

Christopher Cunningham, the editor of *Sea Kayaker* magazine for the past 17 years, started building boats in 1979 and is still at it. For a few years he built and restored wooden boats as a profession, but his interest has been in building boats for long coastal and inland voyages. In his boats he has logged thousands of miles sailing, rowing and paddling, with his longest trip covering 2500 miles.

He has taught traditional kayak building at the WoodenBoat School in Maine and in programs in France. He is the author of "Building the Greenland Kayak: A Manual for its Construction and Use" published by Ragged Mountain Press. His work with skin-on-frame kayaks was the subject of an episode of a Japanese public TV program called "Craftsmen of the World." His interest in boat building expanded to include building scale models for museum and private collections, and building abstracted kayak frames and paddles as mixed-media art pieces in collaboration with a Seattle glass artist. Recently his boat travels have taken him to France, Croatia, Palau, and Greenland. His latest boat is 19-foot Caledonia Yawl that he and his two children use to cruise the waters of Puget Sound.

Chris's presentation will take a look at boats that he built for his four longest trips:

A 13-foot dory skiff that he rowed and sailed 700 miles from Washington State to Prince Rupert, British Columbia.

A 17-foot canoe made of laminated paper. The mold for the canoe was a Kruger Loon, a back-up boat for the Ultimate Canoe Challenge that Verlen left in Seattle. Chris paddled the paper canoe 2500 miles from Quebec to Florida.

A 13-foot sneak box (a 19<sup>th</sup> century New Jersey duck-hunting boat) planked with red cedar milled from a driftwood log. The sneak box was used for a 2400-mile row from Pittsburgh to Florida via the Ohio and Mississippi rivers.

A 21-foot faering: a replica of a 9<sup>th</sup>-century Viking rowing boat. This was for an 1100-mile row up the Inside Passage from Washington State to Juneau, Alaska.