



THE SHALLOW WATER SAILOR



NUMBER 1

A Journal of news by and for Dovekie and Shearwater owners

AUGUST 1986

CAPTAIN'S CORNER

All right! There are now 49 plank owner members of the Dovekie/Shearwater Association. I was particularly pleased with your responses. If there are other owners who are not yet members, I will be glad to accept their fees and forward to them the roster and back letters.

The roster enclosed lists all Dovekie and Shearwater owners. It was provided by Edey and Duff. Association members are indicated with a circle around their hull numbers. Official Order of Faire Dovekie/Shearwater Owners (OOFD/SO), as No. 29 Lee Wright calls it. If your address changes during the next year, let me know and I will announce it in the next news letter. The advantage of knowing where other D/S sailors live was best illustrated last weekend (2-3 August) when I trailed to St. Michaels, MD to spend a weekend on the water watching the log canoe races. Harry Megargee (No. 99) lives just 12 miles from St. Michaels. He not only checked out the launching site (the oyster shell beach behind the boat shed at the Chesapeake Bay Maritime Museum), he even met me and helped me launch. His local knowledge of the Miles River helped me to solo the first day and the second day he joined me to view the races close up. Seems he knew half the crews racing. See the Boating Calendar Column for the schedule of more canoe races.

Unless anyone has a better name for this journal, it will be called "The Shallow Water Sailor". I am not a journalist nor am I in any way associated with the publishing/media business. This is my first attempt at such a newsletter. Believe me, I can use all the help I can get! The idea behind the association is an exchange of information between owners. Many of you have sent me material and others have promised to send it later. All will be used. Remember, though, that the treasury's balance is starting at 49 x \$5 = \$245. This first edition will be just that; a first edition. Jim Cartwright (No. 104) has promised to help me on the letterhead and formatting for future editions. Any volunteers to put the addresses on a word processor and send me labels? I'll reimburse you for the materials. Again, I need all the help I can get.

PS: We now have 52 members!

John John

SCUTTLEBUTT

In the days of wooden ships and iron men the name given to the barrel of water lashed to the main mast was the scuttlebutt. Here sailors would gather for a drink of water and swap sea stories and other news of the day. Here is what Dovekie and Shearwater sailors are saying:

Bill Chewning (No 66) says his roller furling sprit sail (yes, that's right!) is working fine. He can sit at the tiller and furl and reef. He also can anchor from the cockpit. Bill's next project is adapting the Waterbug foot pedal propulsion to Dovekie. He has ordered the parts and may have it working for the Perry Sound cruise. We look forward to hearing how Bill's pedal power works.

Kathleen Marcato (No 120) has just purchased her Dovekie. She says she "doesn't even know how to sail a boat". Any folks in the New York Chapter interested in giving Ms Marcato a hand?

Dean McClure (No. 43) sails his Dovekie out of Claw Pond Cove, Fire Island, NY. He is interested in discussing interior modifications with other owners.

Arlen Hill (No 87) has cruised his Dovekie on the west coast of Florida and the Texas Gulf Coast, as well as most of the lakes in Oklahoma. This Fall he hopes to cruise the Mississippi River above St. Louis. Arlen has lived aboard "Slipway" for as long as a month while coastal cruising the Gulf Coast. We look forward to hearing from Arlen and Janet on their "extended cruising" experience.

Ed and Mary McGuire (No 94) announced that Abigail will have a new brother or sister in Feb 87. Abigail, two years old, is the veteran of two Chesapeake Bay Spring Cruises. Ed and Mary can probably give us enough information about babies on board to fill a diaper pail. Sorry about that!

Sandy Lommen and Leo Smith (No 17) ask if anyone has compared the Guest and ACR two-bulb anchor lights. (My Guest is a single bulb and has worked well for five years now). Also, has anyone used a brass anchor light powered by dry-cells that's available from Defender?

Craig Poole (No 84) writes from Alaska. He is looking forward to cruising with another Dovekie "up north" after he comes back from a 5-6 month cruise on a NOAA ship. Write Neil Hoyles (No2), Craig.

Nick Scheuer (No 56) writes to say he has moved from Indiana to Minnesota. He and Rosemary spent four days cruising the length and breadth of Lake Minnetonka. They experienced the gamut of conditions from benign zephyrs to 50/60 MPH gusts accompanied by thundersqualls with hail. The boat and crew did fine. On the subject of cruising foods, Nick said that Lee Wright had a story to tell about PB & J sandwiches. (The ball's in your court, Lee!) Nick would also like to hear about good ideas that didn't work.

Harry Megargee (No 99) asks if anyone has come up with an idea for a quick reefing arrangement such as slab or jiffy reefing. We talked about this as we watched the log canoe races. The problem I see is the loss of the quick release capability of the sprit from the clew grommet. Anyone else have an idea?

Jim and Ann Cartwright (No 104) towed their Dovekie to Maine in July. Five days of rain and gale force wind says Jim. Sailed only once. In his typical humor, he says the Dovekie made a great place to put all the dirty laundry.

Howard Santamore (No 51) sails his Dovekie in Jamaica Bay, NY. He says the tides there are swift and with low bridges and shallow water each sail is an adventure. He also has built a hitch for a small outboard. Seems I could devote an entire newsletter to outboard motor brackets. How about sending me your ideas for a Spring letter.

Jerry Biernacki (Old No 38) sails on Potagannissing Bay (Michigan?) He sends a very funny letter that I will include in the next newsletter in its entirety.

Horace Cook (No 54) day sails on Narragansett Bay, RI and Long Lake, Maine. He'd like to cruise with other Dovekies on these waters.

Bob Stogner (No 52) of Concord, CA writes to say that at very slow speeds his Dovekie's direction keeping ability is absent. Anyone want to offer suggestions on how to overcome this problem? How about increasing the draft in the sail, assuming light winds.

Lee Wright (No 29) just came back from six days of cruising on Pleasant Bay on Cape Cod. Lee promises some future writings on bottom painting and efficient storage of adequate gear for two people to cruise for a week. Lee has owned his Dovekie for seven years.

LETTERS FROM OWNERS

Sometimes shortening or paraphrasing a letter just doesn't do it justice. Attached are two good examples. Sandy Lommen and Leo Smith (No. 17) had the good fortune to be participants in The 4th of July celebration in New York harbor aboard their Dovekie. I felt I was right next to them in the harbor as they described their Liberty Weekend experience. In fact, after reading their letter, I acquired a chart of the New York harbor just to follow along their track. It was almost as good as being there. Almost. The other letter is from Nick Scheuer (No. 56). His letter to Peter Duff and the cruise he describes in Green Bay, Wisconsin earned him the Dovekie Trophy for 1985. Nick's ability to draw his innovative mooring technique would be lost if I tried to paraphrase his letter. The contrast between the quiet pine scented air of Green Bay and the bustle of New York harbor could not be more dramatic. Read and enjoy both.

SEAMANSHIP/NAVIGATION

I have seen many different compass mounting arrangements on Dovekies. Lee Wright has a large 4" compass in a wooden box he straps to the after end of the starboard gear locker on the boat sole. Others have mounted a small compass centerline under the fiberglass galleys or under the after end of the deck. I found another way. I bought a SILVA RANGER TYPE 15 compass from Campmor for \$30. This back packer's compass is $2\frac{1}{2} \times 4 \times \frac{1}{2}$ and can be put in your pocket or on top of the chart next to you on the seat. It has a sighting mirror for shooting bearings, a built in mechanism to adjust for magnetic declination, and luminous points for night use. So far it has worked very well for both day and night navigation on the Chesapeake. Any other techniques for using a compass aboard Dovekies?

BOATWARE

This column is intended to introduce to other owners products and services you have tried and liked, or tried and did not like for your boating needs.

Harry Megargee has mounted a tiller tending device on his boat. It's called the Tiller Lock and is distributed by: Newberg Marine Enterprises, 13629 Spring Lake Road, Minnetonka, MN 55345, Phone: (612) 933-8369. The #2310 Tiller Lock System comes with a #2000 Tiller Lock, one #3074 stainless steel eye-strap, one #3331 clamcleat, 8 feet of $\frac{3}{8}$ " dacron yacht braid, mounting hardware and instructions. The cost is about \$45 (Nov 84). The lever operated rope clutch can be mounted on top of or underneath the tiller and can be engaged or disengaged simply by moving the lever up or down. Harry says it works great.

I had problems rowing with round oars against the vertical S/S thole pins. I never seemed to get the oars perpendicular to the water. Rowing was also a noisy effort as I tried to sneak up on the great blue heron feeding in Church Creek. The solution came to me as I watched my son compete in a collegiate rowing race. The sweeps have a plastic sleeve with a flat face and a plastic collar. They take only 15 minutes to install and work beautifully. The manufacturer is: Concept II, Inc., Lamole Industrial Park, RR 1, Box 1100, Morrisville, VT 05661-9729. Phone: (802) 888-4404. The parts are: PN 198 Scull collars for \$5 a pair, PN199 Scull sleeves for \$3/pair and PN 195 Band and ear (2 req'd) for \$2 (for fastening to the oars). Shipping is \$4, for a total of \$14 as of June 85. Concept II recommends bedding the sleeves with Bondo or epoxy glue. I did not want to make my installation that permanent so I used two $\frac{1}{2}$ inch S/S flat head screws through the back half of the sleeve. The screws and the bands hold the sleeve to the oar without rotating and I can remove them to revarnish the oars. To further reduce the noise of rowing I put a three inch section of one inch ID clear plastic tubing over each of the thole pins. We are now able to get within 30 feet of the heron in Church Creek without startling them.

July and August here on the Chesapeake Bay are real dog days. High temperatures, high humidity and little wind. We use our Dovekie for a swimming platform. The problem is the sole gets wet and slippery. Then it's wet to put down sleeping gear. The answer is a deck grating. Elliot Wilcox (No. 9) has a nice wooden grating made of $\frac{1}{2} \times 2$ and $\frac{5}{8}$ spruce furring strips. The boards are $\frac{1}{2}$ " apart and fastened with galvanized brads to $\frac{1}{2} \times \frac{3}{4}$ thwartship supports every 16 inches. He finishes them with DEKS OLJE #1 every other year. I was ready to make such a grating this last winter when I happened to see an athletic club throwing out their shower matting. The gent wouldn't let me buy some of the old matting, but if

I would come back in two weeks he would give me the entire lot. I took it all and have made a floor mat for my boat and for Jim Cartwright's. I gave some to Harry Megargee and have enough left in the garage for the next owner who cares to come and get it. The matting comes in 13 inch interlocking squares and is made of polyethylene. It only weighs about 25 lbs total but floats. I made a pattern of craft paper first and then cut the matting with a sabar saw. The local distributor of the MATEFLEX matting by MELE is: Roman Way, Inc., 1316 Mimosa Lane Colesville, MD 20904. Phone (301) 384-2545.

If you are looking for a portable head that will fit into the Dovekie enclosure, Thetford's Porta Potti 735 works nicely. It will serve two persons for a weekend.

GUNKHOLE/CRUISING NOTES

Here is the place to tell us about your favorite gunkhole or last cruise. We can even talk about cruises we would like to take; like, has anyone cruised from Fon Du Lac, Wisconsin across Lake Winnebago and down the Fox River through its 15 locks to Green Bay? Sounds like a great way to spend 3 Or 4 days.

MAINTENANCE TIPS

The forward, outer corners of my Dovekie's canopy have begun to show signs of wear. The overlapping dodger cover slaps and vibrates as I tow the boat, no matter how tightly I secure the tie downs. To prevent further chafe I bought an iron-on-patch kit for 95 cents and ironed on a double patch over each of the chafed spots. Take care not to get the iron too hot else you scorch the cotton canvas. Now the denim patch is absorbing the chafe. Maybe a Velcro patch on the edge, half way up, would also stop the slapping. I'll let you know.

Do you get a small trickle of water coming into the boat through your leeboard pivots? You can stop the leak by: 1) securing the boards down trailing slightly aft from the vertical (the short arm of the brake will be parallel with the bottom) and 2) remove the boards from their sockets and give the bushing and pin a liberal coating of axle/universal joint grease. The grease comes in a small cup from Sears or other auto stores for about a dollar.

PROPANE POTPOURRI

This column is dedicated to shallow water cooking and meal planning. Here is a simple recipe that requires no refrigeration, can be made in 15 minutes, feeds six and makes a great meal with hard rolls and Delmonte 5 oz fruit or pudding cups.

- Deep Sea Potage
- 1 can Campbell's Oyster Stew
 - 1 can Campbell's Cream of Potato soup
 - 2 cartons (8 oz) Farm Best Grade A Milk (no refrigeration)
 - 1 can (about 7 oz) tuna, drained and flaked
 - 1 can (about 8 oz) whole kernel corn, undrained
 - 1 Tbsp dry chopped parsley

In saucepan, combine ingredients. Heat; stir occasionally. Makes about $6\frac{1}{2}$ cups.

BOATING CALENDAR

- | | |
|--------------|--|
| 23-24 August | Log Canoe Racing, Tred Avon, MD |
| 30-31 August | Log Canoe Racing, Miles River, St. Michaels, MD |
| 3-5 October | Mid-Atlantic Small Craft Festival IV
Chesapeake Bay Maritime Museum, St Michaels, |

SAILING DICTIONARY

- Deck Shoe:** a canvas shoe with a rubber sole having a specially designed tread that provides for secure footing on deck unless the deck is wet, the shoe is worn, the deck is worn, or the shoe is wet.
- Fluke:** the portion of an anchor that digs securely into the bottom, holding a boat in place; also, any occasion when this occurs on the first try.

July 14, 1986

RD 5, Box 37

Troy NY 12180

Dear Peter,

I thought you'd like to know that we survived Ground Zero in New York Harbor for the 4th of July. In fact, it was wonderful. The Dovekie was tested at some of her limits and passed most of them. Here are the details of a fine holiday experience.

Leo got Chart Kit Region #3 and NOAA Chart #12343, and Coast Guard updates about the Harbor and Rivers, parade routes, and prohibited areas.

The boat was equipped with an anchor light, bumpers, radio with weather channel, Eldridges, Bimini, newly-made screen porch, and fluorescent flashlight. Into it we loaded food, water, wine, and clothes for four days.

The biggest question was where to launch. Asking around for months ahead of time got no leads. A couple of phone calls to likely spots in New Jersey (Gandy Hook and Jersey City) were worse than that; they told us wrong.

In considering the winds, which usually blow up the River, we thought of launching south of NY Harbor. But Wednesday, July 2nd dawned rainy. When it cleared, the winds were NNW. Quickly shifting gears we aimed at a likely sounding town north of NYC. We arrived in Piermont NY (near the Tappan Zee Bridge) about 8:30 pm. By asking locals, "Where do fishermen put in" we found a launch site where a creek comes near the road. At high tide Dovekie could be shoved off her trailer and dropped into the water. From there we rowed to the mouth of the creek and anchored in the shallows of the Hudson and spent the night. You can be sure that no other sailboat was waiting to launch where we did.

Thursday, July 3: We were sailing by 7:30 am, having finished breakfast and other morning rituals early. The winds were very light, but by 10:40 we had made it to Yonkers. There the strong NW wind caused us to pull over, anchor, set a full reef (mast still in the step on the deck, no bow center board) and we were underway again.

By 11:50 we passed under the George Washington Bridge and 10 minutes later the first of the Official Happenings started: fighter planes, 3 to 6 to a set, from our services and other

countries flew fast and low overhead. Good looking!

By 2 pm we were passing Ellis Island and the Statue of Liberty, but the Coast Guard made us turn back. "No anchorages down there," they said.

The strong, gusty, and changeable wind changed in our favor and helped push us up the Hudson as far as the World Trade Center. But then, still blowing at least 25 knots, it changed back to NW, and we made no progress tacking into it. Without the bow center board or the mast lowered and aft we were stuck. By this time the tides, chop and wake from large boats were making the waves a mess. The ride in the Dovekie was a circus ride. She rolled and bobbed and pounded and took on a lot of spray. If we had kept the forward hatch closed, very little water would have gotten in, but we wanted to be able to anchor FAST so we accepted the spray.

We changed course and headed across and down the river. At 4pm we were anchored near the Morris Channel (N of Liberty State Park). We mopped up the water, maybe 2 quarts. Nothing of consequence got wet. What was wet dried fast in the very stiff breeze. The water was still choppy but there was no pounding. Even after dinner the mast was still up (sail in starboard bin) because it was too windy to take it down under control. Around 8pm there were enough let-ups in the wind to furl the sail and lower the mast and row 200 feet into an unused channel out of the wind and chop. Anchor was set 40 feet off the bow; a stern line was tied to a huge metal container near the bank. All this in less than 2 feet water.

The Statue of Liberty was visible through the trees. When she was lit at 8:45, bells, whistles and small boat horns hooted their appreciation.

There were parties and bands loudly celebrating, helicopters everywhere, our mattresses were too hard; we slept for 9 hours!

Friday, July 4th: The Naval Review was loud and wonderful. Foreign ships boomed their salute out in the middle of the Hudson River. We were a scant 1/4 mile away and full of the holiday spirit. Helicopters everywhere! Around 10:30 Leo rowed us out the seaway; we anchored. The wind was already at 11 mph, temperature 70°, full sun. We put up the Bimini. It was too much like a

sail; we were getting blown around. We took it down. We needed the sun for warmth anyway. The wind picked up; temperature didn't. There we parked and watched the tall ships parade and another fighter plane fly-over. Again, more chop, all day long.

There were a lot of boats anchored near us. Estimates of total private boats attending were between 20,000 and 40,000. Almost all were mannerly, surprisingly few exceptions. Boat-watching and people-watching was great sport. My specialty was the study of anchoring techniques.

Leo rowed us back to the previous night's anchorage. There were more boats there this time (about 6), but our shallow spot was still there, of course. There were people lining the shores, starting quite early, for the fireworks, so the people-watching continued. We could hear the orchestra music from the concert in Liberty Park. Then the fireworks! It was splendid and went on forever, right over our heads! When it was over and all the whistles and horns were put away, we finished off the wine and watched the mass exodus. Then off to sleep!

Saturday, July 5th: We set off very soon after waking up (7:30 am). We should have left earlier. Most of the other boats did. We had a light SW wind but the tide was against us. Leo ate breakfast one-handed and stayed at the tiller until 4:20, when we finally anchored at the mouth of Piermont's Creek. We were at the George Washington Bridge by 10:30 with a medium-to-light wind. Between 1 and 1:30 the out-going tide stopped us completely. Then sometimes the winds were so strong that Leo considered reefing. Sometimes there was so little wind that he considered rowing.

At the creek the tide was so low that we could just barely float over the bar at the mouth. Not even a little motor boat could navigate the creek then. Arriving at the "Dovekies Only" launch site (5 pm), we had to wait 2½ hours for the tide to come up higher. That was enough time to find and devour a half gallon of ice cream and a quart of orange juice. Contrasting with the previous days's temperatures, the present temp was in the 90's, and we were cooked by the slow trip up the river. By 7:30 we could lift the bow of the boat as high as the planks on the trailer and hold her snug with the winch. We muscled and winched her up and blessed her flat-bottom design. A half-hour later she and we

were ready to travel the three hours back home.

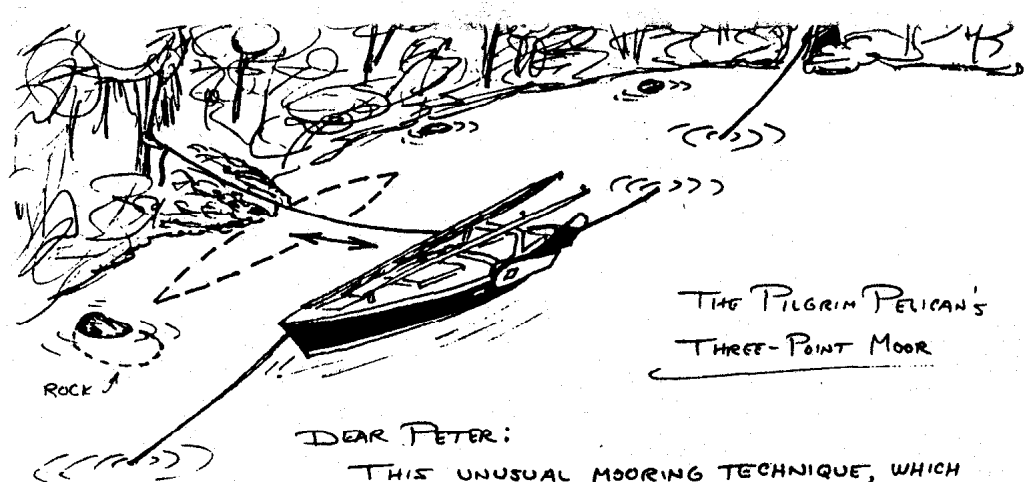
Considering all of this, I find 5 major negatives, one avoidable, four unavoidable.

1. Saturday's heat was the pits. We survived unburned, thanks to SPF #15 lotion.
2. Variation of the wind speeds kept Leo at the tiller and alert always. There was little time for him to fully relax; and there was no time for an amateur like me to take a turn. Any minute could bring a thrilling blast.
3. The choppy waters were tiring. We could live with that; but they were the final straw when trying to tack into a strong wind.
4. All day Thursday and Friday we spent hanging on. Sometimes was subtle; sometimes it was white knuckles. But pretty soon elbows, knees, bottoms and backbones has sore spots.
5. The mistake we made was sleeping too late and trying to buck the tide up the river.

The positives aren't so easily enumerated. But the whole feeling of the experience was extremely positive. The 2-day concentration of sensational events was fantastic. The concentration of boats was awesome, worth doing at least once a life. The fact that all were so polite and orderly was a welcome surprise. The wind and weather were good luck. Being blown down the river and then up, with decent temperatures most of the time, and no rain seemed too much to hope for. And then to have the versatility of this boat that can withstand the unusual conditions and be launched and anchored so uniquely made for a nearly perfect trip!

See you in August,

Judy Loumen
 +
Leo Smith



THE PILGRIM PELICAN'S
THREE-POINT MOOR

DEAR PETER:

THIS UNUSUAL MOORING TECHNIQUE, WHICH WE DISCOVERED FOR OURSELVES AT HORSESHOE ISLAND ON GREEN BAY, IS WRITTEN ON A SEPERATE SHEET IN CASE YOU WANT TO FILE IT WITH YOUR BOOK NOTES, OR SOMETHING.

THE MOORING LOCATION AT THE SOUTH-WEST CORNER OF THE COVE AT HORSESHOE ISLAND WAS CHOSEN FOR MAXIMUM SHELTER FROM WIND AT THE TIME WE ARRIVED, AS WELL AS FROM LIKELY CHANGING WIND DIRECTION. ADJUSTING OUR ROPE JUST A FEW FEET ALLOWED US TO USE A PROJECTING FINGER OF GRAVEL TO ADVANTAGE BY RIGGING A STERN LINE TO A LARGE TREE AFT AND A BEAM LINE TO A SAPLING BEHIND THE GRAVEL LANDING. THE CANTENARY OF ROPE AND STERN LINE, PURPOSELY SLACK, KEPT P.P. FLOATING WELL CLEAR OF THE STONES AT ALL TIMES EXCEPT WHEN SOMEONE DESIRED TO GO ASHORE WHERE WE COOKED OVER A CAMPFIRE, OR RETURN ABOARD WHERE THE PUTTI AND MOSQUITO-FREE SLEEPING ACCOMODATIONS WERE. VERY LIGHT TENSION ON THE BEAM LINE DREW P.P. SMARTLY TO DRY GROUND WITHOUT FUSS.

THERE WERE FOUR IN OUR CREW, INCLUDING TWO YOUNG NEPHEWS. WADING WITH BOOTS OR BARE FEET WOULD UNDOUBTEDLY HAVE BROUGHT CONSIDERABLE WATER ABOARD.

DOVERIG'S ULTRALIGHT WEIGHT, PERMITTING SLACK LINES TO HOLD HER IN POSITION, CONTRIBUTED AS MUCH AS SHALLOW DRAFT TO THE SUCCESS OF THIS EXERCISE.

(OVER)

WE WERE SO IMPRESSED WITH OUR CLEVERNESS THAT WE USED THE SAME MOORING TWO NIGHTS; CIRCUMNAVIG. CHAMBERS ISLAND IN BETWEEN.

THERE WERE OTHER BOATS IN THE COVE BOTH NIGHTS SOME QUITE LARGE, BUT OF COURSE NONE ANCHORED SO CLOSE TO SHORE AS THE PILGRIM PELICAN. INTERESTED EYES OFTEN FOLLOWED OUR PERIODIC MOVEMENTS ABEAM WITH THE SOLO SKIPPER OF THE SLOOP PAPILLION MOTORING OVER IN HIS INFLATABLE FOR A CLOSER LOOK. HE WAS CURIOUS ABOUT WHY WE HADN'T LEFT THE R/S STANDING. I QUOTED APPROPRIATE PASSAGES FROM THE GOSP ACCORDING TO PETER.

SINCERELY,

Wit Scheuer



Waterbed at the Re-Lighting of the Statue of Liberty



Behind Waterbed the World Trade Center and a Japanese Battleship