

★ BULLSEYE ASSOCIATION ★

THE RACING SEASON . . .

Presented in this article are racing results from the five sailing clubs which in recent years have taken turns hosting the Bullseye Nationals. We know that Bullseye racing takes place in other locales and we would like very much to hear from them.

Beverly Yacht Club, Marion, MA

Vice-Commodore of the Association Robert Stickles describes a very active season of Bullseye racing although many contenders could not participate regularly because of the lure of racing on larger boats. This is an unfortunate malady to which all our

Bullseye racing fleets are susceptible. The good news is that almost everyone returns eventually to our stalwart little ships.

July results were reported in the summer Newsletter except for the July 4th Regatta won by William Tift with Jack Rankin 2nd. The August Ladies Series was won by Cheryl Greenfield followed by Marcia Brown, Elizabeth Wohler-Berry and Suzanne McManmon. In the August Sunday Series the Berry family came first with second place going to Bob and Allison Stickles. Dick Pline came in 3rd and Jack Rankin 4th.

Special race results include a Stickles victory for the Goodwin-Thacher Trophy on Van Rensselaer Day. Second place went to Dick Pline. The Thayer Francis Moonlight Race was won by the Parsons-Kotsatos family and the Wohler-Berry family finished second.

Card Sound Sailing Association, Key Largo, FL

Bullseye racing concluded in March with the 39th Bullseye Nationals. Don Wright of Key Largo and Little Rock, Arkansas won the Nationals and plans to participate in the U.S. Champion of Champions Regatta in Houston, Texas, October 18-21, which is after this Newsletter goes to press. Boats being used are Vanguard 15s. Look for how Don and crew Keith Newton fared in the winter issue.

The results of the Pumpkin Island Race were reported erroneously in the summer Newsletter. The winners were Don Wright and Keith Newton and second place went to Bob Holzman and George Fenner.

Fishers Island Yacht Club, Fishers Island, New York

At Fishers the season's champion was Stuart Cutler who also won the August Series. Cal Beggs was second for the season. The summer Newsletter reported incorrectly that Paul Burnham and son David won the July 4th race. They were second and Tom duPont was the winner. David Burnham, Sr. in his only Bullseye race of the summer on Labor Day squeaked out a victory over Charlie Ferguson also sailing his one race of the summer.

However, both Charlie and Dave will race more again next

IT'S NOT TOO SOON . . .



. . . To be planning for the 2001 Nationals at Southwest Harbor.
The photo above shows part of the record fleet of 32 boats at the 1990 races.

year as the momentum grows for hosting the Nationals in 2002. There are a number of new Bullseye skippers at Fishers and there will be plenty of exciting racing next summer.

Sandy Bay Yacht Club, Rockport, Massachusetts

Past Association president Ed Desmarais wrote that at Rockport it was a relatively uneventful summer of sailing. There were two races in the fog and two races with "square waves" coming out of the east. In one of the fog races the entire fleet missed a mark and did not realize it until after they had finished.

Connie Lavigne won the season series (overall best results for the Fourth of July, Labor Day, July and August series). Joanne Moar won the Wednesday evening series with seven straight bullets. She also won the Peter Vincent race in which the usual crew and skipper reverse roles. Joanne normally crews for Ed Desmarais. Emily Wick won the Saturday Series and Ed Desmarais the Sunday Series. Other racers who consistently did well were Dan Karr and Jerry Lavigne.

Joanne Moar and Phil Davis are the new fleet captains at Sandy Bay.

Southwest Harbor Fleet, Southwest Harbor, Maine

Secretary of the Fleet, Margaret Beaulieu, wrote that for August Rowan Fraley won the first place trophy for the Junior Bullseye sailors and Sam Lawrence, Jean Beaulieu and Pete Welles finished 1, 2, 3 among the seniors. Other serious contenders were Charlie Hudson, Tom Rolles and Nancy Homer. The trophy for the Robert E. L. Johnson Memorial Race was presented to "the Hudson Boys."

Southwest Harbor has been actively planning for the 40th Bullseye Nationals (September 7-9, 2001). Jean Beaulieu is the overall regatta chair and there are at least 12 committees working under him. The Fleet is going all out to make the 40th a spectacular event.

The officers for the 2001 sailing season are: Commodore, Steve Homer; Vice-Commodore, Charlie Hudson; Treasurer, Ken Hutchins; Secretary, Margaret Beaulieu.

DUES ARE DUE

Enclosed with this issue is a registration slip to use for renewing membership. Please fill out and return to Mark Cohen, as directed, with your check for \$20. Membership entitles one to all the privileges of the Bullseye Association including four Newsletters and other occasional mailings.

FROM THE PRESIDENT

Happy Fall Everyone! As I write this, the leaves are turning and Marion harbor is thinning out. We are beginning to store and cover our Bullseyes for the winter. Congratulations to local yacht club winners and participants this past summer. Much success to the Card Sound and Miami fleets in the season ahead.

Just an early reminder to everyone to please make it a point to come to the Bullseye Spring Dinner. Thoughts of going to the MIT Heart Museum in Boston eventually fizzled, as the costs were much higher than the Holiday Inn. It seems every spring we have changes that affect how we run our regattas. We need a solid number of representatives at the Annual Meeting from each fleet so that decisions can be made which everyone supports. Because we have fleets that stretch from Maine to Florida, I realize how difficult it is to plan a trip. Perhaps an absentee ballot would be helpful? Please let me know.

My extreme thanks go out to Liz, Dave, Mark, Phil and committee for all the great work this year. Please remember we need everyone's input to keep the association on an even keel!

Wendy J. Goodwin-Kelley

SAVE THESE DATES !

The **ANNUAL DINNER** will be on Thursday, April 26 at the Holiday Inn in Newton, Massachusetts (just off Route 128).

The **40TH BULLSEYE NATIONALS** will be held the weekend after Labor Day, September 7-9, in Southwest Harbor, Maine.

THE NECKTIES ARE HERE !

As many readers know, Bullseye polo shirts and hats have been available for several months. Now, at last, the neckties (navy with red embroidery of Bullseye sail plan) are available too. What a great Christmas present!

Send your orders to:
Elizabeth Wohler-Berry
7 Bradley Lane

North Hampton, NH 03862

An order form has been inserted into this newsletter.

THE FIBERGLASS PIONEER



Les Goodwin in his 90's, outside the office.

E. L. GOODWIN: AN EXCHANGE OF LETTERS

Association member Tom duPont has called our attention to an exchange of letters in a publication called Messing About in Boats. The exchange is between E. L. Goodwin, for many years owner and President of the Cape Cod Shipbuilding Company, and N. Nash of the Great Eastern Lumber Company. The exchange is dated 1958. Mr. Goodwin argues for the efficacy of fiberglass construction for boats. Mr. Nash says wood is still the best.

With permission of Bob Hicks, editor of Messing About in Boats, we are printing the first part of the exchange as an insert. If there is popular demand, more will be included in the next issue. It is hard to believe that only 40 years ago "wood vs. fiberglass" was a hot topic. Bullseye lovers will appreciate the insight of E. L. Goodwin, a true fiberglass pioneer, and should be reminded that the Cape Cod Bullseye was one of the first of his fiberglass products.

Messing About in Boats is published by Bob Hicks at 29 Burley Street, Wenham MA 01984 and costs \$24 for 24 issues. The phone is 978-774-0906. "There is no machine."

2000/2001 OFFICERS OF THE BULLSEYE ASSOCIATION

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Vice Commodore:	Robert A. Stickles, 8 Ridgewood Lane, Marion, MA 02738, 508-748-6920
Vice Commodore:	Stephen Homer, Fernald Point Road, Southwest Harbor, ME 04679, 207-244-3794
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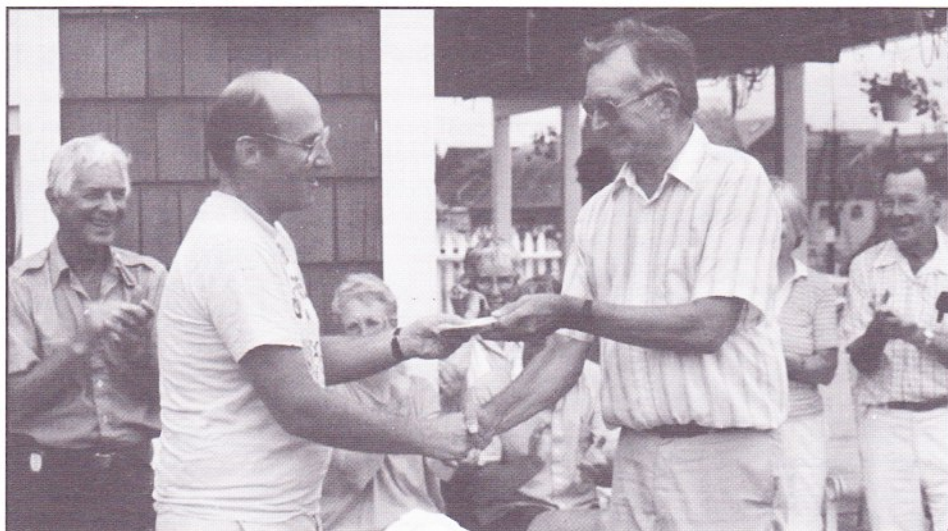
A TREASURED TREASURER

Few people have been sailing a Bullseye longer than the Association's treasurer, Mark Cohen. None have raced with such sustained success for nearly forty years. Few are as modest and self-effacing. It was not easy for your editor to corner Mark and get him to tell us a little about himself.

Mark grew up in Lynn, Massachusetts, and began sailing out of Marblehead in 1956. He moved to Marblehead in 1970 and has resided there ever since. In 1963 he bought a one-year-old Bullseye and called it Tradewynde. Between 1964 and today Mark and his faithful #285 have participated in 21 Nationals, sometimes with his brother Henry and more recently with one of Henry's daughters, Susan or Donna. Mark raced at Card Sound in Florida in 1989 when local boats were assigned to the contestants and in 1995 when Tradewynde was one of three boats shipped to Florida.

The Cohens won the Nationals in 1967, 1971, and 1972 and have to their credit 1 second, 3 thirds and 2 fourths. There seems to be something special about the number five. In the nine Nationals she sailed in between 1973 and 1991 Tradewynde came in fifth seven times.

In his professional life Mark works as an accountant. He has a special license to serve as an Enrolled Agent for the IRS. Since 1987 he has been the Bullseye Association treasurer,



Almost always in the money! Treasurer Mark Cohen (left) receives his reward for one of his frequent 5th places. This was at the 1985 Nationals at Rockport. Much beloved Jim Runkle presents the prize. Behind Mark is past champion Tut Tuttle, Behind Jim is a bit of Jean Childs and most of Lou Molina.

cheerfully receiving our dues and promptly paying our bills. I have enjoyed working with Mark very much in the last few years since becoming the Association's secretary. Together with the secretary's secretary, Anne Burnham, we keep the membership list up-to-date and answer the variety of questions which come to us almost daily.

I flatter myself when I say that my boat Querida and Tradewynde have an affinity for each other. We cross tracks constantly and when it crowds up at the leeward mark who do we find there but Tradewynde, usually just inside. I have seen too much of Tradewynde's stern over the years and have learned a great deal from watching Mark at the helm.

And not just about racing Bullseyes. He has been a mentor for us all in regard to modesty, staying calm, and generosity. In the midst of the excitement of the 1995 Nationals at Southwest Harbor, Mark found time to overhaul the engine of my pick-up truck, thus enabling me to get home. Yes, and he came in second in the regatta!

Dave Burnham



Tradewynde rounds the mark first in one of Rockport's recent light air regattas.

<http://www2.shore.net/~bullseye/>

The Bullseye web page has been steadily perfected over the years and has become an extremely informative document. Webmaster Phil Nutting deserves enormous credit. He recently wrote an interesting letter about a typical week in August which we quote in its entirety:

Just a note about our web page. Over the past years the number of visits has been slowly increasing. At first we were getting about 150 hits per week. (A hit is any page or graphic that is looked at, therefore our home page totals about 5 hits just for viewing it once.) Now we average about 2500 hits per week with about 230 unique hosts per week. (A host would be an unique domain name or port that accessed the pages.) I frequently review the places these visits are coming from and I'd have to say that we are getting seen around the world. The list below is for just last week.

Hits / traffic by top-level domain:

Hits	Bytes	Domain	Description
1083	15120616	COM	US Commercial
965	16066392	NET	Network
77	1408620	EDU	US Educational
45	765798	GOV	US Government
31	452569	NL	Netherlands
25	342975	CA	Canada
20	375389	US	United States
16	159253	ORG	Non-Profit
4	72963	BE	Belgium
1	9739	JP	Japan

Somebody is checking us out. I've worked on making our pages easy to find when searching and have listed them with about ten search engines. It is paying off! I've noticed "boat sale" and "membership" forms are being viewed and presumably downloaded. I hope this translates into new members and new boats. — Phil Nutting



Cheryl and Phil Nutting at the helm of *Dream Days*. Photo by John Harper.

USEFUL ADDRESSES for those who want information or to buy or sell a Bullseye

Connie Lavigne
28 Parker Street • Rockport, MA 01966
Tel: 978-546-2071 • Fax: 508-459-7939

Phil Nutting
16A South Street • Rockport, MA 01966
Tel: 978-546-2594
email: Bullseye@shore.net

Dave Burnham
44 River Street • Rehoboth, MA 02769
Tel: 508-252-3442
email: awburnham@aol.com

Internet: <http://www2.shore.net/~bullseye/>

ADVERTISE IN THE NEWSLETTER

The fee for up to 4 ads to buy or sell is \$25.
Contact one of the above.

BRAND NEW BULLSEYES

Contact Cape Cod Shipbuilding Company
Wareham, MA 02571
Tel. 508-295-3550

BULLSEYES FOR SALE

Hull #7, built in 1969, has a 1998 Triad trailer and new cockpit cover. Located in Nantucket. Call Susan Bennet-Witte at 508-228-3405 or email: sbwitte@nantucket.net

A Bullseye currently on cradle, needs paint and TLC for \$1500. Contact Ed Rose, 8975 Saddlecreek Drive, Boca Raton FL 33441, by phone 561-482-1986 or email: iarerose@aol.com. Photos available.

Battle for the Waves...1958

By Bob Hicks

In the early years of publishing this magazine I had occasion to visit E.L. Goodwin, owner of Cape Cod Shipbuilding in Wareham, Mass. Whatever I had intended at that time to use from this visit as an article for publication apparently didn't happen, for I cannot find such in our back issue files and memory long since has failed me on the subject.

At the time, Mr. Goodwin gave me his carbon copies of an exchange of correspondence he had had in 1958 with a feature writer for *Hitchcock's Wood Working* magazine. These have recently surfaced in a file cleanout in this office after years of being forgotten.

The writer, one N. Nash, who worked for the Great Eastern Lumber Company in Glens Falls, New York, had penned a polemic against the onslaught of fiberglass boats entitled "Battle for the Waves". Mr. Goodwin, by then six years into exclusively fiberglass boatbuilding, considered Mr. Nash's reasoning and viewpoint wide of the mark of the looming reality of the future of the wooden boatbuilding industry.

So he took up his typewriter and what follows is a fascinating insight into how it was when production wooden boat building was backed to the wall by the arrival and acceptance of fiberglass boats.

April 18, 1958

Hitchcock Publishing Co.
222 E. Willow Ave.
Wheaton, Illinois

Gentlemen.

Reference:

Hitchcock's Wood Working, Vol. 60 - No. 4 - April 1958

"Battle for the Waves" by N. Nash

I would like to introduce myself as a wood-worker, both during and after business hours. At home I maintain a workshop where I build furniture and many items in wood. As a businessman, I operate a boatbuilding plant that started in 1899 and where, until 1948, only wooden boats were built. I firmly believe that we all must move with the times, and as much as I dislike learning a new business, I started in fiberglass in 1948. For the next four years I built both wood and fiberglass; for the last six years I have not built a wooden boat. Yet I have more carpenters on the job and they are better paid and more secure in their jobs than if I had stuck to wood. Our plant in working to capacity on a 52-week basis. I feel that I could expand and double my business, but for personal business reasons I prefer my present situation which, I think, is set for a long pull.

Rather than claiming that wood is the best, I think it would be to your advantage to study the use of wood in modern fiberglass construction. Our first models, or "Mock Ups", are the finest kind of wood and woodwork procurable. We use wood (teak or mahogany) trim to give a conventional appearance to our boats. (This might disappear by popular demand, due to the extremely high cost of refinishing varnish work these days).

I would like to take issue briefly with Mr. Nash on some points. One might be led to believe that he was writing what you might like to hear.

1. "Figures don't lie, but liars figure" is a very old saying. The important figures from the New York Boat Show are that fiberglass has, in a short ten years, taken 95 of the 171 boats shown. A sizeable book could be written on the figures and the reasons behind them. We haven't the time.

2. Seaworthiness is definitely not a matter of aluminum, wood or fiberglass. It is a matter of design and the proper engineering in the material selected for construction.

3. The Navy reported on early tests on fiberglass that it was eight times stronger than the same weight in wood.

4. Wood is self-buoyant, etc. Then why isn't the *Queen Mary* wood? The answer is that the lightness of wood offers an advantage in a canoe or a very small dinghy, but once you get over a certain size, which is about ten feet, fiberglass is the lighter and has the advantages claimed by Mr. Nash for wood. For example, our 15' Stormy Petrel, weighing 265lbs, equals in strength and size 15' wooden boats weighing 500lbs to 600lbs. On the 27' launch we built for the Army, their official report claimed the fiberglass boat weighed enough less to carry 14 more passengers and still make four knots more than a wooden boat.

5. Fiberglass boats are cheaper today than a well-built wooden boat and down almost to the price of the flimsy plywood construction. They definitely offer more for the dollar, due to the lack of upkeep. A fiberglass boat will pay for itself in ten years due to its low upkeep cost.

6. In case of an accident, any intelligent owner can repair his own fiberglass boat quicker and cheaper than wood. To the owner who does not want to do his own repairs, trained fiberglass men are to be found in most boating centers and will increase. We have a letter today from Bethlehem Steel Company stating briefly that fiberglass boats are here, and what do we suggest about repairs? Our answer will be that we will do that part of their work, or we will train their men.

7. In useage, small boats used on rocky beaches have their rubstrakes renewed from time to time. Fiberglass boats need the same treatment by applying a ply or so to the worn areas. More owners can do the fiberglass job and the material is more readily available in most areas. Have you tried lately to get a nice clear piece of white oak that will bend on a keel of a skiff or dinghy?

8. With fiberglass, designers have much more scope. With wood, you are limited to curves around which wood will bend.

9. Fiberglass, not wood, due to the shape which can be molded in the boat, will in a well designed boat give you a smoother and more vibration free ride. This problem has always been, and will always be, more a matter of design than the material used in the construction.

10. With the same horsepower, fiberglass can give you more speed because the designers can have more freedom and more strength can be had in less weight in all but very small boats.

11. Fiberglass does not rust, and tanks for flotation in most well built fiberglass boats last as long as the boats. They also offer flotation

and safety far beyond that found in wooden boats. Few wooden boats will float motor, lead keel, ballast and centerboard with any degree of certainty, not to the extent of being a good piece of lifesaving equipment.

12. Well designed and well built fiberglass boats are bringing resale prices never approached in wooden boats. The Cape Cod Bullseye, four years old, sells for 80% of the present day cost which is very slightly below the purchase price; try and buy one.

13. Females "in the know" definitely prefer fiberglass so they can have some of Friend husband's time usually spent fitting out a wooden boat. This is an era of more play, less work.

14. The safety of lapstrake construction is a debatable point. Some of our early fiberglass boats had an outside surface that looked like, and performed like, lapstrake construction. This was done for the same reason that the best sheet roofing is corrugated. At least two of our largest builders of fiberglass outboard boats use this construction today.

In brief, it is a mistake to grade a boat entirely by the material used in construction. We have many poorly designed and built fiberglass boats, and anyone who claims we have not had plenty of the same and worse in wooden boats hasn't wrung much water out of his socks, fresh or salt!

You must move with the times. Fiberglass is here to stay until something better turns up, and it will, but I have a sizeable investment in timberlands and am seriously considering the purchase of more.

Yours very truly, E.L. Goodwin, Cape Cod Shipbuilding, Wareham, Massachusetts.

May 16, 1958

Mr. E.L. Goodwin
Cape Cod Shipbuilding Co.
Wareham, Massachusetts

Dear Mr. Goodwin;

Thank you for your interesting and detailed letter in regard to the article "Battle for the Waves". We appreciated the thought that went into your rebuttal.

I am sending along your comments to Mr. Nash and believe that he will want to write to you about some of them. As our article pointed out there is a battle for the waves and your letter indicates that there is a battle with many opinions as to the best material for boat building.

Sincerely yours, E. McDaniel, Editor,
Hitchcock's Wood Working.

May 19, 1958

Mr. E.L. Goodwin
Cape Cod Shipbuilding
Wareham, Massachusetts

Dear Mr. Goodwin;

The editors of *Hitchcock's Wood Working* magazine have sent to me today your letter addressed to them dated April 18.. I shall study it very carefully and write you about it in due course.

You have paid me indeed a very great compliment, by not only reading my literary efforts but taking the time and trouble to object.

You will have noticed in my original article that I particularly sought out the Penn Yan Co. for my interview, because they are only a few miles from the Corning Glass Works. Penn Yan is one of the oldest boatbuilding concerns in the country. They have spent a great deal of time and money on fiberglass boats. If they had found it possible to do so, they would have gladly changed over to fiberglass, because they could have saved a fortune in freight alone.

The case with Chris Craft is also very illuminating. After spending another fortune building and advertising fiberglass boats, they are now soft pedalling this type of construction and are returning more and more to wood, which incidentally includes plywood construction. In my article I mentioned that a considerable amount of plywood is being used.

You will hear from me again in a short time.

Cordially yours, N. Nash, Great Eastern Lumber Co., Glens Falls, NY.

August 4, 1958.

Mr. E.L. Goodwin
Cape Cod Shipbuilding Co.
Wareham, Massachusetts

Dear Mr. Goodwin:

Thank you. Thank you. Thank you!

You have paid me a tremendous compliment. Not only did you read my article "Battle For The Waves", but you also gave it some thought, and you took the trouble to write a long and formidable letter about it to the Editor of *Hitchcock's Wood Working Magazine* (my, but what a parametric pen you have!).

"The Battle For The Waves" has now entered the shooting stage. This was exactly my purpose. I wanted people to sit up and ask questions, examine the evidence from both sides and then arrive at a verdict.

It is now again my turn to aim and fire.

What am I aiming at? I'll be frank. I am waving the Flag of Wood. My aim is to show that wood is good when used as it should.

Where do I get my ammunition? In my dual capacities as sales manager of the nationally famous Great Eastern Lumber Co. Inc., of Glens Falls, New York and columnist for *Hitchcock's Wood Working* I have the extraordinary good fortune to be able to roam the entire country almost at will. Hardly a month goes by, that I do not uncover a little-known

but highly significant incident which clearly establishes the fact that wood has never nor will ever be outmoded, as long as woodworkers use their creative imagination.

The lumber and woodworking industries have let a lot of business slip away by not meeting head-on the claims of rival products. The fearless editor of *HWW*, however, performing a valuable public service by publishing stories, facts and figures which demonstrate the superiority of wood for certain purposes. Unfortunately, there are too many editors who can or will not show the same independence of spirit.

Item: Several months ago, *HWW* published pictures the latest type marine helicopter whose powerful twin rotors used spruce and maple for its blades. Ah, how proud everybody in our industry must have felt!

Item: One of the country's largest manufacturers of prefabricated houses has switched back to wood windows, because the "other kind" gave too much trouble.

Item: 85% of our nation's housewives came to the conclusion that wooden kitchen cabinets are preferable.

Item: Two out of every three motel operators prefer wooden furniture and paneling.

Item: Wall-to-wall carpeting is an insidious breeding ground for household pests, which cause \$200-400 million worth of damage annually. Not to mention the incalculable health hazards. Therefore, hardwood flooring is considered safest and most sanitary.

Oh - I could go on and on - and I will, providing the brave Editor of *HWW* is willing to continue publishing my stories.

Which brings us right back to the high running waves of my original story. As you well know, Mr. Goodwin, my story was based on an interview granted to me by Mr. R.J. Buckley, Vice-President of Penn Yan Boats, Inc., of Penn Yan, N.Y., and verified by other boat manufacturers.

Penn Yan is one of the most outstanding boat manufacturers in the country and Mr. Buckley is considered an expert and distinguished personality in his field. That was one of the reasons why I singled them out during the boat show.

The other reason was this. Penn Yan Boats Inc. is only 50 miles from the country's leading manufacturer of fiberglass for boats. An investigator immediately asks this question: Why is Penn Yan - one of the oldest boat manufacturers in the country - so sold on wooden boats? What do the Penn Yan people know that the others don't?

Naturally, I discussed your letter with them, as well as with other boat manufacturers, and this is our reply:

1. The non-wood boat manufacturers have done a bang-up job of promotion. Too bad our wooden boat manufacturers did not attempt a similar program, aided and abetted by the lumber producers. That's why I suggested they band together and form an association similar to the Wood Office Furniture or Wood Kitchen Cabinet Manufacturers Associations. I have even prepared a little slogan for them: "United We Sail, Divided We Sink" which I would let them have for free.

2. We fully agree that, as you say: "Seaworthiness is a matter of design." However, we would like to add the words "plus material. Wood - being self-buoyant - is, of course, ideal, and that's a fact.

3. We think your reference to certain

"Navy Tests" was hitting a little below the waterline. Military requirements are entirely different from pleasure boating. We could start a lengthy discussion about fatigue life, or tensile, impact, compression strength etc. But instead of becoming too technical we are enclosing a clipping from the May, 1958 issue of the *New York Lumber Trade Journal*, which contains such highly informative phrases as:

"70 percent of all naval small craft in use at the present time are built of wood..." or:

"Richard Hartley of the Bureau of Ships states wood is particularly suited to naval use..." or:

"Several motorboats and launches have served Uncle Sam for 20 or more years..." or:

"Wood has great strength in relation to its weight and it has the resiliency to bounce back undamaged from severe contact with piers or from the shock of underwater demolition charges. Wood's insulating qualities make boats easier to heat and to cool..." or:

"With wood boats there is no corrosion problem because wood is not affected by sea water as are some materials, nor does it lose its strength by aging. Because lumber is widely available it is possible to perform repairs, if necessary, in very remote areas of the world..." or:

"To quote Mr. Hartley, 'In a finished or unfinished state, wood is naturally eye-appealing and is easily maintained in such condition.

4. Why - you ask - is the *Queen Mary* not made of wood? Because - we say - wood unfortunately does not grow to the proper size. Perhaps, if the the unfortunate *Andrea Doria* had been built of wood, the self-buoyant material... this tragic disaster might have been, if not avoided, maybe minimized. Incidentally, at this time we have not heard of any ocean liner being built of fiberglass.

5. Boats come in all price ranges, regardless of materials used. However, the manufacturers of fiberglass will be the first ones to admit that a good fiberglass hull is not cheap.

As far as vibration is concerned, there can be no doubt that wood is the better material, for the same reason that pneumatic tires give a smoother ride than solid rubber wheels on a car.

6. Fiberglass easy to repair? Not at the present time, as you yourself state. However, it is highly encouraging to learn that your industry has started a program for training repairmen for fiberglass boats, for whom there is apparently a need. Let us hope that your training program will be more successful than those of the automobile, TV, air conditioning and appliance manufacturers.

7. You say that some repairmen have experienced difficulties in securing lumber for boat repairs. Would that it were so. Unfortunately, lumber has not been moving too well lately, and inventories in lumber yards all over the country are at an all time high.

8. It is true that fiberglass allows some intricate looking and sometimes startling superstructure designs. But this is only like the frosting on a cake.

However, the most efficient power boat bottom design is a simple shingle of proper length and width. In other types it is a faired ovalar bottom design - and wood - as grown or as plywood, or as laminated wood, accomplishes it admirably.

9. Now we are coming to what is probably the most important point of all, namely,