinner cruiseboat, once *PT48*, which saw action in the South Pacific, sank at the dock in Leesburg, Florida, and he thinks somebody sank it on him while he was away for several days. Some 160 miles off Queensland, Australia, water police were keeping an eye on the situation as a badly damaged ex torpedo boat dive boat slowly headed towards the town of Bowen. A large section of the starboard hull had separated from the ribs and pumps had suddenly become vital. Finally, in mid Atlantic, the Honduran registered ex German E boat *Cork* was seized by Royal Navy ships and helicopters. On board were a mixed crew of Dominicans and Greeks and a cargo of cocaine worth some \$416 million on the street.

### Norwegian Cruise Line

There are good months and there are bad months, and last month was both for the Norwegian Cruise Line. First the good stuff. NCL announced the names for its first two Project America ships. The ship being completed in Germany will be named the *Pride of America* and will start seven night inter island voyages from Honolulu in July 2004, while the *Norwegian Sky* will be reflagged American, renamed the *Pride of Aloha*, and should offer service starting in October 2004. Both cruise ships will operate under NCL's new "NCL America" brand name.

Now the bad stuff: First, the *Norwegian Sun* reported that it had inadvertently dumped 16,000 gallons of sewerage into the Strait of Juan de Fuca instead of the gray water it thought was in that tank. The incident is being investigated.

Far worse was an engine fire after a boiler exploded aboard the *Norway* (ex-*France*) while moored at Miami. Aired TV footage showed back smoke pouring out on both sides of the upper superstructure and then a surge of black smoke shooting up from the funnel. Four crewmen died and another 20 or so were seriously injured, including at

least one steward. None of the 3,400 passengers were harmed. Over the next week or two three of the injured died.

The ship had just returned from an eastern Caribbean cruise. The next three sailings were cancelled while the National Transportation Safety Board and the Coast Guard investigated. Ten days before the explosion the Norway had passed its major annual Coast Guard inspection and no problems were noted. The ship also scored 95 on a government sanitation inspection in November.

Most of those killed were Filipinos and a Philippine minister urged Filipino seamen and their relatives not to sue as it could hinder hiring of Filipino seamen worldwide. But one of the injured, a Filipino galley worker, sued NCL and its parent, Star Cruises, for \$1 billion, claiming the ship was a floating time bomb. His attorney noted that the ship was 42 years old and one of the oldest cruise ships calling at U.S. ports and the only one still using steam propulsion.

### Other Cruise Companies

Cunard said there are no plans to sell or scrap the *QE2* although the vessel is approaching its 36th year of service. But Cunard did sell its 30-year-old *Caronia* to Saga Cruises and it will go out of Cunard service in November 2004, three months before the arrival of the 1,968 passenger *Queen Victoria*.

Sinking of the *Titanic* still is sending waves through the shipping industry. A report noted that up to 80 cruise ships will be affected by the SOLAS ban on any combustible materials in their construction as of 2010. Many elderly ships will be scrapped while others will need expensive refits. The *QE2* is among them. The IMO's Saving Of Life At Sea (SOLAS) resulted from the *Titanic*'s sinking, and its first convention was to ensure adequate numbers of lifeboats on passenger liners.

The beautiful ex-cruise liner ex-*Rotterdam* (now *Rembrandt*) has been purchased by the RDM yard that built the vessel in 1956-1959, and she will be transformed into a hotel and meeting center at Rotterdam much like the *Queen Mary* in California.

Carnival Cruises will get \$99.3 million to compensate for the (temporary) loss of the cruise ship *Diamond Princess*. The vessel was badly damaged by fire during construction in Japan and will be delivered a year late and with another name. Observers were surprised at the size of the award. Observers at the Japanese inquiry into the fire were also surprised when the general manager of the shipbuilding firm said there had been a series of suspicious small fires before the big one.

A lawsuit claimed that Royal Caribbean Cruises and its subsidiary, Celebrity Cruise Lines, overcharged passengers by at least \$150 million. A company spokesman said, "Our figures show they are dead wrong in their facts."

The World Health Organization announced new procedures for ships with probable cases of SARS. The ship and crew (and cruise passengers?) may be held in quarantine for ten days in port.

### Hard Knocks

The 69,973 dwt Chinese bulker *Fu Shan Hai* lost out when the general cargo ship *Gydnia* approached it from the rear and they collided in the southern Baltic. Dramatic TV

footage on many channels showed the last of the Chinese ship as it slipped under the water, emitting successive plumes of white, then red smoke or dust. The ship was carrying 66,000 tons of fertilizer plus 1,680 tons of heavy fuel, 110 tons of diesel fuel, and 35 tons of lubricating oil. Initial reports said there was little danger of pollution. "It's leaking a little," conceded a Danish Navy spokesman, but there was more concern about a loose hatch cover. Later reports stated that an oil slick was approaching Sweden's southeastern coast and the ship was still leaking oil although 700 tons of oil had been recovered. A Danish salvor will remove all remaining oils and cut off the ship's masts to ensure adequate clearance for shipping.

### Ship Scrapping

A major fire inside an ore/oil tanker being scrapped at Aland, India, killed eight workers including a safety supervisor. The ship was not gas free for hot work at the time of the explosion. According to some breakers, the Gujarat Maritime Board had relaxed the rule of "gas free for hot work" in order to attract old tankers for scrapping but is now warning breakers not to break the rule.

A British company is one of several firms bidding to scrap 13 U.S. Maritime Administration vessels from its "ghost fleet" of about 100 obsolete and by now decrepit ships. The EPA waived laws banning export of vessels carrying toxic PCBs and the vessels were to be towed to the UK "before the hurricane seasons begins" if the British government approves the deal. Congress has mandated that all such ships must be scrapped by 2006 and foreign scrapping seems the answer most acceptable to environmental groups. Note: The hurricane season started on June 1.

Remember the *Tricolor*, that car carrier that was sunk in the English Channel and proved to be a ship magnet thereafter? She will be scrapped in place and some 4,000 luxury cars, slightly water soaked, may be come available cheap.

### Narrow Places and Tight Spots

New Orleans's Crescent River Pilots, maritime training school MITAGS, and the Army Corps of Engineers' New Orleans office have jointly developed a mini inland electronic navigational chart featuring "virtual buoys" where real buoys cannot be stationed. The system also provides precise horizontal and vertical information and was developed because pilots were having problems sailing the big cruise ship *Carnival Conquest* under the low lying Chalmette power lines across the Lower Mississippi at Mile 89.2.

The joint regulations for the St. Lawrence Seaway may be changed to require stern anchors on large tug and barge combinations either integrated or articulated if over 110m (361'). There would also be new requirements for underway manning of all vessels, the wheelhouse must be manned at all times by either the master or a certified deck officer plus another qualified crew member.

The Panama Canal inspected every ship transiting the Canal during Safe Boarding Week in June and awarded a plaque to each vessel found to be in excellent condition. Canal authorities also pointed out that the Canal services more than 140 routes, with the route connecting the U.S. East and Gulf Coasts with Asia handling a significant por-

tion of the more than 13,000 vessels that used the Canal last year. Sixty-eight percent of all Canal cargo originates in or is destined for the U.S., with Japan, the PRC, and the U.S. being the three biggest users.

The Suez Canal is now requiring use of a tug to handle mooring lines. Cost? About U.S. \$22,000 per.

Shipping through the Bosphorus can only get worse as oil and grain trade from the Black Sea increases, warned one expert, noting that last winter there were both severe weather and sharp restrictions imposed by the Turkish government. These included bans on nighttime movements of tankers over 200m and the passing of ships when vessels of 250m to 300m are involved. Vessels carrying petroleum and other dangerous cargoes must give 48 hour notice of a transit. Russia urged the IMO to pressure Turkey to ease these restrictions because they are raising costs for Russian oil companies. More than 55,000 vessels use the Straits each year.

#### Odd Bits

The Indonesian Navy may shoot at foreign ships entering Aceh territorial waters. Or it may simply arrest them. Aceh is a "special territory" of Indonesia, and Muslim rebels there have been trying to wrest independence from the mother country for several years. Although the warfare has been nasty, the struggle is largely unknown in the rest of the world.

Australian towage giant Adsteam has run into financial problems and will probably divest some properties, including holdings purchased in attempts to invade the North American towing market. It faces other problems at home because two big Hong Kong compa-

nies have purchased Australian Maritime Services, a tug company recently set up specifically to provide competition to Adsteam in some Australian ports.

San Francisco's Water Transit Authority was awarded \$2.5 million to build a fuel cell powered commuter ferry, the world's first. If the WTA finds another \$2.5 million or its equal in in kind contributions, the zero emissions ferry may be commuting between Treasure Island and downtown San Francisco by 2006 or 2007.

Synthetic mooring lines are finding use in anchoring floating platforms and the first deep water mooring arrangement (for the "Mad Dog" truss spar) will require 84,000' of high performance polyester rope. The rope's minimum splice breaking strength is 1,932 tons. Such a mooring is as strong as a steel wire mooring system, but lighter, a fact which simplifies life for many people.

The Australian Navy sent a frigate to rescue one of two rowers trying to cross the Indian Ocean from Australia to Reunion Island off southern Africa. He was badly concussed when he hit his head on the boat in bad weather.

Malta Drydocks, famed for its stellar performance during World War II, beat out

13 other bidders to win the contract to refit the command ship *USS Lasalle*.

New Zealand will be the base of one of the largest cruise liners in the world between November and next February. The mega liner *Star Princess*, bigger than any aircraft carrier at 109,000 tons, will visit 29 New Zealand ports during the three month season.

The little tug *Theodore Too* may soon be carrying tourists around Halifax harbor. The real life replication of the kiddy TV hero tug has been immobilized by legal troubles since Cochran Communications, makers of the TV series, went bankrupt but the problems are nearly solved.

#### And Head Shakers

Once again, a pilotless hit and run tanker on the Bosphorus managed to hit shore objects. This time, four floating restaurants and it sank one of them. Bon appetit!

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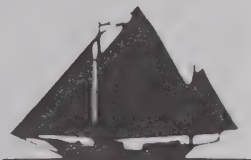
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Well, Coast House Week is progressing normally. It doesn't start progressing until pretty late in the morning, though, and the water is too stained up with tannin from the rivers after this amazingly torrential spring and early summer, so I can't mosey out and catch fish like I normally do before the rest of them get moving in the morning because the fish are gone elsewhere. I have one granddaughter who is usually up right after my wife and me, but this morning she only woke up long enough to put on her hat and then she went back to sleep. Hell, I'll just write down a few opinions until she gets ready to go dig some more Donax.

Donax is the genus of those tiny clams that live in such profusion along all the sandy beaches of this part of the Gulf of Mexico (Apalachee Bay off the Big Bend of Florida below Tallahassee). If you walk along you can feel them wiggling under your feet. One handful of sand from the right place will have a hundred of them in it. They are the true delight of all little children and old men like me. I haven't quite finished my survey, but they are all different from each other both in color and arrangement of those Florida style pastels.

What we like to do is try to find two that match, but it is impossible. Many hours of searching will sometimes come pretty close but never. A perfectly identical pair. One would think that was an amazing proof of the fact of infinity except that identical things are unnatural. Despite how many Elvis look alikes crop up, ain't nobody got that sneer exactly right quite yet.

The main thing different about this Coast House Week is that the numbers of Democrats and Republicans has diminished while the population of children has increased...both significantly. Rampant reproduction is the reason for the increase, but I am not exactly sure what is causing the diminution, might be rampant reproduction. All these children are sort of a strain on political conversation. Just as soon as the discussion gets hot, here comes a baby with "Little Bear."

"Here is Little Bear ...I am cold...I want something to put on."

"What, child? You can't possibly be cold, it is 90° besides, Mommy is busy trying to explain to your uncle how Bill Clinton

## Donax Stew & More Murphy's Law

By Robb White

was directly responsible for this deficit we are in, now, even though we had a surplus while he was President...go play with your toys."

That's the way it is for the mommies and daddies because they are used to it, but not for these uncles and boyfriends (how is it that a 60-year-old woman can have a attendant who is even older than that called a "boy-friend?"). Anyway, there are so many children that those Democrats and Republicans who are not directly obligated are sort of bowing out, and I am afraid that some of them who are directly obligated are sort of bowing out, but we won't talk about that.

So I ran over the Donax purging rig with the damned Rescue Minor. Since I can't catch any fish because of the tannin in the water, these children have been having to feed us. Normally, during a shortage of meat caused by some meteorological event, the Republicans and Democrats supplement the groceries with things like chickens and porks and maybe steaks (that was a rare Republican contribution from back when the bull had the market...back in Bill Clinton days), but since those of excess wealth flew the coop (trotting along looking for the bull?), meat is sort of scarce around here. It takes a hell of a world of chickens to feed a crew like this and that resource has given out, so we have been eating Donax stew that the children made and we ain't starving.

Here is how it works. Donax variabilis actually are little tiny clams and as such are delicious and nutritious, but they are so little that it takes some real skill and determination and quite a bit of expertise to make anything to eat out of them. Skill, determination, and expertise are easily developed in small children who are properly focused, and nothing focuses anybody better than straight hunting and gathering and eating. The children will dig Donax all day long if you'll let them, but a gallon is about all it takes to make our

big pot full of stew. They dig the little clams and rinse them in a colander and put them into a bucket.

Even a naked crawling baby's contribution has significance, and it doesn't matter if the rinsing is done all that well or not because the clams have to be purged and any sand in the bucket is gone by the time that process is complete.

Back before I singlehandedly discovered how to purge the sand out of Donax, my mother used to make the stew, and in a hurry. What you do is boil them in a pot, decant off the juice, and leave the shells and sand in the bottom.

You can make something out of the juice or you can just do like Momma and drink it right straight out of the pot. That is mighty wasteful, so I usually try to think 24 hours ahead and purge them so I can eat their little bodies, too.

The purging apparatus has gradually evolved in a degenerative way through the years all the way from a beautiful cypress box with a 1/8" hardware cloth bottom to various bucket rigs with minnow net and even mesh bags like you put scallops in hanging off the stern handle of the skiff. The objective is to let the Donax live out of contact with the sand for 24 hours. In that time they will pass out every grain of sand from their guts and be very edible. The trouble with them is that other animals find them edible before the sand is out of their guts, and things like crabs and crown conchs will gnaw them out of the mesh. Sheepheads will work on hardware cloth pretty good, too.

Anyway, the latest (and best) development is a stainless steel vegetable steamer strainer floating in a child's vinyl inner tube anchored out on the flats off the house. The rig we have is such that the tube is a stretch fit around the strainer. If you just sort of half way inflate the tube the rig is damn near uncapsizable, which is a good thing if some old doofus was to run over it with a boat.

I am going to finish the Donax stew recipe before I get into any doofus business. You know correct scientific notation is sometimes a pain in the ass. You can't just say the name of a genus or a species, you have to either underline it or put it in italics. No wonder common names are so common. I refuse

to use the silly assed Yankeeified, South Florida common name for Donax though. "Coquina" is too damned cute to suit me...the common name around here is Donax.

I don't know exactly how to spell what you call one of the little animals...a donack? What we do is anchor the purging rig out on the flats deep enough so that it won't sit on the sand at low tide during the night. If that happens the bottom Donax will take up the sand. I wonder how the hierarchy of dominance works in those little clams...if the powerful ones wind up in the top or go to the bottom? Oh well, the bottom ones will lick up sand through the holes if the thing goes aground and you'll have to wait for 24 more hours for the stew, which in a starvation situation is sort of hard to do.

After the Donax are purged, you boil them up in a little water (a delicate mix of seawater and fresh if you don't intend to use potatoes...straight seawater if you do) and then you let them cool and rake around down in the bottom with your hands.

What'll happen is that the shells will be wide open from the boiling and when you scrub them together with your fingers, the shells will disjoint and rake around amongst themselves and scrape the little meats aloo. The meats are less dense than the shells and will swirl around in the juice and can be decanted off the shells and then the juice can be decanted off of the little bodies of the tiny clams and put back in with the shells and the process repeated until almost all of the little clams are in the final pot and, boy, that's a gourmet delight, don't matter what the political preference or age of the participants.

You can add just about any kind of vegetable to the soup and not hurt it a bit. Or you can dip up a little cup right out of the pot like I am entitled to do.

So, I had to anchor the damned Rescue Minor way the hell out in international waters because, when I had to take my son back to the mainland, the cursed exhaust cooling water pump quit pumping exhaust water to the plastic muffler and burnt the son of a bitch up. It was Murphy at his worst.

What happened was I had been using a regular plastic inline fuel filter to keep the trash out of the pump and it has worked real well for over a year. All I had to do was to pull the vinyl tube off and blow the sand and seaweed out of the filter about once a week and all was well.

But, due to the advent of Coast House Week, I (and Murphy) decided to put in a new filter. I chose a beautiful, big, perfectly clear plastic job with 3/8" nipples on each end. "Made In Israel" was proudly proclaimed both on the box and in big clear print on the body of the filter itself. It was a far superior filter to the little opaque plastic job it replaced and I knew I was in the clear. I thought I heard Murphy chuckle as I left the NAPA place.

I'll be brief. What happened was that the damned convoluted paper thing in there swole up the fibers so they packed together so tight that the pump couldn't suck any water for the exhaust system, even though the filter was perfectly clean. It might have been a political thing. Pakistanis might have been working in an Israeli sweat shop building those things. It might have been an act of terrorism. They might have chuckled at the thought of ten jillion giant American SUVs grinding to a halt because of an Israeli filter.

Anyway, I took the melted muffler out of the boat and substituted a straight PVC pipe, but by then the tide was out and the moon is fixing to be full so it was way out, and by the time I got ready to percolate the boat was aground and sitting flat on its keel cooler with the exhaust water pickup in the sand so I couldn't crank it up to see what it sounded like.

Which, I'll make a brief observation. It isn't good to restrict the exhaust of a diesel engine. I guess it is alright to make the old 455 Oldsmobile expostulate through all that plumbing so it will be silent enough to please the fastidious, but you won't see many race cars with two or three mufflers hooked up to about five 180" 'U' crooks...or trucks or working boats either. You know a turbocharger is a pretty good muffler and I have run my old turbocharged Dodge Diesel truck for years with nothing but straight pipes.

Water cooled exhaust is quiet, too, and I have run my old 12 horse Volvo Diesel engine with nothing but a hose for 25 years. The old boat belonged to a real rocket scientist and he must have had access to the machine shop down at The Cape because it came with the most charming little muffler (probably made out of titanium or some other space age material).

We were coming back around through the Okeechobee waterway when the old Volvo (MD 2...hand cranked...no electrical system) started weakening down. I thought, "oh hell," but then I smelled something like hot rubber and looked back in there and the hose was pulsating sort of funny. The muffler was stopped up. I took it off and hooked up a straight, one-piece hose and the old Volvo hooked up all 12 of them horses and brought us on back. I ain't ever got around to putting in a new muffler.

So this morning, I swam to the Rescue Minor out there in international waters and scrambled aboard. That's one reason I like a low sided boat. You ought to see some of these

well larded matrons try to scramble up into the deep V out on these flats. Anyway, I fired her up and was very charmed by the sound of the exhaust, and while I was leaning over so I could see the water spraying out I missed seeing the darn Donax strainer and ran clean over it. Luckily it passed right by the propeller and rudder without getting hung up and popped up right under my nose. Not a single tiny clam was lost, which was a good thing because all those children would have found out exactly what a doofus I am.

I loaded up a crew and headed out on a crabbing expedition and the damned PVC pipe muffler replacement became limp from the heat and slipped out of the hose and filled the engine room with hot salt water. I had to take the engine box off and route the exhaust hose over the side while we were crabbing. We caught 30 big non sponge females which are easily the best of the crop.

Female crabs go through three stages. First they are little virgins and are just about to shed and are very fat and good but mighty small. While the old Jimmy is carrying them around waiting to mate, they molt into a good sized adult female, mate and quickly fatten up from eating Donax and sand fleas (mole crabs, Emerita sp.) along the seaside of barrier islands. At first, the eggs are inside the carapace, but pretty soon they are transported outside and attach to little whiskers under the abdominal apron, grow chitinous shells, and become inedible. That's the "sponge." While the eggs are inside they are edible indeed and are the main ingredient of "she crab soup," which only a real gourmet knows about. Of course, almost any ignorant child will eat the main ingredient before it has a chance to make it into the soups of the table sitting gourmets.

Anyway, after we limped on back with our she crabs, and while the seawater was coming to a boil in the big pot, I sawed a muffler length section out of a piece of rusty pipe I had been hoarding. Bite that that steel, Murphy, you son of a bitch.

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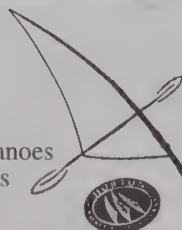
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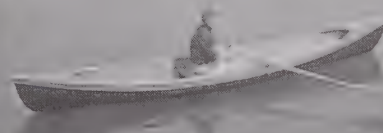
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# Tasmanian Small Boats

By Lionel Hill

## Swallow Look Alike

Here is my *Swallow* look alike. In one photo she is reaching across the Rubicon River at Squeaking Point, Tasmania, in the hands of some acquaintances who wanted to mess about in boats. My *Swallow* is meant to be like Arthur Ransome's *Swallow* in the book *Swallows and Amazons*. Even for the 1929 setting of that story, *Swallow* was an unusual dinghy. She had a 6" keel rather than a centreboard. The reason may have been that she was built for shallow tidal waters near Morecambe Bay, although she came to fame on the deep waters of Windermere in northern England.

My *Swallow* is 12', not 14', and I don't carry ballast below the bottom boards. In fact, my bottom boards fit closely on the bottom and I have some buoyancy tubes under the side seats and thwarts (pool noodles and inflatable boat rollers). The lines of my *Swallow* are probably finer than the original. In fact, my hull reminds me of a couple featured in a recent *MAIB* (July 1) from the Picton Clinker Association meeting in New Zealand.

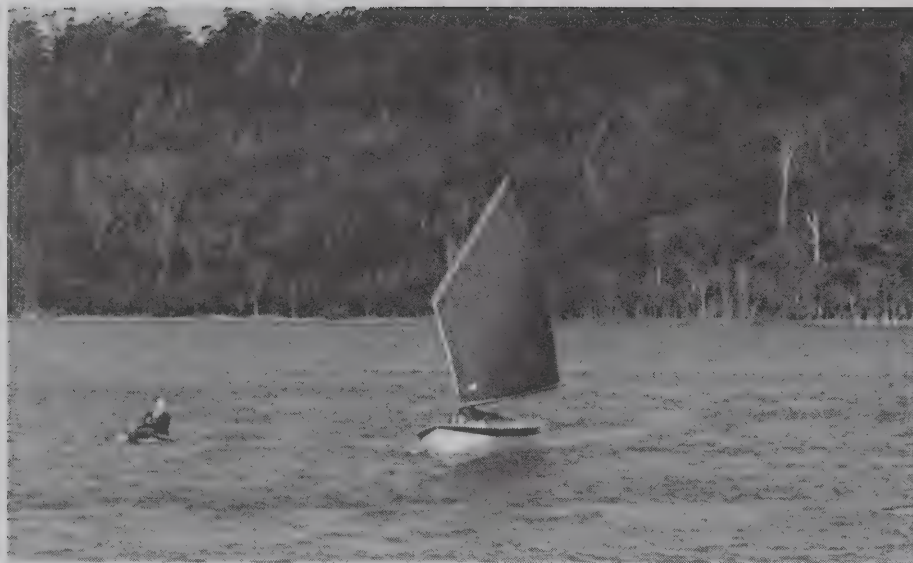
I modeled the sail from a photo of Ransome himself sailing the real *Swallow*. It is a low aspect, unbalanced, standing lug (75sf) whose foot extends beyond the transom taking the centre of effort aft. I didn't place the mast in the bow but through the forward thwart to leave room in the bow for the ship's boy as in Ransome's story. That also brings the centre of effort aft.

I stuck with the keel. I added a 5" celerytop pine (*Phyllocladus asplenifolius*) plank to the existing keel of an old dinghy built from King Billy Pine (*Athrotaxis selaginoides*). The new keel ran full length. I subsequently tapered this keel from 5" depth amidships to nothing at the bow, hoping to improve coming about. The keel adds a lot of weight.

More recently I added a leeboard that hangs on the lee gunwale and is shifted side to side. It improves helm balance, turning, and perhaps windward performance which all helps me tack out of the Mersey River mouth against the tide into Bass Strait at Devonport. The leeboard is flat one side and symmetrically curved on the other, supposedly to give lift to windward. I'd like to hear opinions on this idea. Perhaps it just heels the boat. Perhaps it is too curved (thick) for its width and the boat's speed. It is up to 19mm thick and 210mm wide.

*Swallow* became more than the romantic project she started as. She is fairly practical for my habit of catching a quick afternoon sail outside the Mersey River, quick to rig. I spend a lot of time sitting snugly on the bottom boards in my little ship wishing I had made the side seats narrower. Boys sailing her for the first time try to perch on the gunwale as in a modern dinghy.

I would be happier if I could get better shape into the main when it is reefed so as to improve her windward performance in strong winds, beware the lee shore! Reefing is difficult with a low aspect sail but I am achieving better shape with experience. One day I may



*Swallow* at Squeaking Point on the Rubicon River.



*Swallow* under oars, no wind.

*Swallow* ashore, note full length keel since tapered.



try a smaller balanced standing lugsail with shorter foot and higher aspect as a strong wind rig.

MAIB reader Stuart Weir elucidated the late history of Ransome's *Swallow* (<http://Hhome.earthlink.net/swiersanda.html>). Her last owner, Roger Fothergill, added a jib and deepened her keel by reshaping the ingots of ballast from under the floor boards (see Ransome's *Swallowdale*, the second of his series of 12 books). The 5" keel is awkward on the boat ramp, especially when the Bass Strait car ferries pass. They create a large suckdown, leaving *Swallow* perched on her keel, awaiting the subsequent wash. When big ships are passing, the ramp is no place to gossip to passersby, mostly older guys like me, who like to admire the old dinghy.

Ransome, renowned as a stickler for technical accuracy in his stories, implied *Swallow* tacked through 90 degrees and said she rowed well. I think 110 degrees is more like it. Yes, she rows straight but is jolly heavy, especially against the Mersey ebb! I like the option of dropping sail in a jiffy and continuing by oar. After fiddling with keel profile, enlarging the rudder, and contemplating a jib (but hating stays and shrouds), I found that I needed to slacken the sheet more than was my habit after coming about to avoid weathercocking before the boat gathers way. I had a miserly habit of trying to tack like a 12 metre yacht. Letting the bow fall off became easier with the introduction of the leeboard because I usually drop the sheet while I move the board across to the new lee gunwale. Finally, like others who actually use lugsails, I can't notice the difference between tacks with balanced or unbalanced standing lugs. My theory is that the mast is well free from the luff on one tack and pushes into the sail snugly on the other tack to retain a clean luff on both tacks.

## DK12 Kayak

Here is my 15-year-old son, Alex, in the first of two DK12 kayaks I built last Tasmanian spring. Alex is taking his first paddle in November (southern spring) at the mouth of the Don River, near Devonport in Tasmania (41 S, 146 E). This site has a history as port and shipyard around 1830-1880 for brigan-tines, schooners, and ketches trading to mainland Australia and elsewhere. They seemed to build ships wherever suitable trees occurred near the beach in those days. They also snuck 80' schooners in and out of rivers that cause me concern in a sailing dinghy.

Like so much of European history in the new lands (New Holland, New Guinea, New Zealand, New Caledonia), it lasted only 50 years before a new economic activity was begun. In this case, dredging the Mersey mouth 2 km to the east and extending a railway to the Mersey mouth in 1900 gave it advantage over the Don. In addition the Don Valley timber was cut out and markets in Melbourne and Sydney diminished. There were also bigger ships arriving. One hundred years later it is nearly all gone like the Tasmanian natives who once waded across the bars where ships now pass.

The DK12 is a Dennis Davis design several decades old. It appears as a chapter in one of his books, an elegantly brief set of instructions and figures. The nice shape and plain English instructions attracted me. It was

just like reading a book! Construction is tortured ply (two sheets) with stitch and tape seams. I used 4mm hoop pine ply. Hoop pine (*Araucaria cunninghami*) is native to south-east Queensland, grown in plantations there.

They are light kayaks with round bottoms. They felt very tipsy on first encounter but, I tell myself, like a bicycle they are fine while I keep moving. I launched my kayak on Christmas Eve. It has a yellow hull versus Alex's red. Both boats have fore and aft deck triangles in red, blue, or yellow. I was sorry to disappoint two friends who introduced me to the design. They owned three DK12s done in varnish. My harlequin hulls spoil their dream of a flotilla of five varnished wooden hulls gliding on the tannin stained waters between the dark tea trees (*Melaleuca ericifolia*) and sedges lining the Forth estuary. The Forth was the fourth river west of the Tamar estuary when early European settlers sailed west in Bass Strait from Launceston past the Rubicon, Mersey and Don Rivers.

I deliberately capsized my kayak in a flooded quarry one sunny day with a friend at hand. I managed to right, bail, and straddle it before wiggling my backside off the rear deck into the cockpit and then retracting my legs. The cockpits are just long enough for retracting legs. The bags of empty plastic bottles stuffed into each end reduced the volume of bailing. The friend who introduced me to the design regularly makes a display of capsizing and recovering, but that doesn't make the DK12 a stable fishing platform. Alex, being 15, of course doesn't need a bag of bottles or an unfashionable bailer on a lanyard but fortunately does accept the need for a buoyancy vest.

My hulls are straight along the mid-keel so they don't manoeuvre tightly. Perhaps I

lost some rocker while nailing and gluing the two bottom panels to the short (7') supposedly bowed, internal keel (or keelson?), for which I used some undersized eucalypt hardwood. The port and starboard panels should touch at each end of the keel during this operation but I had difficulty closing the gap perfectly. Or perhaps I lofted the curves of the adjoining bottom panels too fully.

They weathercock, perhaps a skeg would reduce that? Nevertheless they are manoeuvrable enough to head up the Don a mile or two with the flood tide to pass under the tall, noisy highway bridge into a narrow tunnel of exotic willow trees and glimpse the occasional platypus as she cruises along the surface.

Despite Kenneth Graham and his charming English story, I wish the willows, lining the Don above the bridge were Tasmanian eucalypts or melaleucas. Curse those acclimatisation societies who introduced exotic animals and plants willy nilly around 1900. However, we did get some revenge by sending melaleucas and casuarinas to Florida. Europe and America cannot have it all their way. As an agricultural entomologist, I watch environmental terrorism accelerate as one quarantine breach after another follows in the wake of global trade.

The DK12s are fine for the many small estuaries along the north coast of Tasmania. I have yet to build tight fitting seats to enhance the paddler's control and power. Dennis Davis suggests a U-shaped sheet of ply. At present I merely sit on the bottom with a pair of small pieces of wood tied on with cord for a floppy backrest. I have not sewn sturdy cockpit skirts yet but experimented with flimsy skirts of shower curtain fabric to test patterns.

The two DK kayaks.



Son Alex at ease on the Don River in the DK.



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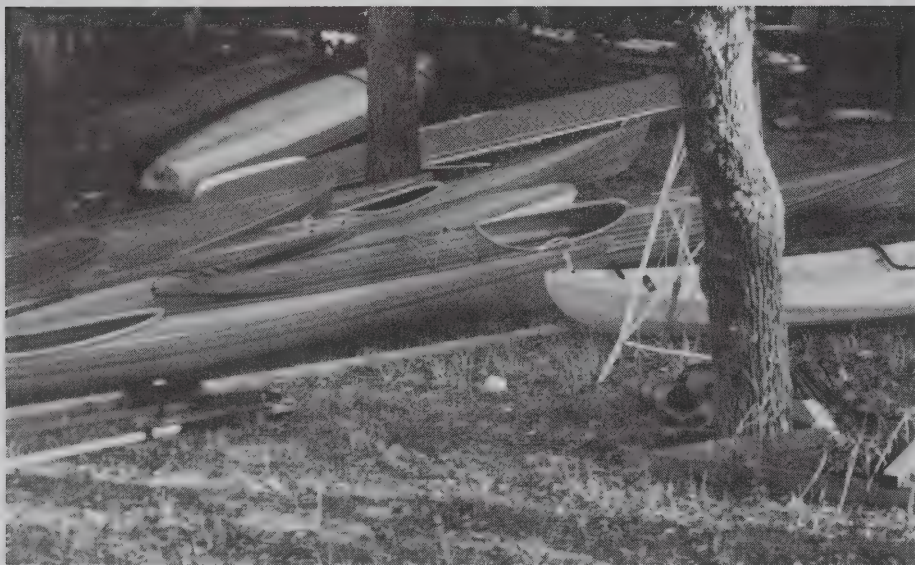
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Fred in one of his boats



The many boats Fred loans out to friends, both home-built and factory-made.

The clamping system which avoids nails and staples.



## Fred & His Boats

By Larry O. Williams

I first noticed people in Rocky Bayou, near Niceville, Florida, paddling what looked like homebuilt fiberglass kayaks. When I investigated, I found a boatbuilder.

Many years ago when Fred Cuddy first retired to Florida he needed a project. His first project was building a geodome building, the first many in that area had ever seen. This is now his storage building for paddles, life jackets, and other water equipment needed for friends and strangers who use his boats. After he built his house, he still needed a project. He built three fiberglass kayaks and started repairing rowing shells and damaged catamarans. Later he decided to design and build his own strip molded kayaks. Fred has built nine kayaks and has another nearly finished.

His first fiberglass kayaks were similar in design to the Wee Lassie II. When he started strip building he made many changes, which included lengthening and narrowing the kayak for his own purposes. His latest two kayaks are made for special use. One will be a sailing version when the sponsons, mast, and sail are finished. The second one is for his daughter and will have more initial stability. His next kayak will be a sit on top model which will enable him to paddle in the Gulf without it filling with water. It takes 200-250 hours, starting with rough sawn lumber until he has completed a kayak. I was able to paddle one of his fiberglass models but was too wide for narrower stripped models. It paddled effortlessly, ran straight, and allowed me to ghost along Sara Ann Bayou looking at the larger boats which are mostly shrimp boats.

For his kayaks Fred buys juniper, a local type of cypress, at a mill and stores it overhead in the garage to dry. It is then planed and cut into matching strips. The exact width matched strips (one for each side) are taped together for future use. The bead and cove are cut at the same time with a jig he made using two routers.

The hull is built upside down over forms which incorporate an interesting system to avoid nails or staples in building his kayak. He uses the normal inner framing as a basis to place strips, and then a matching outer framing is placed on the strip above each inner frame. The strips are placed between the two frames and held in place with wedges between the upper form and the strip until the glue dries. This allows the wood to be free of staple holes. When finished, the outside is covered with fiberglass and WEST<sup>TM</sup> system epoxy. He mixes small amounts of epoxy in tuna cans to avoid waste.

To make the top a 2'x2", the length of the kayak is split into two triangular pieces. These triangular pieces are held tight and flush along the top inside edge of the hull with drywall screws from the outside of the hull. The temporary building form for the top is attached to these pieces with dry wall screws and can be easily removed later. The top is stripped right side up on the boat over this attached form. The strips are glued to each other and the triangular pieces but not to the temporary form. These first strips go on flush or overlapping the sides covering the edge of the top strip of the hull. The strips can be

trimmed to match the hull once the top is attached permanently.

When the top is stripped, it appears at this point that it is already attached to the hull. When the screws are removed, the top pops off and is turned upside down. The temporary forms are removed and the underside of the top is coated with fiberglass and epoxy. Extra layers of fiberglass are placed underneath the top around the cockpit where pressure is applied when entering and exiting the kayak. In many cases Fred will use veneer, like thicknesses of red cedar, to make the cowlings around the cockpit, laying up many thin layers so it can be trimmed and shaped easily with a utility knife as he adds each layer.

The flotation is made from a two part foam poured over old life jacket closed cell foam. This foam holds the old closed cell foam in place. The top is then fiberglassed back onto the lower shell, filling the screw holes that held it on during stripping. There is an exact fit because it was built on the boat. The boat is sanded, covered in fiberglass with epoxy, sanded, and varnished for ultraviolet protection.

On his latest boats Fred has used polyurethane glue. He thought this would be more expensive, but now he thinks it is actually cheaper because it goes further than normal wood glue. Each boat has adjustable footrests and rope handles in the top deck. Extra layers of fiberglass are placed underneath around the holes in the top deck so the carrying ropes will support the weight of the boat and equipment.

Fred is always looking for a project. He is a Big Brother for an autistic child. He teaches his latest love, woodcarving, at the community center for the retired people who stay the winter in the Ft. Walton Beach area. They are affectionately referred to by the locals as "Snow Birds" because they winter in Florida and go back north for the summer. For those who question if there is a city called Niceville, you can buy a tee shirt in town that says "Yes Virginia, there really is a Niceville, Florida."

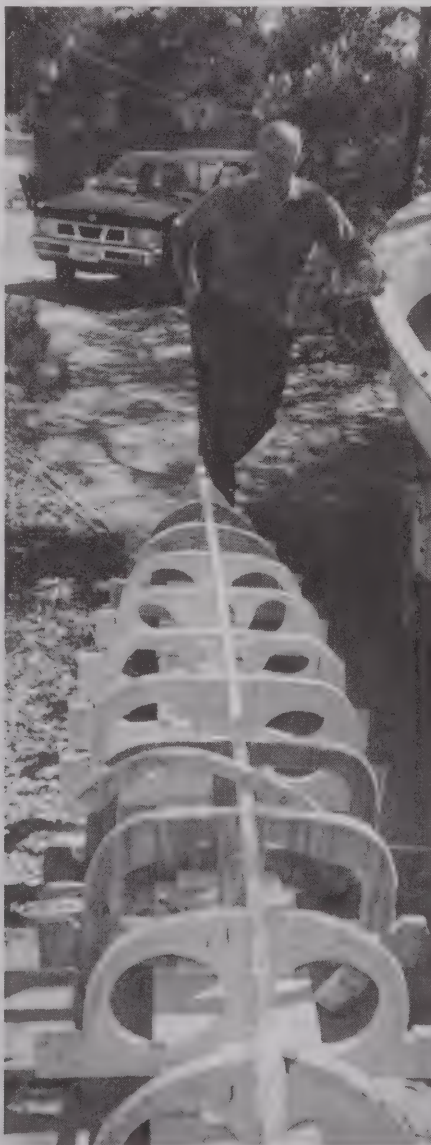
Fred Cuddy can be reached at 1731 18th St., Niceville FL 32578. He doesn't have e-mail.

Sailing version, notice sponson holders, mast and dagger board slot.



Top being fiberglassed on, notice the paper taped to the side to control runs on the hull.

Fred's building jig with a kayak frame going together on it.



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I have started my Slewfeet proa project. It follows the lines of the scale model I wrote you about earlier with one exception, I have decided not to use hard chines. The construction method is kind of a catch-all. The first photograph shows the molds up for one half of the main hull and the two panels that contain the most twist along with the radius chines strip planked out of some of my father's 5/16" juniper. I am using his super glue instead of staples or nails method, which works very well.

The rest of the hull is a combination of plywood style panel construction and carvel planking. You can see the big panels (not plywood, but juniper) in the second picture. I say plywood style construction because I just tacked the big wide boards up there and marked the shape from the inside using the edges of the strips and the sheer batten. You can't see it, but the other side has one big flat expanse past the stips. I didn't have one board wide enough so I had to use two. That's where the carvel skills come in. Too bad I can't figure out how to throw some lapstrake in there. You could easily stitch and tape a hard chine one of these together out of plywood, I think. I won't discuss the pros and cons. I'm more sensitive to criticism and fury than my father is.

All of the non-strip planks still have bead and cove edges, put on with his little hand

## Slewfeet Proa

By Wes White

planes. I only have five molds and those edges help keep everything lined up nicely. The next step is to unscrew the molds from the strongback, flip the whole thing over and fair and glue the inside, then do the same for the outside. After that the molds go back on the strongback facing the other way. It would be embarrassing as hell to wind up with two left-hand sections.

You might remember my father mentioning my fondness for aluminum ladders in one of his articles. You can see my old heavy duty Sears one under the boat. It's screwed down to some little sturdy sawhorses that are, in turn, screwed to the floor. That floor, by the way is 2-1/2" square tongue and groove maple salvaged from the Cairo High School (Georgia) gymnasium. They were building a new cafeteria over there a few years ago and the excavators accidentally blocked a drainage ditch. It rained and the gym flooded in one corner. They got a forklift in there, ripped the whole floor up, and dumped it out past the Driver's Ed range. My father-in-law and I hauled it off for three solid days. It's won-

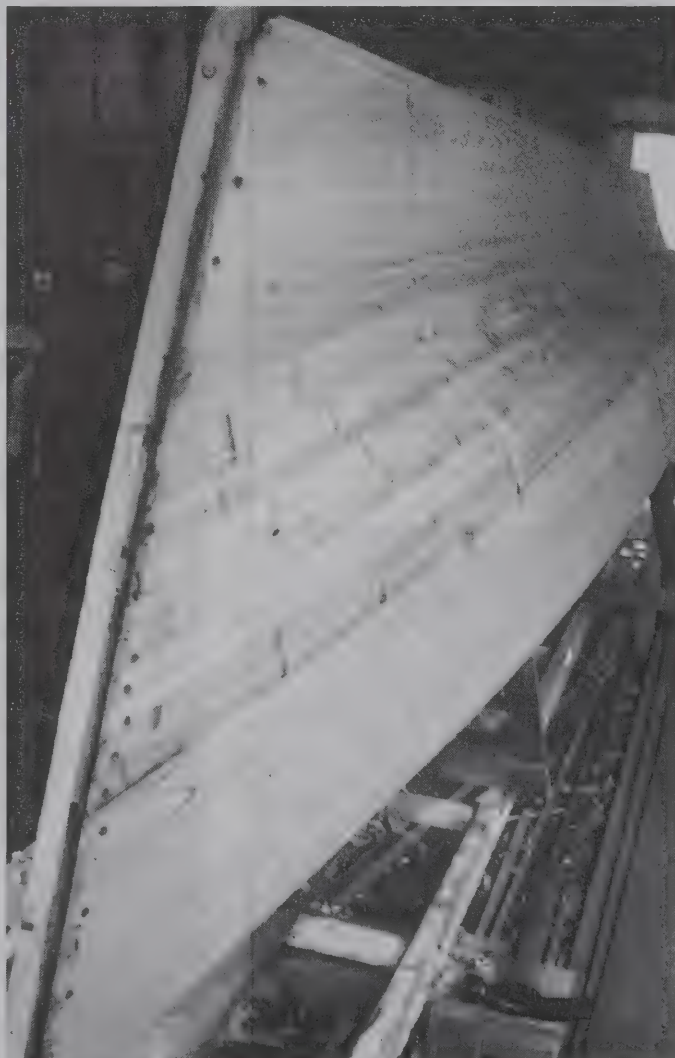
derful stuff, originally laid down in the '50s. They replaced it with 3/4" new growth maple flooring. Progress. Anyway, that's why my floor has those random red and black marks on it.

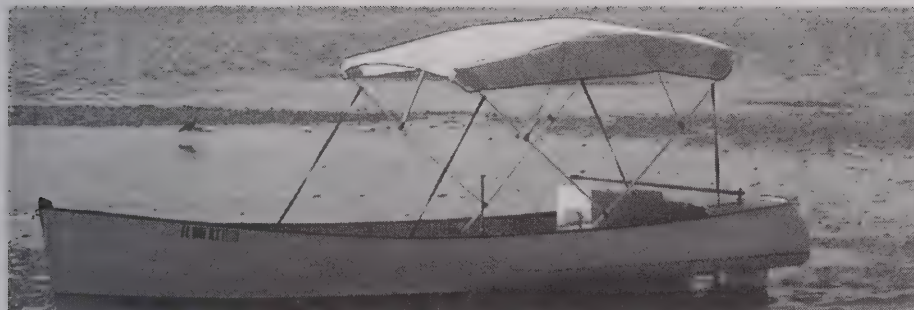
Back to the ladder. Those things are real stiff in the load bearing plane, but they will deflect side to side with surprising ease. There is a longleaf pine plank screwed to every other rung down the center. It stops that flexing, gives me something to pop a center line on, screw my molds to, and put my tools on

Those are old T-shirts, socks, and washrags tied all over my little junk tablesaw. My children like to keep tabs on the project, and a couple of them are just the right height to butt heads with those sharp cast iron corners. I just put that electrical tape on there to help bring the shape out in the picture, else it all blends together.

Each piece of the main hull of this boat is 13-1/2' long by 2-1/2' wide. The biggest disadvantage of my combination motor dinghy/proa idea is that I have to build three boats to get one. There are these two halves plus the outrigger hull, not to mention all of the connective stuff and the rig. I already got a bunch of bamboo cut and drying.

The next part of the project will be lining the two halves up, fiberglassing, installing the transoms, marking the final sheer, not necessarily in that order. I'll keep you posted.





I told you that I was trying to keep that Jane under the shade so as to preserve her as long as possible. You know, unless some catastrophic failure comes along, young women hold up better than old men. Though I have been trying to groom five or six of my granddaughters to fill in in case I out survive my wife, they have been around enough to know the score and sort of roll their eyes at my descriptions of how it will be when the final decrepitudes creep in on me while I am living at their house.

Anyway, though I am failing fast and Jane is holding up most exquisitely (blood pressure of a teenager for one thing), I am taking every precaution. I put a Bimini top on the Rescue Minor to save her fair skin from the direct glare of the sun. I hated to do it because the very name gripes my ass. Such a thing was not invented by the hotshots that frequent Bimini and go out into the Gulf Stream to sit backwards in the smoke and troll for fish they don't need to eat. It is the Phaeton top of the horse and buggy days and, later, the touring car days. The best looking one of them I ever saw was on an old Overland car

## Bimini Top

By Robb White

with tires about waist high (had the words "Non Skid" embossed in mirror written letters about an inch high for tread).

There is some style to the bowed top of an old touring car which is completely lost to the yahoos of the Bimini Top. You ought to see some of these rigs. The most common mis adjustment is to raise the front higher than the stern. Not only does that inflate the top and destroy the angularity of the bows, it clashes with the sheer like orange and purple. A good folding top ought to be adjusted so that it has the proper rakish look to it and when it you get it, you got it.

The sheer of the four bow (or three bow) ragtop is adjusted by intermediate straps between the bows. Somebody who knows what they are doing can make such a thing look good. I was worried that the Rescue Minor would look foolish but it doesn't at all. That old Overland camber looks just about right, don't it.

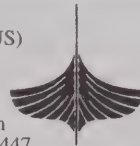


## How to Build the Ocean Pointer

A 19'6" Outboard Skiff  
by David Stimson

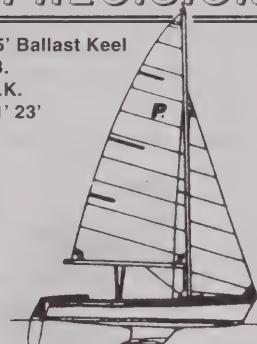
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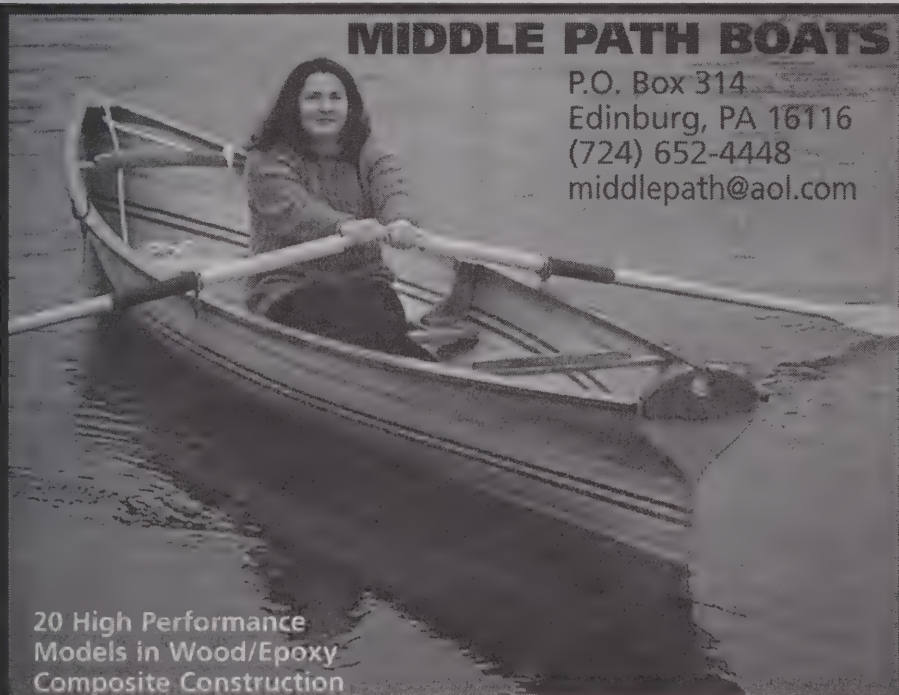


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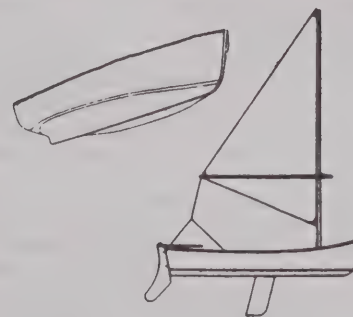
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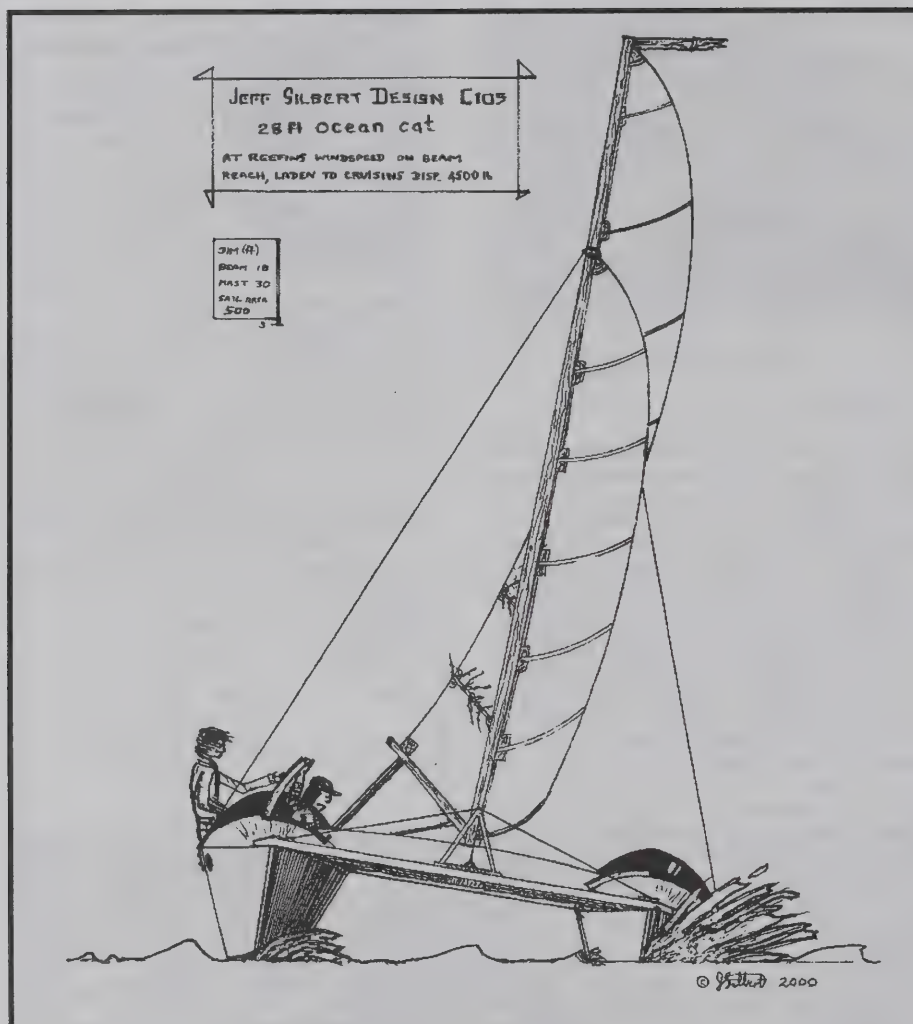
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Gumboots is a 28' offshore capable cruising catamaran. Intended as my retirement boat, it's my happiest design yet for its sheer simplicity in all departments. Construction is by introducing a planing triangular dory bottom into a simple Vee catamaran hull. Slamming is minimized by only one-ninth of the bottom area being in the forward third of the hull, plus a high bridge deck clearance.

The sheerline is generated by the factory ply cut combined with slightly concave forward and convex rear sections, with the rectangular transom just clear of the waterline. A plumb bow maximizes WLL. A possible pod for the bridge deck is drawn but not recommended. For ocean crossings, I'd forget it and decorate the bridge deck with one of my Squeezebox 7' sailable ply life rafts! I hope you enjoy looking over this design.

This boat resolves a standard planing hull form into a very simple structure, built traditional dory style without frames, stringers, strongbacks, or moulds. The build uses standard sheet ply sizes with few cuts and hence minimal lofting, all basic. A traditional dory build is shown in *WoodenBoat* magazine #145, p. 76.

This write-up refers to the basic hulls only structure. A person of average stature can complete all work from the shed floor. Adding a demountable pod to the bridge deck introduces clambering, vastly increasing the build time.

## Gumboots 28' Offshore Catamaran

Jeff Gilbert Design #C105

<jgilbert@webone.com.au>

A uniquely simple sheathed ply design for garage builders

The design is a way to obtain a capable offshore cruiser within the boundaries of a wage earning life. "Capable" means this catamaran can make shorthanded passages in safety and reasonable comfort without the crew returning to work a week late.

### Constraints Met by Design

Buildable by one person with basic tools, skill, and confidence levels in a year part time in garage or rentable area with flat floor.

Cost bearable as you build by disposable income from award level wage.

### Initial Compromises

Minimalisation in all design decisions (ref. Bob Oram).

No expensive spinnakers, gennakers, prodders (ref. "Red Jacket," Hobart '99).

Build without the demountable pod, which is a social area only, bow indoor social dining with panoramic view (sitting HR), stern outdoor fishing/dinghy launching area. Passage making is safer without it anyway, dispersing water through the boat between hulls (see Wharram).

Sitting HR only, but with full leg room (across hull seating is possible but can't stretch out).

Use a second hand rig.

Heavy CL plank crossing beams enables rig position tuning.

### Other Design Notes/Specs

Not trailerable but demountable. Will fit trailer limits by reversing and overturning one hull. Difficult (350kg/hull, curved decks, need lowloader).

Waterproof hatches and portholes only. No companionway = dry interiors.

Daggerboards 8"x2" 25mm shaped marine ply held flat against inside face of hulls at CLR by rungs and sacrificial blocks.

Fast run off bridge deck (slats, net, or tramp).

Cockpits 2' deep with 1.5" drains and slope (slight) to assist.

Main hull layout flexible (see attached schedule).

Cockpit bulkheads slope up to rear, doubling as saloon/cockpit seat backs.

Note stern utility spaces, head, double berth, raft, anything bulky and light.

9.9hp outboards were intended auxiliaries. If cost permitted, a 10hp electric inboard in one or both hulls would suit, retaining a small outboard for a RIB. The payload covers six batteries which, apart from usual uses, would be handy for trimming if adjustably mounted in a low angle iron rack under the berths.

### Specs

Ply: Sides, bulkheads 12mm, decks 2x6mm, furniture 6-12mm.

Dory hull bottom soles, daggerboards 25mm hardwood or marine ply.

Total ply is 1cm or 640kg.

Dry weight 1 ton without crew, cruising two.

Dimensions (ft.) 28/28 x 5/18 x 0.8, 2 tons.

HR max 53".

Suggested fractional rig with 100% FT on 30' woodwing rotating mast with swept back shrouds to outer of hulls and forestay to front beam. Roachy fully battened main. Total 500sf.

### Build Method

Cut and assemble main four bulkheads and transom from 12mm ply and 50mm x 12mm hardwood. These are flat bottom. Sides 25mm flare in #1, straight in #2, curve out 25mm in #3, #4, and the transom is a rectangle 3' wide and one 9.9hp long shaft outboard leg high. Deck profiles are circle sections curved on various radii very close to 3'6" (see station drawings) and easily lofted with pencil and string. Highest is 15" above sheer at saloon/cockpit interface (NB no companionway to galley saloon, maybe to nav saloon). This is not a design you want full of water as slatted floor is the only bilge in saloons.

Scarf and cut 25mm bottoms 28' long triangle, stern 3' triangle base. Plane edges from vertical stem (12mm wide tip), and stern using bulkhead angles.

Scarf 12mm sides, cut just over 28' long. No other cuts. Tack temporary chine logs on sides to position rocker, which is flat under saloon rising 10" to bow/stern.

Clamp and glue 75mm x 12mm stem piece between sides leaving a 28' long 4' high plywood Vee shape (viewed from above) self standing upside down on the floor.

Fit the bottom into this, positioning down onto temporary chine logs, and minimally tack sides to bottom planed edges (2'x28' of join).

Fit transom. Remember we are building sailing way up.

Fit bulkheads, checking that this will true up any twist. If not, brace the twist out. Here high quality ply will pay for itself.

When satisfied with true run, thin epoxy into all joins. Repeat when dry.

Fit permanent chine logs between bulkheads.

Measure cut and fit extra bulkheads 9" from #1, #2, and #4. Fix by sandwiching 9" of straight (X beam) lumber running sheer to sheer with the fixed companion bulkhead. You now have your three crossbeam slots.

Fit beam lashing cleats (with backing plates), even if you think you are going to bolt crossbeams (see below). You'll use them (tie up dinghy, tie up boat, raft up, tow log, jury rig, tie down/craning point) for demounting.

Fit furniture (seats, tanks, battery rack) under berth and berth base (38"x96"). Put in cockpit floor/seats with slope to boat CL and 40mm drain.

Roll over hull with ceiling beam block and tackle. NB max girth <16'.

Trim excess sides to bottom, sand and fair, glass bottom and sides, paint, roll back. Glass carefully around cleats to strengthen. Glass cockpits.

Deck it all (except 5'x5' cockpit and the 9" crossbeam slots). Stringers, two layers of 6mm ply will take the curve. Crossbeams will break up your eye if deck is less than perfect and you can even throw extra height in the saloon, which is isolated visually at deck level (between beam and cockpit).

Build crossbeams. Note their size is a bit arbitrary, the main one is 18" deep and you may want it 12" wide instead of 9".

Carefully glass beam slots, they are rot points. Glue hard rubber mats in bottom.

Crossbeams can be bolted through hull bulkheads with one big SS bolt (flex) or two smaller (rigid). Use ply washers to spread the load, lots of epoxy, and wall the holes with SS or plastic pipe. I reckon this will leak slightly. If you can't live with that, don't do it. Instead, lash the beams (semi rigid) to either side of each hull using multiple loops of 6mm high quality nylon around cleats mentioned above.

Bolt 24' long 12"x1" plank in position up centreline. This is for tramp fixing, walking forr'd, and is your mast step, enabling you to rig the boat any way within reason, including two masts. The mast step plank provides the flexibility to use a much cheaper second-hand rig. Fitting this plank will have to be incorporated in design as the crossbeams vary in depth, the main one tall enough to provide some safety and shelter for the bridge deck.

#### Performance

Cruising/racing: Bruce #1.36/1.66, SA/ D 29/43, D/WLL 91/51.

500sf or 10hp outboard indicates 8kts @ cruising disp two tons (race = 2,500 lbs.).

Calculations indicate an absolute maximum hull speed of 16kts.

A stripped racing version souped up to 600sf of sail and weighing 1 ton indicates a base speed of 13kts, at 2,600 lbs. 12kts.

#### Intended Changes to Plan

Lengthen the 6' long saloons to 7'.

The 6-footers have two seats with 17" square base pads that 6'6" people can sit side by side on with their backs straight and fully supported. Replacing the companionway and lengthening the room a foot enables you to repeat the arrangement, giving two pair of opposing seats. Seats can be fitted to sit crossways if facing fore and aft causes back discomfort, a problem in monohulls. However, while the hull side is a good backrest, you can't stretch your legs out.

A 3' minimal galley unit on one wall (cooker, sink, chopping board) has a fold-up table in front and a fold-down seat opposite for the cook who faces outboard. There is always one seat free for stepping down or looking out from the overhead inboard hatch. In the other hull you can have a similar setup, I'd make it a master stateroom including the instruments and large desk/navigation table.

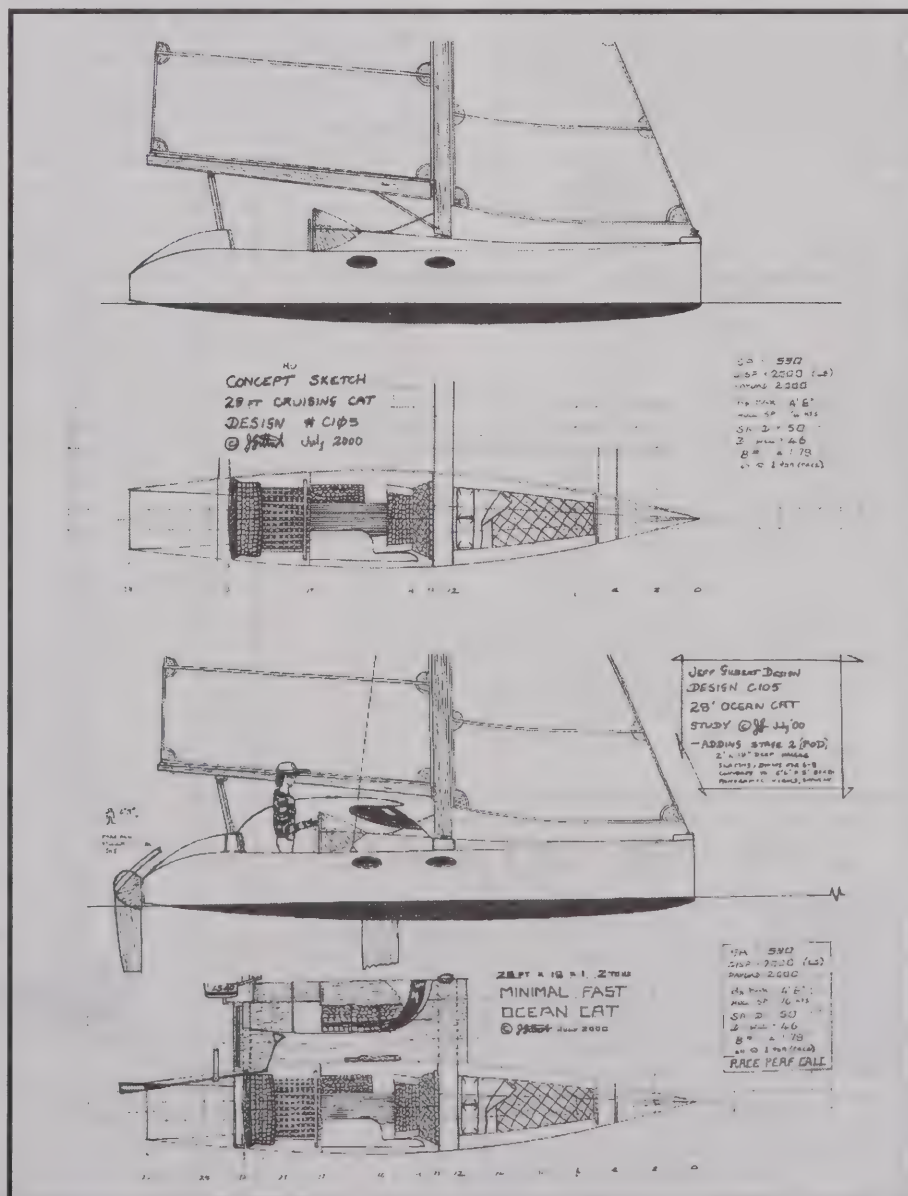
To gain the additional foot of length in the stateroom(s) you can move the beam/ bed forward (this narrows berth 1.3" unless one increases the main bulkhead beam, which also widens seats, or move the cockpit back, or lengthen the boat to 29' without needing more ply for sides, or slope the rear cabin bulk-

head to the rear at the top. This creates both a backrest angle for the cross seating in the saloon, and a foot space so one can stand up to the windscreen in the cockpit, in effect it gives an extra 6" in both cockpit and saloon. Option 1 appeals as it is best structurally, plus simplest. Option 4 would also definitely be adopted by the author.

#### Pod Option

Dimension OA 9' x 5' min, could be bigger (widen boat) Rec only, sailing from hull cockpit. Front under cover half for roomy table/seats for six with panoramic view. Rear half for fishing and launching tender. It's for coastal stuff, I'd lose it for ocean crossing.

Summary: Design C105 is a good result against Dick Newick's well known designs. Designer's aim is for comfort and high performance at low cost. It should be remembered in the assessment of intangibles that the folks this design is intended for are satisfied with the basics of food, warmth, and shelter rather than a glut of fashionable rubbish. Though comfort is relative, performance and low cost are absolute, and this boat delivers both, especially with labour evaluated as a cost.





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The standard Nymph is close to the top of our design list in popularity ever since Dynamite Payson built one of his clean prototypes to the plans. We see them everywhere, usually being towed by cruising boats. A good many boatmen obviously think they're better than an inflatable, which they are in many respects. They row and handle better, they're drier in choppy water, they sail much better given the optional rig, and they are much more elegant given a yacht finish. Last year Dick Newick took us out in his then latest creation, a sizable, no expense spared trimaran, and on her expanse of gleaming deck sat a no expense spared, gleaming Nymph in matching "designer" colors.

Being only 3'6" breadth with a high bilge, they're rather tender. They don't capsize easily because they pick up stability quickly as they heel, but standing up in one with drink taken has been known to lead to a quick swim. For the same reason their carry-

## Bolger on Design Rubens Nymph

Design #516  
 7'9" x 4'6"

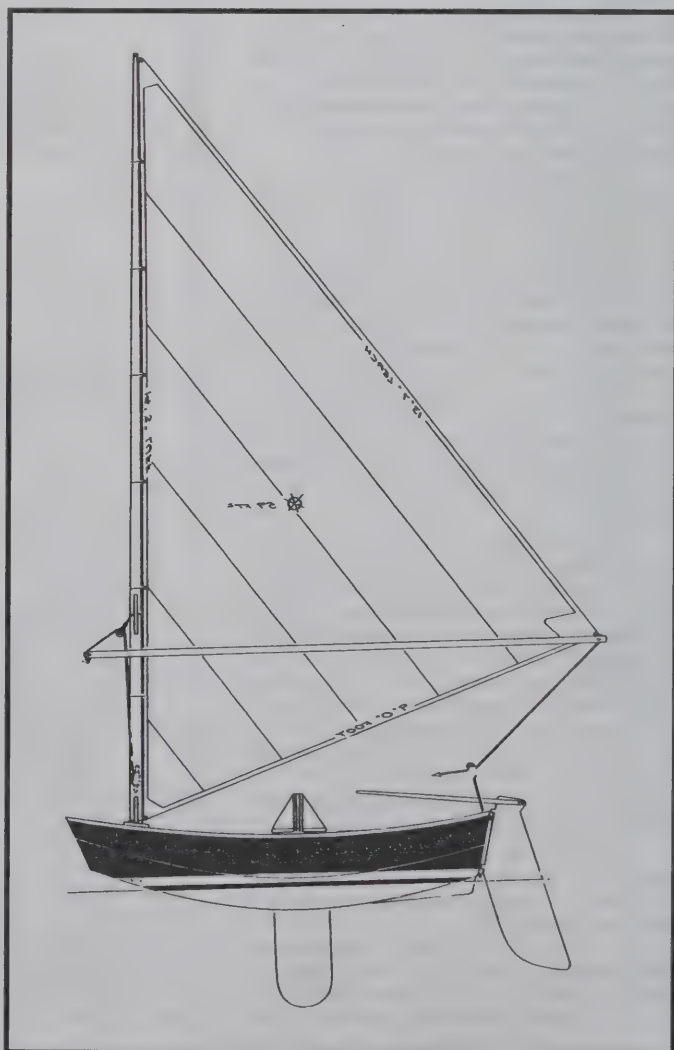
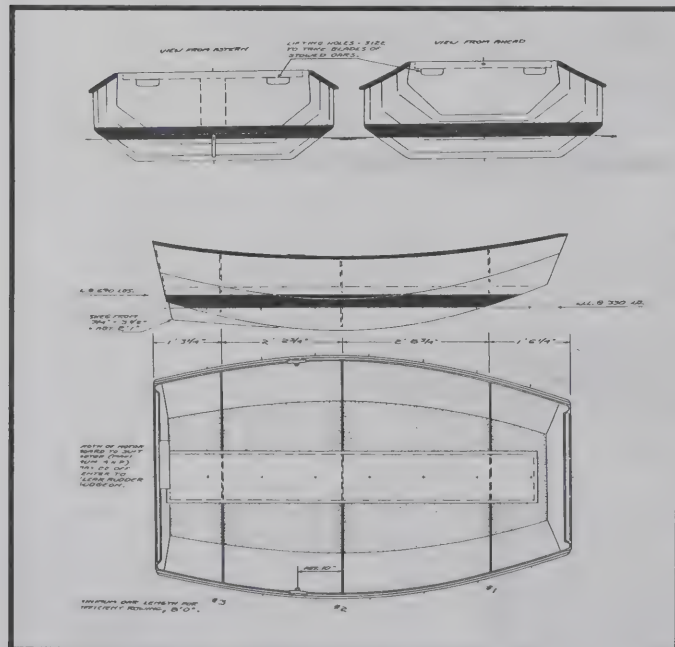
ing capacity is not great, 400 lbs. is a heavy load for one, less if it's at all rough.

The Rubens Nymph (name suggested by the overweight beauties that painter favored as models) was designed to offer an alternative with more capacity and steadiness while keeping most of the good qualities of the narrower boat. We just split her down the centerline and moved the sides apart a foot, on paper, that is. Since the bottom is flat, as are the two transoms, there was no change in the bilge and side panels and no joints were

added and assembly was as fast as before (which was very fast). Carrying capacity increased by 200 lbs. and sobriety became less critical. With any load over 200 lbs. it rows better than the narrower boat because it floats higher in the water and it can carry the rather large sailing rig much better with less concentration and hiking effort. It's 10 to 20 pounds heavier depending on construction, it needs a foot more deck space and except broadside on most people will consider it less elegant.

Unfortunately AWOL from our photo file is a series of shots of a Rubens Nymph built for, and handled well by, a paraplegic up in Maine whose name also does not come to mind. Her stability and decent behavior mattered particularly.

Plans for Rubens Nymph, our Design #516, are available for \$50 ppd. to build one boat from: Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930-1627.



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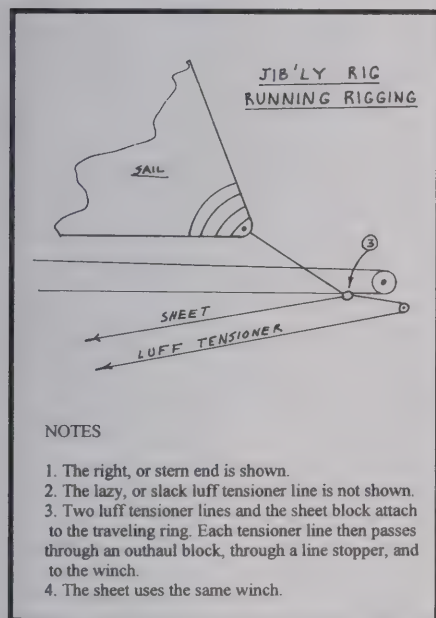
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The jib only, or jib'ly rigged, proa uses a single sail, proportioned like a genoa jib, set on a flying forestay. In proas, the float always remains upwind so the boat is shunted instead of tacked when going upwind. In shunting, the ends of the boat alternate in functioning as the bow. In the jib'ly rig there are no spars other than the fixed mast, so the boat can exchange ends in shunting without the difficulties of moving any spars from end to end. Sail shape controls are the conventional ones for genoa jibs, with one exception which will be discussed later.

The jib'ly rig has built-in forestay tensioning capability, thus mitigating the usual problem of jibs set on flying stays, namely that luff tension cannot be maintained to get good sail shape. This is accomplished with a running luff tensioner for increased tension and more control. Here's how it all works.



## The Jib'ly Rigged Proa

By Tom Fulk

The heart of the rig is an endless wire rope turning through two blocks each set on deck near the ends of the main hull. This wire rope is equipped with two attachment rings. The forestay attaches to one ring on the upper side of the loop, at what is then the bow. The sheet block and the two forestay tensioners attach to the other ring on the lower loop at what is then the stern. One tensioner is lazy and one is active. The tensioner at the bow end is always carried slack, the one at the stern tensioned. The running rigging drawing shows how all of this is arranged.

The running forestay tensioning lines provide a way to increase forestay tension. They also serve to pull the forestay to the other end of the boat in shunting. Since the sheet block is also attached to the endless wire rope, the sheet block moves automatically to the new stern when the forestay is pulled to the new bow.

The rigging is arranged and managed so the leech of the sail and the sheet line go outboard in shunting and the forestay goes inboard. When the sheet rope is slacked to begin the shunting maneuver, the leech and sheet line are blown outboard to begin their outboard path. The crew merely pull on the tensioner to move the forestay and the sheet block to their new positions. If necessary, the crew also guide the forestay so it passes inboard of the leech without fouling it. This is easily accomplished from the cockpit position. They can stand and hold onto the mast for security if needed. The maneuver is completed by tensioning the forestay and adjusting the sheet line.

There is one complication in this rig. The efficiency of loose footed jibs depends on getting an optimum sheeting angle. If the foot and leech are of equal lengths, the sheet lead

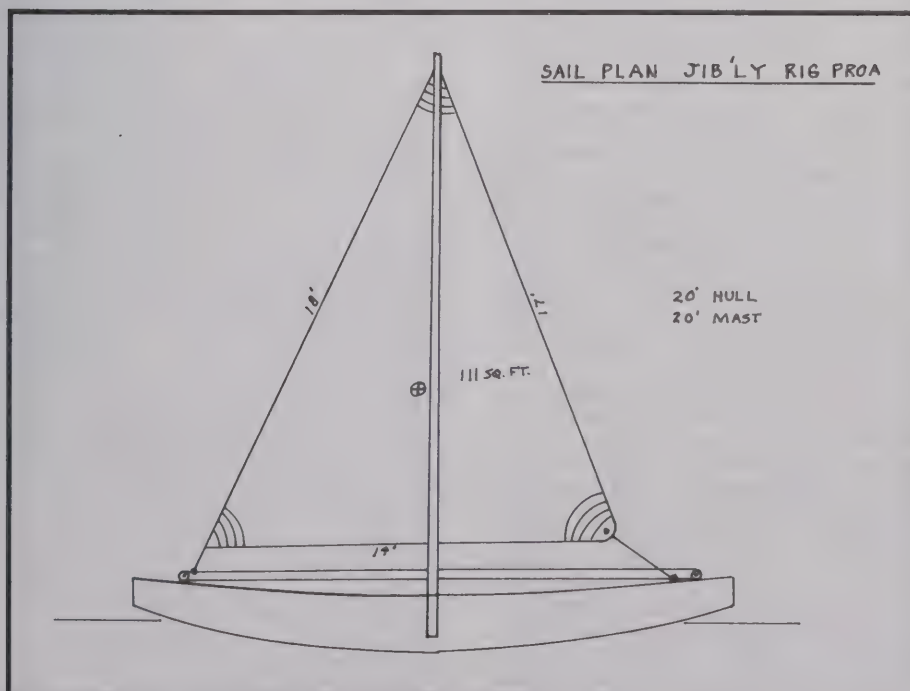
angle extended should about bisect the luff. If the foot and leech are unequal in length, the sheet lead must be moved to provide additional tension to the longer side of the sail. Usually this means moving the sheet block forward since leech length is usually longer than the foot length. The jib'ly rig provides only limited options for a fully adjustable sheet lead system, so sail geometry is dictated by the available attachment point for the sheet block. There is a good discussion of this matter in the book, *Sail Power*, by Wallace Ross, Alfred A. Knopf, publisher, 1975, pages 101-104.

The sail plan drawing shows a sail which is about 111sf, about right for Bolger's 19'6" proa hull. The leech of this sail is 25% longer than the foot, so a sheet lead has been provided which, when extended, will hit the luff about 43% up the forestay. This falls in the range of 40-45% mentioned in the referenced text section. This sail has a center of area which provides a lead of about 2% of the overall hull length or 3% of the waterline length.

The only way to know for sure how this sail will draw is to build the rig full size and see. I expect the owner would forever miss the limited options for adjusting sheet lead. There are few options for changing the sheet block attachment point since it cannot foul the wire rope blocks at the ends of the boat when the forestay is properly tensioned. However, the jib'ly rig should be easily handled in shunting as it eliminates the need to move spars and pulling one line does everything. As with everything new, there is some risk.

I have also designed dagger, renamed "steer," boards, since they combine dagger board and rudder functions. Two would be provided so the on duty helmsperson would have a conveniently located tiller reachable from the regular cockpit seating position. With a crew of two, each would alternate at the helm, although it would be convenient if one were left-handed and one right-handed. Perhaps instead of "bow" and "stern," proa ends should be called "left" and "right."

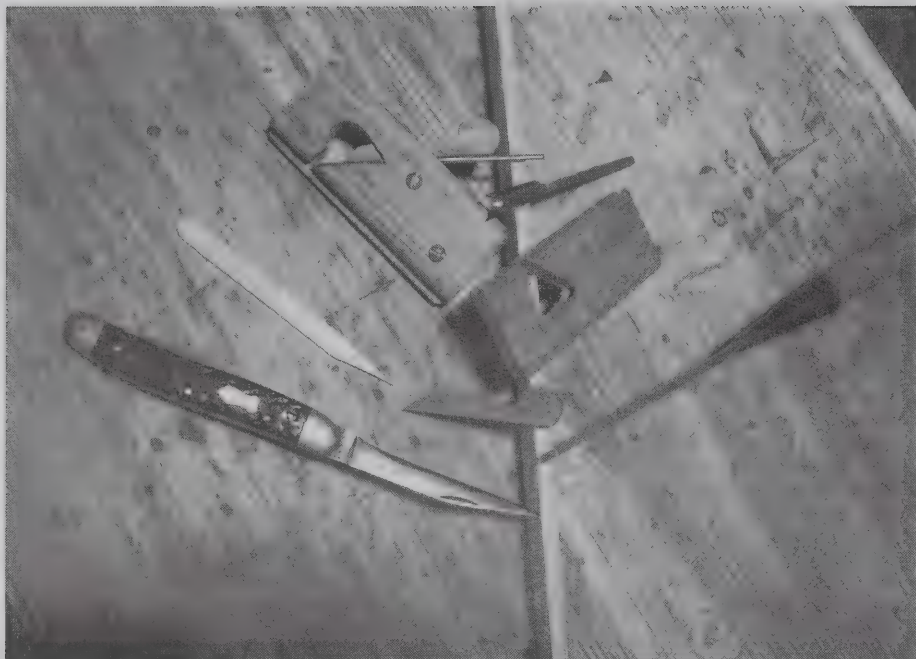
What to call the prototype of the jib'ly rig? I recall the story of a sailor who was named "O.B. Jones" (his first name was "O" and his middle name was "B"), so the U.S. Navy wrote his name "O (only), B (only), Jones" and he became known as Only Bonly Jones. Maybe the jib'ly prototype should be called "Only Bonly" in honor of this fellow, and to remind us that all this stuff is supposed to be fun and not too serious.



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One of the things I have done to subsidize the skiff boat business is to build windows and doors. There is a whole class of southern women who worship the Victorian era. The reason is because they don't have anything better to do. They still believe that women should not ever accomplish anything with any relevance to real life whatsoever. They participate in all sorts of social functions with their peers, but they neither sow nor reap and most do not cook or clean house. What they mostly like to do is constantly doll up their houses so as to be competitive in the society of other like minded old sisters.

I think women like that are the reason it took so long for people to realize that women might possibly be as capable as men. It is easy to see among women of a lower class that capability is a characteristic of the group. I have worked alongside women in factories all my life and they can hustle right along with the best of the men. People don't respect the working girl like they do these hothouse flowers with their helpless uselessness, and that is another of the ridiculous advances of civilization I can't understand.

What comes up is that an old big deal woman decides to remodel the old Victorian house so she'll have a credenza room. After she has harassed her way through four or five architects and contractors, the old partitions will finally get torn out and new ones put up. "Why is it that you can't find somebody to do horse hair plaster anymore?" will have been the main topic of conversation in the social circle for about a month. But there will be a door hole with no door to match all the other doors in the house. "Where am I going to get a real handmade Victorian door to match?" is never the lament around here for very long because, "Robb White can build any kind of door just exactly to match. Why he even builds the cutest little Victorian planes exactly to match the molding in the rest of the house." "But he is so expensive!" she'll wail knowing perfectly well what the reply will be... "Yes, dear, but you're worth it."

Yeah, right. I can make a plane in about an hour and then I can, depending on the fish-

## How to Make Little Bead and Cove Hand Planes

By Robb White

ing situation, build a door in less than a day. What I do is copy the old "fancy planes" of the Victorian era (and before). I have a pretty good collection of the old real things, too.

One time I passed up a whole bushel basket of them at this furniture auction because I was just up there with my uncle, who is in the antique business, to help him load up and haul off what he bought. The planes went for about \$150 and I didn't have that kind of money, and even if I did, I wouldn't have spent it on little antique wooden planes. For one thing, they are usually worn out and I would have to make a new blade and, for another thing, though a real furniture (door) maker of that time would have had such a slew of those planes that he could rummage around and find exactly what he needed for the job, I have never found what I needed in pre existing planes, and I have a pretty good collection. What I do is make a plane or two to suit the job at hand. I usually give the planes away to the person I built the door for so as to enhance the ambiance of the credenza and make a little talk to perpetuate the myth that "I am worth it." Jesus...but at least I ain't selling insurance.

I bet you thought I was just going to go on and on with all that nonsense and never get around to telling you how to build bead and cove planes, didn't you? Well, this won't take long and I had to pad the damn thing out someway or else our capable editor would have had room for some more plywood comments. You need a pretty good-sized chunk of pretty good wood. I usually use beech because I cut up a big old tree one time and can't find any other use for the wood. I have used oak and hickory firewood, too. I even made some out of ironwood (hophornbeam)

and dogwood.

You can start out with green wood, but you need to make sure that the block is much longer than the plane needs to be. Arrange your block so that the annual rings of the wood go square through the block from one side to the other instead of diagonally. A block of wood will season pretty quick out of the end grain. What I do is to cook it at a low heat in the oven for a good little while. If I have the time, I'll just let the pilot light do it for about a week or two. I always put a sign on the oven door to remind me and my wife not to roast the damned thing.

After the block (for these little planes, say about a 3x3 some 10" long) is good and dry, rip it down the middle into the two oversized blanks. Then you need to let them lie around in the shop for a good little while so the fibers will quit squirming. I have a bunch of them in there and my grandchildren play with them. One of them has a set of wheels screwed onto it with sheetrock screws. It is live oak and it is an exceptional four-year-old who can drive a sheet rock screw into that.

After about a week or so, square the blocks up every which way, but don't take off any more than you have to. You want to make the cuts for the blade and the gullet in an oversized block and then nibble the plane down to where it needs to be. The reason you need all the surfaces of the block to be square is to hold it straight with the drill press to drill the shank hole and the gullet hole. You want the plane to come out with the grain perpendicular to the sides. I have a drill press vise, but it is easy to make a little jig to hold the block at the right angle (same as for a Stanley smooth plane...say a #3 or #4...I have never seen a #2 or a #1, but I keep looking).

Clamp the rig on the table and drill two 1/4" holes in the block at the proper angle. It works best if you carve a little notch in the sloping top of the block so the drill bit won't try to wander off before the brad point can catch hold. A Forstner bit works best, but a brad point will do fine. I used homemade spade bits for a long time. They work perfect if you go slow. The body of these little planes ain't but 1-1/2" deep and 3/8" thick and 4-1/4" long. You can get a bunch of them out of a 3x3 10" long, so drill a bunch of holes. I didn't do that and I sort of wish I had because I wish I had left and right handed coving planes. I'll explain why later.

Making the body of the plane: Rip one of the planes out of the block but make it extra thick (say 1/2") so you can work gradually down to the hole. Drill an undersized gullet hole from side to side well in front of where you think the blade hole is. Get your sharp pocket knife (the one with the blade worn down narrow) and carve the gullet out until the bed (frog?) for the blade is exactly straight with the hole. You can use the drill bit to see if it actually is. It is alright if there is a slight concavity to the bed so the wedge will push a little bend into the blade, but you don't want the cutting edge to be unsupported at the throat or the plane will chatter. Leave a little extra wood in the actual throat so you can adjust that after you make your blade.

After you get the gullet and the throat exactly right with the blade hole, it is time to mortise out the tapered hole for the wedge. It takes a good little, very small, chisel to do that. I made my first one out of a little three cornered file and it worked mighty well. All

you have to do is just the least little tapping with a brass hammer (don't use steel or it might pop a little chip off that hard file into your eye) to gradually enlarge the 1/4" hole down through the body of the plane for the wedge. You are mostly cutting wrong with the grain, so you want the edge of the chisel to be pretty obtuse so it won't try to catch in the grain, and it has to be razor sharp, too. Carving out the wedge hole is a ticklish little operation...takes me at least five minutes. I clamp the little plane in a heavy old drill press vise to do that, but any rig will do. Your block is oversized so you can clamp it in a regular machinist's vise and not worry if it gets skint up by the teeth on the jaws.

The blade: I used to break plane blades out of old wore out handsaws, but the New Yankee era has given us a much better resource. Disposable, high speed steel planer blades make the best blades for little planes I ever saw. I think the blades on these planes came out of one of the little hand held electric planes but I can't remember. They started out about 3/8" wide and still have a good little bit of the double bevel on the bed side of the blade. They still have the original sharpening job I put on them three years ago, too, and we have built three boats with them. I touch them up slightly with the hard Arkansas stone and slip every now and then, but that's all.

High speed steel is wonderful stuff. All you do is grind a little shank part about 3/16" wide and adjust the width of the blade part so that it is 5/16" wide on the blade that cuts the cove and a little oversized on the blade that cuts the bead. The cutting edge is not hard to do, either. Do the beading blade first because that's the hardest. It doesn't matter what the exact radius is...I fitted mine to a 3/8" drill bit. You can't just fit the cutter with the drill bit square with the steel, you have to actually do it at the angle the blade sits in the plane...do you know what I'm saying? Hell, man, you are embarking on quite a project...you need to get straightened out.

After you get the hollow ground (I used a die grinder initially and then a piece of black sandpaper super glued to a 3/8" rod...held at the proper, eyeball angle, to finish it out) accurately, it is easy money to do the bull nosed blade. Just adjust it until it sits exactly (at the proper angle) right in the other blade. After you have the radius right, all you have to do is increase the bevel and sharpen the edge right down to the exact place where it needs to be. All that is mighty tricky...say 15 minutes for both blades.

After you get your blades, make the wedges and put them in the oversized planes and cut the groove in the sole of one and round off the bottom of the other. I did the groove with a piece of sticky back sandpaper wrapped around a rod, but there must be a bunch of better ways. It doesn't have to be exact like the blades but you don't want to run out the sides too much. Don't fool around and hit the blades with any sandpaper.

The finishing touches: Try them out with the body still oversized and adjust the throat and all. I like a close throat and have a little popsicle stick tool that I clean shavings out with. If you mess up, you can always glue a tiny scab in there (I guess...wouldn't know). Once you get them planing good, you need to sand them down so they are the right thickness without eating all the way to the hole

(if...but I wouldn't know). The one that cuts the bead can be considerably oversized because it is self guiding and doesn't have to have a fence right exactly touching the blade so just take it down so it looks good (mine is a full 3/8").

The plane that cuts the cove is more tricky. It has to have a fence to keep it straight with the edge of the strip, and that fence has to touch the side of the blade or the cove won't wind up in the middle. That means that the body of the plane can't be any thicker than a strip, and you have a 1/4" hole and you have probably wallowed it out some with the wedge mortising operation, so if you make the body of the plane 5/16" thick you ain't got much wood to hold the damn thing together. You can cut a little rabbit for the fence down there so the bottom of the plane is thinner than the top to leave yourself a little leeway. You could even do that on the tablesaw, but I just bevel the sides of the plane so the bottom is a little thinner than the top. I make the fence so that the bearing surface is slightly beveled, to compensate for that. You could fit two fences but that makes friction and catches shavings and slows down the work.

Beading and coving by hand: It works good. The first thing is to make a fixture to hold the strips. I ripped a 5/16" groove in the edge of a hard pine 1x4 and clamped it in my 20' planking vise, but I could have easily fastened it to two or three sawhorses or something. Because there is so little pressure or actual work being performed, and the planes are so short, a little flexing won't matter all that much.

Beading is easy because the plane self guides. Because of that, it works better to sort of rock the plane as you work down the strip. That'll make it take off the wood faster and it doesn't matter...rocking is what you'll do with the strip as it goes around the turn of the bilge of the boat...a radius behaves like a radius no matter where the tangent comes in (whoa, y'all). The ideal situation is to have the blade adjusted just exactly so that, when the bead is complete, the plane quits cutting. If your wood is sort of cross grained, you might have to go from first one direction and then the other to make it work easy, but you certainly won't booger up near as many strips with the little plane as a shaper (or router) would have done.

That swapping directions to accommodate the preference of the grain of the wood is why I said I wished I had made both right and left handed coving planes. On the Rescue Minor the wood was most excellent, very straight grained poplar, and the coving plane worked just fine with a popsicle stick fence on one side. This juniper (Atlantic white cedar) in this sport boat was cross grained...I guess I better explain that. Juniper trees grow in a spiral for some reason that I have never figured out. That's how I can tell juniper logs from cypress. The ridges in the bark of cypress trees go straight up and juniper makes what looks like a wrap and a half from the stump to the first limb. It is counterclockwise looking up the tree and I always wondered if it was the Coriolis effect and if the spiral growing trees of the southern hemisphere went clockwise.

You know, when I was in the Navy I missed the hazing ritual of the first crossing of the equator because, while all the other inductees were up there kissing the old fat

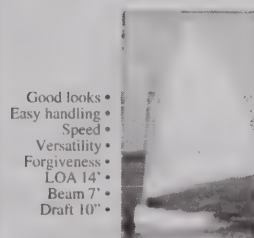
chief on the belly, I was down in the head flushing the toilets to see if the water reversed direction like it was supposed to do and it did, too...took a long time so I missed the whole ceremony. We were on a destroyer which had to make a fast trip from the DEW line up around Greenland all the way down to the La Plata River for some important reason. It was a rough trip and I never figured out what the importance of it was because we lay at the outer anchorage for about a week after we arrived. I did learn another thing from that trip, though. I am here to tell you that, when a destroyer is pushed, it is about as wet and miserable as any boat I have ever been on...damn near as bad as a motor whaleboat.

There are two reasons why you don't want to just turn the coving plane around to go at the grain from the other direction. One is that the fence needs to ride the same side of all the strips so that any asymmetry will always be to the same side. It doesn't matter with the bead because the nature of the geometry will even things up, but the coving cutter is guided only by the fence. If you get the cove off to the inside of one strip by only 1/64" and off to the outside of the next one by another 1/64", that's 1/32" worth of jog in the planking.

That's one reason I only plane one side of the strips, so I can peer at the saw marks and tell which side I am looking at (the sawn side goes outside). I also guide on the sawn side because sometimes the planer will take out a little chunk, but Dave Carnell's blade runs straight. Unpredictable asymmetry is one reason to always fence to the same side, but the other reason is that sometimes you might want to taper a strip that is already on the boat and you want the fence running on the outside to clear the molds. So, since I did not make right and left planes, I had to make a reversible fence. It is held on there with little brass machine screws and I put wing nuts on there at first, but Sam soon got tired of them rubbing blisters up between his fingers so he substituted regular hex head screws and they work fine, don't have to be but finger tight.

You know the whole operation ain't nothing but easy work. I think if Norm were to learn how to make the little planes, he could build any kind of Victorian door without a \$3000 collection of router bits. Hell, the work is so tranquilizing that he might not have that big old belly from drinking all that beer to calm himself down after all day with the "rowta."

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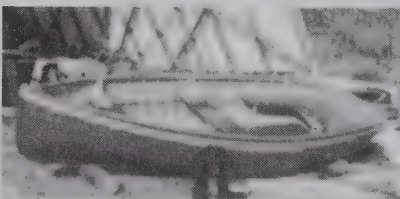
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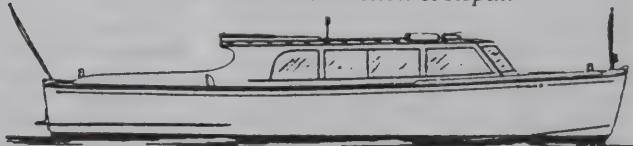


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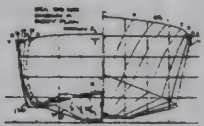
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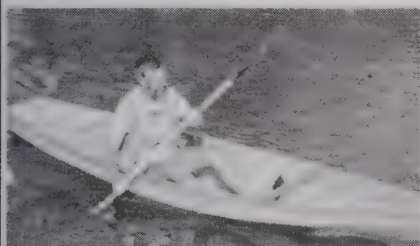
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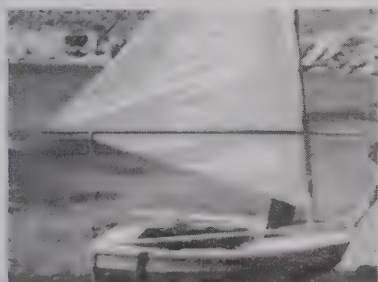
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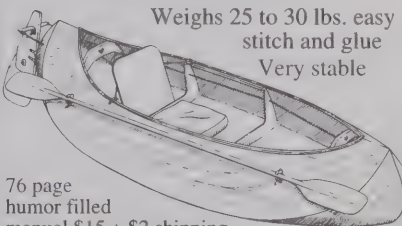


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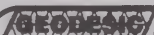
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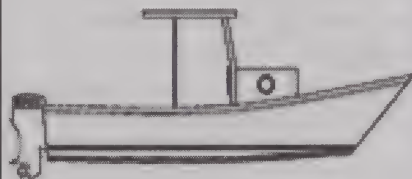
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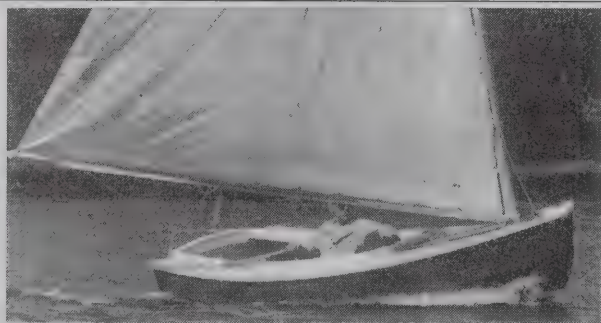
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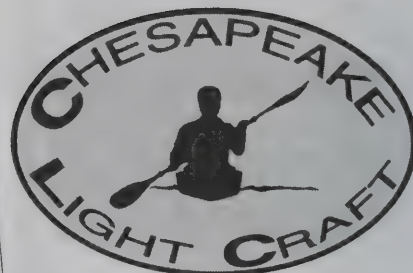
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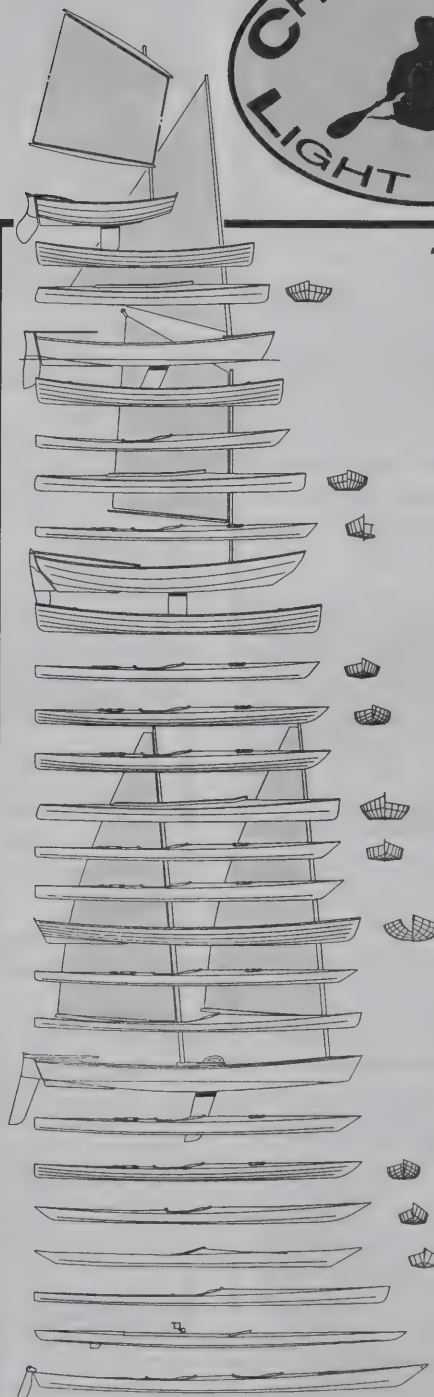
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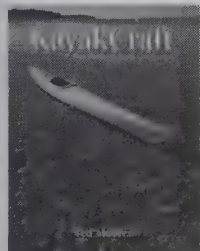
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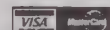
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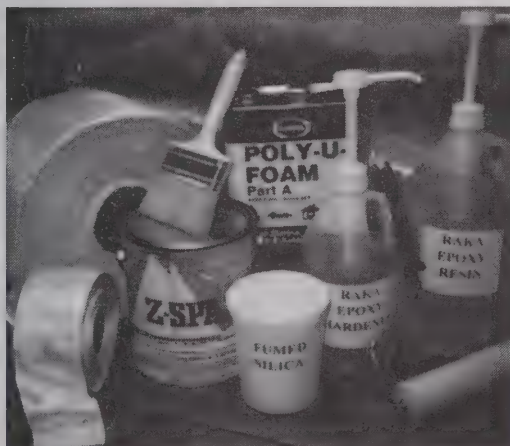
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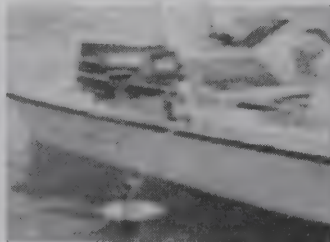
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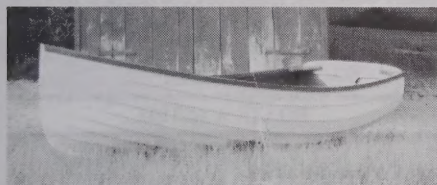
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- Ph/fax 804-580-8723
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# Classified Marketplace

## BOATS FOR SALE



**Acorn Dinghy**, attractive 10'2" traditional design by Ian Oughtred. Blt '02 using 6mm marine ply & West System™ epoxy. White painted hull w/teal interior & mahogany trim finished w/Cetol. \$1,750. LARRY DOW, Eliot, ME, (207) 439-8488, sails32@aol.com (10)

**Klepper**, skin & longitudinal frames, missing bulkheads. \$50. BOB LAVERTUE, Springfield, MA, (413) 783-5589. (11)

**17' Old Town OTCA Canoe**, wood/canvas restored by Rollin Thurlow, still in plastic wrap. Appraised at \$2,995, will deliver in N.E. MERV TAYLOR, Lincolnville, ME, (207) 789-5676, merv@midmaine.com (11)

**13-1/2' Bluejay Sailboat**, plywood. New bottom, kick-up rudder. Will deliver. \$400 firm. GEORGE SPRAGG, Waterford, CT, (860) 442-8591. (11)

**14' O'Day Javelin Sloop**, late '70s w/trlr, gd sails & E-Z mast step rig. \$1,200. PETER BROWN, Alexandria, NH, (603) 744-5163. (11)

**33' Rhodes Swiftsure Sloop**, '60 FG, keel/CB. Blt Holland, lead outside ballast, bronze CB, probably nds mast. Certainly nds extensive cosmetic work. Sails & hrdwre (all bronze) worth more than my asking price of \$2,500. GARY HOLMES, Vineland, NJ, (856) 691-3441. (11)

**'63 Sailmaster Polaris Sloop**, #169 keel/CB designed by Wm. Tripp, Jr., blt by Werf Gusto, Schiedam, Netherlands. Smaller sister of Medalist & Bermuda 40. Beautiful high quality classic small yacht refinished, refitted & upgraded, w/highest quality materials, workmanship & gear to nearly boat show cond. Gets thumbs up and admiring remarks wherever she goes. 02 insurance survey available, one owner, stored inside past 20 yrs. Health now restricts use, must sell. On mooring in Scituate, MA. Will send photos & details to prospective purchasers. BOB YORKE, Scituate, MA, (781) 545-1651, 8am-8pm, lv message. (11)



**'83 Sisu Lobster Boat**, 22'x 7'10", 3600lbs displ. Single screw Mercruiser, 230hp gasoline engine, new '99. New alum fuel tanks, exh systems, electronics. Wiring & hydraulic steering overhaul. New bottom. Auto sensing bilge pump. Compl w/ 4 wheel '95 registered trlr w/new rollers, new bed surfaces. Asking \$22,900. BILL HAMILTON, Edgewater, MD, (410) 798-5779. (10)

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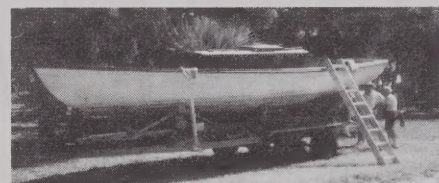


**18' Solar Electric Boat**, based on Tracy O'Brien plans for "Kayleigh". Epoxy & glass over plywood w/strip mahogany deck. 4 45 watt solar panels on roof & 8 6v deep cycle batteries. W/electric OB. Asking \$3,900 Canadian. SPENCER BAIRD, Tofino, BC, (250) 725 4286, sbaird@island.net (11)

**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)



**12' Mixer Prototype**, design by Jim Michalak, built '96, fine sailing skiff, 70sf balanced lug rig, fore & aft hatches, custom fitted cover, oars, garage kept, vy gd cond. Compl \$650. W/custom fitted galv trlr new in '96, \$850. DAVID BOSTON, Factoryville, PA, (570) 945-3450. (11)



**25' Sailboat**, '20s, highly restorable but will take lots of work. Believed to be a Morton Johnson blt Chas. Mover design. Stored in barn in MD for 53 yrs. Has most parts. Sails & cushions available for patterns only. Located in FL now. Any reasonable offer accepted. Sitting friend's trlr which can be purchased for \$1,200. Boat may be bought separately.

JIM SAUERS, Port Orange, FL, (386) 787-4888 eves. (11)

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

**15' W.W. Potter**, '02. Loaded, will send list. \$8,900 OBO. DON MANNING, Bethel Park, PA, (412) 835-7651. (10)

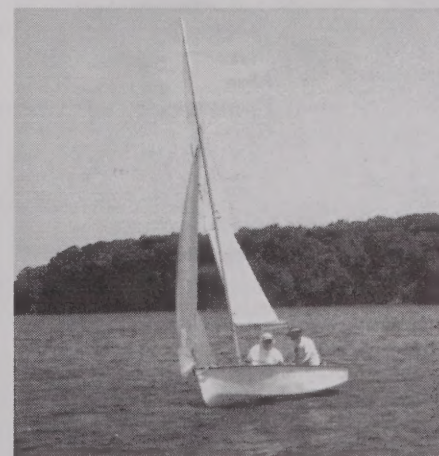
**Alden 2X**, can be rowed as single. 2 Oarmasters, 1 set oars, 1 lifejacket, 1 stern seat. \$1,100 negotiable.

JEN OSBOURNE, Gloucester, MA, (978) 407-1150, jeno167@yahoo.com (11)

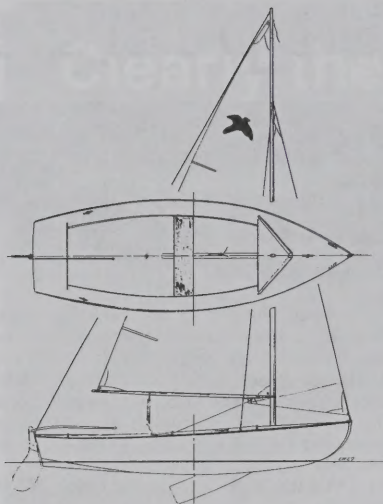
**10' Trinka**, every option. Flrbd, auto bailer, bottom rub strakes, SS transom pad. Newer sail, dark blue hull, teak trim, boat cover. Rows & sails nice, building larger skiff. \$2,000 1/2 of new! RICHARD BIRGE, Pensacola FL, (850) 455 2597, SVJackahearts@aol.com (11)

**'84 Force 5 Sailboat**, 13'10", 145lbs, 91sf single. Similar to Laser but roomier & more forgiving/easier to sail. Incl alum Trailex trlr. Boat, trlr & entire rig in vg to exc cond. Ready to sail. Asking \$1,800.

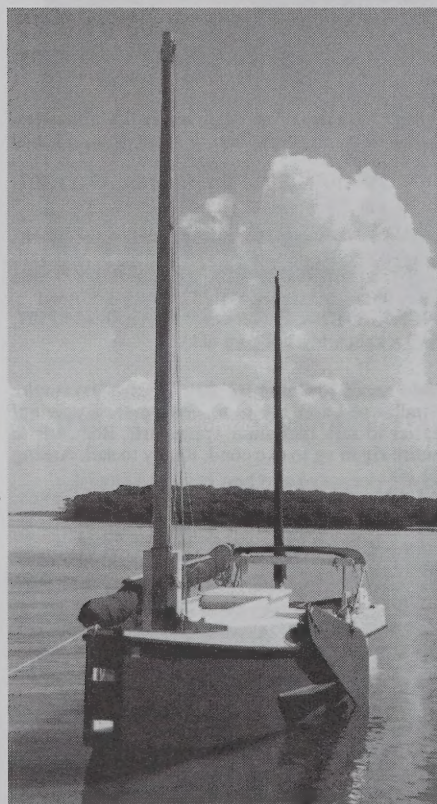
ALAN GLOS, (315) 655 8296 eves, aglos@mail.colgate.edu (11)



**GP 14 Class Sloop**, compl w/sails, spinnaker w/ lines & pole, canvas cover, trlr w/recently replaced lights & tires. White FG hull, turquoise blue deck, varnished wood trim & seats. Stable, handsome, nimble day sailor or club racer for lakes & bays. '74 made in Ireland. Hull #11325. \$975. DENNIS BRUNN, Philadelphia, PA, (215) 242-2099, dbrung@erols.com (10)



**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)



**Martha Jane**, Landroval is for sale. 4 yrs old, blt to beyond professional standards. All marine grade materials, marine fir plywood, dimensional lumber all clear fir and mahogany, 30gal of West System™ epoxy. All exterior surfaces glassed. Bottom fwd 2/3s 3 layers of 7oz cloth; stern 1/3 2 layers. Graphite on bottom. Upgraded w/sponsons, 1,000lbs solid ballast & dual shallow draft rudders. 3-part purchase on leebds. Spruce mast & spars, tanbark sails professionally sewn by Gamble and Hunter. Custom boom gallows & bimini. Sailcovers & cushions in Sunbrella. Barely used Honda 8hp & tandem axle alum trlr. Everything in perf cond. I have at least \$16,000 invested in Landroval. She's a solid well built Martha Jane sharpie. Reluctantly being sold for \$10,000. STEVE ANDERSON (builder & owner), Ormond Beach, FL, (386) 673 0852, hwal@aol.com (12)

**25' Cape Dory**, Honda 4-stroke 9.9. New 12v wiring. Oversized rigging, 5 sails, GPS, VHF, new Autohelm 1000 Plus w/remote & windvane. New bottom paint, 2 anchors w/chains, new 1500 Rule pump w/auto switch, new elec freshwater tank w/hand pump 25 gal. \$7,500. ROBERT DALTON, 15 Hilton Haven Dr., Key West, FL 33040. (10)

**Montgomery 17**, main, jib, genoa & drifter all in gd cond. Trlr, 9.8 electr start OB. Boat in real gd cond for its age but does need a little work. \$3,500. JOHN SCHNEPEL, Delmar, MD, (410) 749-8057. (10)

**'87 Sea Pearl 21**, shoal draft camp cruiser. Blue hull, cat ketch rig, tanbark sails, water ballast tanks, trlr, 2/5hp OB, convertible cabin. From trlr to sailing in 10 minutes. \$6,000. DOUG THOMPSON, Lincolnville, ME, (207) 763-4491. (10)

**14.2 Catalina Capri**, FG w/teak trim. Self bailing, exc stable daysailer in vy gd cond. Furling jib, mainsail cover, retractable boards, many extras. Sailed fresh water w/little use. \$2,100. GEORGE CALDOW, Coventry, RI (401) 821 1298 (10)

**Too Many Boats**, need to clean out garage. Currently ready for sale are an 8' plywood pram, 17' Whitehall, & 2 yacht tenders. Please call for more information. RICK SWAIN, W. Paris, ME (207) 674 2464, <Rswain@exploremaine.com (10)

**'88 Quickstep 24**, 4 berths, set up for single handing, jiffy reefing main & roller furling jib. '98 holding tank & Y valve. Dodger, awning w/zip-on side curtains. Stove, icebox sink, 20gal water tank. 2 anchors w/rodes, solar panel, depth sounder/speedometer, Garmin GPO-48 GPS, ICOM M1+ radio, Autohelm 2000 tiller-acting autopilot. '00 Walker Bay 8' dinghy. Dor-Mor 375# mooring anchor w/stainless chain/shackles/swivel. Located on Cape Cod. \$14,000. WARREN SHERBURNE, NH, (603) 863-6394 home, (603) 865-2480 office. (10)

**Old Town Canadienne**, 17'2" in clear Kevlar, adj bow seat. A rare find, slightly used. A \$3,000 canoe for \$1,095. FERNALDS, Newbury, MA, (978) 465-0312. (11)

**21' MacGregor Venture Sloop**, w/trlr. Swing keel, shallow draft. All sails in exc cond incl jib, genoa, main & spinnaker. Cabin & cockpit cushions. Slps 4 below deck. Teak trim, porta potti, cockpit seats 7' long, 3hp Merc OB. Stored inside most of its life, used only in fresh water. A fast, fun, easy sailing boat in grt cond. \$2,450. JOHN WEAVER, Longview, TX, (903) 736-0274, texttarman@hotmail.com (10)

**WindGlider**, inflatable by Mistral. Multi-purpose watercraft can be used as a sailboat, windsurfer, towable, kayak or swim platform. Fully equipped. Used only once. Paid \$400 as a Boat Show special. \$200 firm. R. DRYER, Short Hills, NJ, (973) 467 2976. (11)

**19' Lightning Class Sailboat**, gd servicable cond. Orig wood mast, gd sails. \$600. Or \$1,100 w/nice trlr. VAL THOMPSON, Edgecomb, ME, (207) 882 7637. (10)

**17' Adirondack Goodboat**, w/sailing rig & cover. Mint cond. Blue ext, red cedar int. Builder's own boat, stored unused for years. Rarely available used. Asking \$4,800. **Birdwatcher**, Phil Bolger successor to Dovekie for home bldr. This one professionally blt w/cruising pack (galley, porta-potti). Fascinating design, pleasure to sail & camp aboard. Exc trlr, oars, OB bracket, perhaps motor. Asking \$3,200. MASON SMITH, Long Lake, NY, (518) 624-6398, mason@telenet.net, www.adirondackgoodboat.com. (10)

**Sea Pearl 21**, monohull, leebds, water ballast, ketch rig. Hunter green, teak rail. \$4,900. JERRY DELANEY, Ann Arbor, MI, (248) 921-7492, jrdelaney2002@hotmail.com> (11)

**18' Alton Wallace Westpointer**, new boat, wood strip/epoxy construction, center console, dynel/epoxy washrails, mahogany coamings & rubrails, ready for your choice of power. \$14,500. JOHN KARBOTT, Plymouth, MA, (508) 224 3709. (11)

## BOATS WANTED

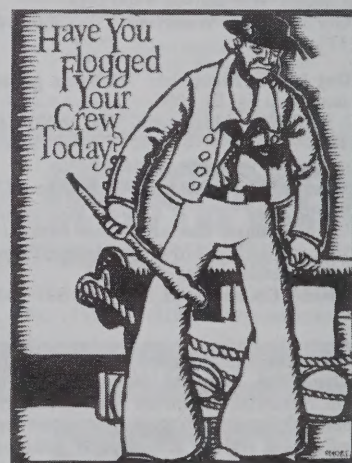
**AMF Alcott Minifish**. AL COURTIMES, Springfield, MA, (413) 731-9393, (508) 428-8943. (TF)

**Blue Jay Sailboat**, any cond considered. VAL THOMPSON, Edgecomb, ME. (207) 882 7637. (10)

**Aluminum Canoe**, within 200 miles of Phoenix, AZ. JAMES P. MUNSON, Scottsdale, AZ, (480) 585 0051. (10)

**Scooter Iceboats**, Harless or Wakins, any cond. DAVE HILGENDORFF, Mattituck, NY, (631) 298-0106, Dhligen@optonline.net (11)

## 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)

**Garmin #303416 PC Interface Cable**, never used. New \$0, sell for \$20 incl. Postage. RICHARD ELLERS, Warren OH, GeeRichard@aol.com (11)

**New 9.9 Honda 4-Stroke OB**, batt charger, tiller steering, perf cond. 4yr warranty. \$2,000. ROBERT DALTON, 15 Hilton Haven Dr., Key West, FL 33040. (10)

**Canoe Building Mold**, for 17' Prospector like wood/canvas canoe. Mold was blt about '87; 3 canoes blt on it. Located in barn in Centre Harbor, NH, at Lake Winnepesaukee. Barn is to be sold Oct. 15, & demolished. The mold goes w/barn, unless. Incl dolly. FREE to gd home. JOHN FISKE, Prides Crossing, MA, (978) 921 5220. (11)

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'00 Honda 5hp OB, L/S. F/N/R. Vy low hrs. New cond. Incl remote fuel tank, extra spark plugs & shear pin, & tool kit. \$700. Located in central NH. ERIC & VAL HENRY, Hill, NH, (603) 934 6881 or (603) 533 1145. (10)

**Inboard Engines**, 1 ea Atomic 4 plus parts; Farymann 2 cyl; Perkins 4-107; Volvo '03. 2 Volvo 2 cyl. J. ARMITAGE, Westbrook, CT, (860) 399-5191. (10)

**Spruce Molds**, for a Haven 12, 20 in all blt from plans purchased from *WoodenBoat*. Joel White's rendition of a Herreshoff 12. 1st pickup in Cohasset, MA gets them FREE. S. BOBO, 292 Jerusalem Rd, Cohasset, MA 02025, (781) 383 6893, Fax (781) 383 9021, snbobo@mindspring.com (11)

**5hp Mercury OB**, 4 cycle '00. Used only 25hrs as aux power on small sailboat. Option to include remote control equipment. JOSEPH ARNOLD, Guilford, CT, (203) 453-9497. (11)

**Thule Roof Racks**, incl kayak stacker & cradle suitable for small boats. For car w/roof gutters. \$80 all. LARRY TYTLA, Waterford, CT, (860) 444-2538. (11)

#### GEAR WANTED

**Javelin Parts**, rudder, tiller, cockpit seat well cover, mast, teardrop section 1-3/4" x 2-3/4" or close x at least 20"7". PETER BROWN, Alexandria, NH, (603) 744-5163. (11)

#### BOOKS & PLANS FOR SALE

"**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)



**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)

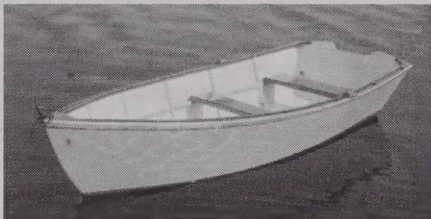


**Nutmeg (aka \$200 Sailboat)**, Bolger design, 15'6"x 4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

**Books**, *Classic Boating* compl set, \$200. *Legend of Chris Craft*, \$25. *Speedboat*, \$20. *Classic Powercraft*, Vols 1&2, signed, \$50. *Boatbuilders of Muskoka*, signed, \$20. *Okegon Wolf*, \$10. *Cutwater*, \$25. *Story of the Century*, \$20. *Windjammers of the Maine Coast*, \$10.00. *Kit Boats*, '55, \$10. Chris Craft catalogs, '31/'48, \$20 ea. All plus shipping.

ROY ROYAL, Columbus, MI, (313) 322 7967 work, rroyal@ford.com (11)

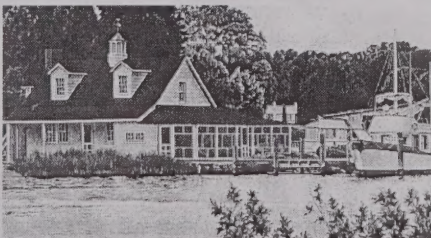
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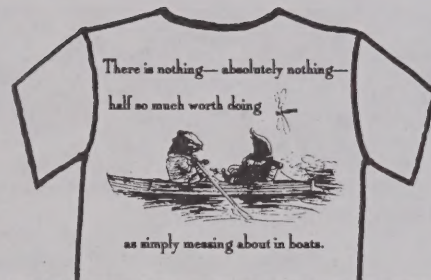
**Build the Mummichog 12**, 11'4" x 4'3, At around 110 lbs, it's easy to row & can be powered by a 5hp OB. Simple tape seam construction. A no scarf option is included in plans. Less than 4 sheets of marine plywood are used. Plans and instructions, \$50. More at www.chogboats.com JERRY MATHIEU CUSTOM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

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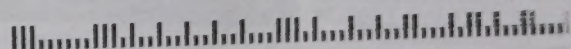
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