



THE SHALLOW WATER SAILOR



NUMBER 21

APRIL 1990

CAPTAIN'S CORNER

The Mid-Atlantic coast experienced several days of record setting temperatures during the third week of March. Just the excuse two recent military retirees were looking for to put aside the "Honey Do" lists. ZEPHYRUS was commissioned for the season on March 13th in fine style. Norm Wolfe was aboard as chief helmsman and shakedown supervisor. What a delight to be back on the water again. What better way to launch the season than with another Dovekie sailor.

We launched at the public ramp on Spa Creek and sailed down to Annapolis harbor. The bridge tender opened up for us just as we were preparing to furl the sail and lower the mast. What a pleasant surprise! I avoid Annapolis harbor completely during the summer. Too many boats and people. Not so that Tuesday. We had the harbor to ourselves. We sailed past the Naval Academy and continued standing down the Severn River towards the Chesapeake. Just before the Severn joins the Bay there is a small channel on the south shore leading to a completely enclosed lake: Lake Ogleton. I had not been on the lake in eight years. The prevailing winds usually blow right down the narrow channel making entry without a motor difficult. Norm was at the helm and said he wanted to see how shallow it really was. He laid a course across the sand flats and entered the lake smartly on one tack. As we entered, a Freedom 21 was standing out, with reefed main and under power. We waved and smiled. Looking over our shoulder after we passed, we saw the crew secure the motor and shake out the reef. Advantage: Dovekie! The only other things moving on Lake Ogleton's surface were some snow geese and mallards. It was a delightful sail, testing our rusty tacking skills as we coaxed the boat along through the swirls and puffs of light wind, often only two boat lengths from the shoreline. All this in T-shirts! It was a shame to have to head back, but we both had supper to make for our working wives.

After recovering at the launching ramp, Norm and I agreed to commission his boat on the Potomac River the following week. Unfortunately we have postponed that event three times now because bad weather. Well, maybe next week.

What made that afternoon so memorable for me was sharing the experience with another of similar interests and likes. Like you, I have taken many persons sailing on my boat. Some have never been on a sail boat before and others are experienced sailors. Some are uncomfortable on the water, some find the experience pleasant but get bored quickly. Very few are shallow water sailors who enjoy ghosting along a shoreline, taking in the beauty of the surroundings and sharing good conversation. I've found that sailing with another shallow water sailor(s) increases the satisfaction I get from my boat. How 'bout you. Try it this Spring!

Faire Spring winds,

John

EDEY & DUFF, LTD. AWARDS

The last issue of SWS announced the recipients of this year's awards. Unfortunately, I only mentioned half of the team that won the Shearwater award for their remodeling efforts on SW 01. Katie Caouette and Lee Martin both worked on YONDERING. Katie did the interior joinery work. Again, congratulations to both for their outstanding job.

ROSTER UPDATE

Joe Keogh of Edey & Duff and I try hard to keep the roster up to date. We routinely exchange information in this regard. We did so again before I published the latest roster. There must be a Murphy's Law that says: "Just when you get the list updated, something changes.". The following changes should be made to your March 1990 rosters:

DK 024	Roy & Donna ELSWICK 26 Reutemann Road North Stonington CT 06359 (H) 203-535-0566	DK 036	Richard & Marielle BLYDENSTEIN 1060 Pinellas Bayway No 205 Tierra Verde FL 33715
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DK 053	Norman & Helena BAIER The Court Yard Ten Simbury CT 06070 (H) 203-489-8226	DK 060	Robert FISKE 1502 Tara Court College Station TX 77840
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DK 097 "Old 97" apparently was damaged beyond economical repair in an automobile accident. It was last seen in Dallas TX in 1988.

DK 118	William & Dana FALLA 11 River Pine Circle West Harwich MA 02671 (H) 508-432-1144	DK 129	James & Cheryl SEARLS (H) 608-231-2054 (W) 608-271-7551
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SW 03 Colly KREIDLER
Dierdre KIERNAN KREIDLER
314 North 10th Street
Mc Allen TX 78501
(H) 409-686-0234

SCUTTLEBUTT

Ben Bailey recently returned from his fourth deployment to the Florida Keys. This time Ben launched from Stock Key (east of Key West) and spent the thirteen day cruise in the Marquesas Keys. These keys are about 15-20 miles west of Key West. This time Ben found mangrove islands and sandy beaches.

Katie Caouette and Lee Martin plan to visit the Chandeleur Islands in the Gulf of Mexico again. This time in a Shearwater. Lee has visited the Chandeleurs, which are 26 miles south of Gulfport MS. Lee has been three times previously in his former Dovekie. Now they can really cruise in style. Katie even has an oven. See SWS No 15 for a narration of Lee's last visit.

Frank Woodruff of Bear DE sails a Drascombe Lugger. In February he joined another Drascombe sailor at Flamingo FL, the headquarters for the Everglades National Park. They planned to spend a week sailing north into the Everglades in a Drascombe Drifter. As they were launching north of the dike on Buttonwood Canal, they sighted a Dovekie sailing into the basin from

Florida Bay. It was Matt Lavack of Traverse City MI and a shipmate in Dovekie No 138. Matt had his boat lifted over the dike (two sling lift costing \$9) and joined the Drifter going north into Whitewater Bay. After that they went their separate ways. Frank said there was not much wild life to be seen. Apparently the severe drought southern Florida is experiencing has driven a lot of the creatures of nature elsewhere for survival.

LETTERS

Martin Cooperman of Cleveland Heights OH sent me this note awhile back. Can anyone answer his question?

"Thanks for producing the newsletter. I was heading south to Killarney Provincial Park in Ontario when I first saw one Dovekie and then another. Then it dawned on me__ the Magnum Opus Cruise (Trent-Severn Waterway). I was passing the boats heading home. Stopped at the lock by Parry Sound and asked about you. The lockmaster said there were a half dozen boats with wings that had gone through day before. Not a bad description.

I wonder if you could ask members if they have any experience cruising in a Dovekie compared with a Sea Pearl 21 compared to a Lightening. All about the same size, but drastically different in hull design and rig.

I sail on Lake Erie in a 10' O'Day Sprite and sort of sleep aboard at times, although I have to keep my feet on the thwart in order to fit. The lake is 250 x 50 miles, very shallow (30' feet) and fairly dangerous with closely spaced, steep waves. I wonder what is the best boat for cruising under these conditions?

The Dovekie appears to have the best sleeping and stowage arrangements, the Sea Pearl 21 the best hull for taking steep chop and the Lightening the best rig for driving to windward. Anyone have some ideas on which hull(s) and rig(s) would excell on not on Lake Erie?" Martin's address is: 2613 Princeton Rd., Cleveland Heights OH 44118.

Guenter Arlt of Chicago IL also has a question:

"Last October I spent a week on Lake Barkley in Kentucky with my Dovekie. Unfortunately it rained a lot and I had water leaking on the front part of my cover. I would like to know what's the best way of water proofing canvas." Guenter can be reached at (312) 239-3278.

Editors note: The forward end of my dodger and the after end of my canopy (both horizontal surfaces) will drip in a prolonged rain. The short term solution I improvised one wet evening was to take two pieces of my "dog house" framework and poke up the canvas in those two places. Not much, just an inch or two. Enough to give the horizontal surfaces some pitch. The solution worked for me that night, so well that I have not persued the spray water repellent fix. I know Ben Bailey has not had a great deal of sucess with water repellents. Anyone else have a solution, besides coming in out of the rain?

Mary McGuire of Middlebury VT sent me this nice note which I'd like to share with you. It's about adapting your boating to a changing family life style.

"The newsletter is always a hot piece of mail; I'm lucky to be home when the maillady comes__ I get it first!

This past summer was one of our best cruising summers__ certainly the best since Tyler came on board. The first two years with him on the boat were raucous__ so different from Abbie's first years. She was great from five months on. Tyler... well, he started loving it finally this year at 2 1/2 years. Nothing exotic, mind, we stayed on Lake Champlain and explored new local coasts. We took two two nighters, the second being decidedly better than the first with the addition of a two man tent. I know, how could we abandon our PUDDLEDUCK for a piece of nylon? But four of us in the Dovekie all night provided four grumps in the morning. Imagine__ three would fall

asleep, I would roll over and the rest would wake up...All Night! We were crowded!

The tent limited us in anchorages, but we found deserted shores in protected spots and simply hiked up to the owner's house for permission granted. And the children really appreciated more time on shore. We cooked on the shore too. So Ed and Tyler took the tent while Abbie and I kept PUDDLEDUCK company. In a couple of years they will be old enough to sleep in the tent themselves.

So for sure these two little ones have changed our style for awhile, but we are hoping to go for a longer sail this summer. We really miss the group sails and the friendships. We haven't dropped out, just slowed down."

Arlen Hill of Tulsa OK talks about Texas cruising:

"Our winter trip to Laguna Madre between Thanksgiving and Christmas was cut short this year by the arctic cold fronts that glaciated all the way to the Gulf. It was in the 80's the week before we arrived, but only reached 70 once while we were there. Had sunshine part of two days with periods of rain and fog the rest of the time. Even so, we like the Texas Gulf Coast because it is less developed, undiscovered and closer to home than Florida.

I enclose a picture of light air sailing on those damp, foggy, rainy days when the crew wants to stay in bed and keep warm and dry. We left the back porch up and I sat on the windward side of the stern deck and looked over the top of the back porch. Little John (a cute white, toy poodle) was my lookout.

Laguna Madre is a great shallow water sailing area that seems ideal for Dovekies. We sailed south to Baffin Bay and about ten miles up the bay. There were no lights to be seen anywhere at night and only a few fisherman during the day. A hermit's paradise."

John Dineen of Bayonne NJ recaps some lessons learned last summer:

"Last summer I got some use out of DK 140. This included one squall at 11 AM. I thought they occurred only in the PM. It was not a problem. I took the sail down and placed the mast on the gallows. Since my boat stays in the water for the summer, I remove the sail from the mast, instead of furling, which reduces wear and tear.

Another lesson was trying to reef without laying to. I did not pull up the leeboards and rudder, but tried to manhandle the rig. It did not work.

On the positive side, I took the boat out alone several times this summer. I am looking forward to it this spring. I think I will get a larger outboard so I can go out in the AM without worrying about getting back when the PM sea breeze comes up as it does each day. I was thinking a storm trisail may be an option."

GUNKHOLE/CRUISING NOTES

The Eleventh Annual Dovekie Chesapeake Bay Spring Cruise will be held from May 4-6 on the Chester River and its tributaries. The cruise will get underway at noon Friday from the Rock Hall Yacht Club ramp. There is secure parking next to the ramp, the site of the 1985 Spring Cruise. The RHYC will let us come earlier (Thursday night) and stay longer (Sunday night) for those who wish to extend the weekend. The cost is \$15 payable to the Yacht Club. I will be bringing some printed material of interest: a photo copy of the chart, walking maps of Rock Hall and Chestertown (a seventeenth century town) and a list of nearby motels and restaurants. Ice, groceries and supplies can be purchased in Rock Hall, about five miles from the launch site. Directions: 1.) make best possible course to Chestertown MD, 2.) drive thru town on Hwy 213, 3.) left onto 291 for 1.5 miles, 4.) right onto 20 South for 11 miles, 5.) left onto 288, 6.) left at stop sign towards Piney Neck, 7.) left at next stop sign for 0.5 miles, 8.) bear left at fork onto McKinneyville Rd., 8.) drive past white picket fence by water, turning left up a slight hill and making first right at the Yacht Club, 9.) drive past the YC and down to the

water. If this is confusing, call me for a map. If you are in doubt about the weather, definately come. The '85 Chester River was the only Spring Cruise of five I have attended that had perfect weather! Nuf said.

Norm Wolfe and I rendezvoused on the Patuxent River off Broomes Island last May for a mimi-cruise. He describes the "regatta" in the attached letter. The beauty of the river, white sandy beach, interesting side creeks and lack of boating traffic makes Broomes Island a place we will return to this summer.

Charles Payson of Fort Atkinson WI sent these comments about Great Lakes sailing:

"Door County/Green Bay are outstanding. The water is cool but swimmable. Lake Superior never warms, and would probably be fatal in the event of a capsiz. We have sailed our 420 from many Door County ramps. We have not had a chance to take our Dovekie yet. I long to take our Dovekie to Jackson Harbor on he north side of Washington Island and to explore the western shore of the bay and some of the Michigan islands and shoreline."

Jim Cartwright of Youngstown OH has an idea for some summer day sailing:

"Speaking of day outings, how about Dovekie Day at Cedar Park amusement park on Lake Erie's Sandusky Bay? This year I'm hoping to trail SERENE to Sandusky as home base for our second annual family outing to Cedar Point. Judging by the chart of the Bay and cruising guide, it may be practical. Seven-year old Brian and I have pledged mutual support for an attack on the Magnum XL at the park this year. It would be nice to see what a gaggle of Dovekies looks like from the 200' plus high perch above the Bay that the coaster provides. Call Commodore Jim and Anne at (216) 792-4270 for further details on the Battle of Lake Erie.

BOAT MAINTENANCE

The Awl-grip paint on the sides of my boat has received its share of dings and dents over the years. The white gelcoat spots show visibly against the flag blue color. E&D recommended using a similiar color "magic marker" to touch up the white. That was a cheap solution, but not lasting. The blue color would fade quickly. Norm Wolfe's solution is not only inexpensive but more lasting. Buy some modeler's enamel paint at a hobby store. Mix a couple of colors until you have a match. In my case a small bottle of blue with a little black thrown in matched nicely. The paint is fast drying, hides the white and is not apparent unless you get up real close to the hull and look down the side. Thanks, Norm!

BOAT WARE

Moby Nick Scheuer of Mound MN sent this tip on how to get more "elbow room below":

"I recently discovered "cinch duffels" for sleeping bags while visiting one of my brothers who is into serious bicycle touring. You can stuff a 3 1/2 or 4 lb. polyester-filled bag into one of these without bothering to roll it neatly. Then you simply cinch up two belts equipped with one-way slip buckles and the diameter of the duffel shrinks by at least a third; from 18 inches to 12 in the demonstration I witnessed. This reduces the cross-sectional area by over half, which is of concern to bikers because it relates directly to wind resistance.

When we factor in a constant of 24 inches for the length of the duffel, we still realize a reduction of volume by over half, which is of vital concern to shallow water sailors lacking capacious holds or even a decent hanging locker.

Now when we factor in three sleeping bags instead of the customary two, representing the duffels normally encumbering PIL-PEL, we've reduced our total volume of gear by a whopping ten cubic feet! This leaves lots more room for potato chips, pretzels and Pabst."

Charles Payson of Fort Atkinson WI sent this note on rigging:

"Regarding Peter Duff's comments on avoiding flogging: It appears from his report that many people like to leave their masts up. In an earlier issue (SWS No 13) I wrote about adding an extra set of stays even with the mast step, which are tight when the mast is up, and allow the mast about two feet of play side-to-side at the gallows when it is down. There is plenty of slack to unstep the mast. Edey & Duff have sent the extra stays promptly on my request (\$38 each). Putting the mast up and down is the easiest part of rigging the boat, under any conditions. I do believe boats should be sold with this rigging. With it, and a fifth E & D stay used as the halyard for raising the mast, with a three-fold purchase Schaefer block at the bow identical to the one we have on the mast for the snorter, I lower the mast whenever I am not sailing. Period!

SEAMANSHIP/NAVIGATION

Moby Nick Scheuer continues the ongoing discussion of how to make the Dovekie sail better:

"Next summer I'm going to experiment with lengthening PIL-PEL's shrouds and reduce mast rake. I'd have done it sooner, but with our bronze shackles permanently attached, couldn't figure a way to switch to lanyards without having to buy new shrouds, or sawing off the shackles. The obvious answer occurred a few weeks ago; just bypass the shackles with lashings between the shroud eye and chainplate, letting the redundant hardware hang loose. I wish I'd thought of that on the Trent-Severn when there were other Dovekies around.

One thing for sure regarding your observation about rake and speed, it is only upwind performance that may be improved with a straighter stick. (Ed note: In SWS No 20, I noted the faster Dovekies on the Magnum Opus seemed to have little or no rake in their mast.) PIL-PEL probably has maximum rake (the foot of the sail brushes the gallows when tacking) and no other Dovekie has ever been able to keep up with her running before the wind. She is fast on a broad reach too.

Peter Duff and I discussed this briefly on the St. John River cruise. He could not relate it to anything specific.

One factor may be that in most company, our boat is the only one without a slot (bow centerboard) in her bow. I also feel that our well rounded rudder blade has less drag than a squared off profile. However, when our blade was still square, we could still catch others who had round rudder tips.

PIL-PEL is always trimmed about the same while cruising: heavy and a bit down by the stern. (Must be all the driftwood, Nick!) I think one or both of these factors is really it.

In company with another Dovekie you might try adding enough water ballast or bread aft to overcome ZEPHYRUS' tendency to be down by the bow. You might find that trim is more important than displacement. Consider Hanson Robbins; RUMPUS carried an awful burden on the T-S and was still very fast upwind, though he could not catch us off wind.

Tut, Christina Ryke's mate on the St John cruise, thought PIL-PEL's downwind speed was due to superior helmsmanship. If so, it is not a conscious effort, though I believe there is such a thing as "upwind" and "downwind" skippers in yacht racing.

SAFETY NOTE

In the last issue of SWS I discussed boats leaving their trailers and the possible need for a tie down strap. A 14' adjustable boat tie down strap with

"J" hooks on each end cost me eleven dollars. Cheap insurance! The strap hooks on the very end of the trailer frame (older E & D trailer) and crosses over the boat forward of the gallows.

PROPANE POTPOURRI

Here is a tip for the pot from Jim Cartwright:

"For your food column, I volunteer the experience gained while dieting that Lipton foil bagged noodle and rice dishes are super tasting and easily prepared without the butter called for on their preparation directions. I've tried Noodles Stroganoff, Chicken, and in cream sauce as well as Cajun rice, chicken rice and beef rice. All any of these require are a pot of boiling water and ten minutes time to satisfy the starch needs of my meat and potatoes appetite__ very convenient. I plan to try a few experiments with recipes from the "Can to Pan" cook book that I recently purchased from The Armchair Sailor. First up is whole wheat pan bread that alledgedly needs only a frying pan and a teaspoon of oil to turn its basic materials into delicious bread. I'll let you know." (Ed note: Jim added a post script to his letter. "Tried it_ no yeast required. Pretty good, Brian liked it, me too. Looks like overweight whole wheat pancakes.)

BOATING CALENDAR

May 4-6 Eleventh Annual Chesapeake Bay Spring Cruise. Chester River.

May 26-28 Buzzard Bay Cruise. See SWS No 20 for details.

Jun 2-3 Potomac River Cruise. St. Clements Bay to Nomini Bay and back. Call Dean Meledones (301) 589-3252 or John Zohlen (301) 266-6516 for details.

Jun 23-24 Midwest Opus Minor. Geen Bay/Door County. Call Nick Scheuer (612) 472-7816 or Ben Sparks (414) 338-1809 for details.

Aug 5-18 Magnum Opus Cruise. Maine Coast Trail. Call Peter Duff (508) 758-4991

Oct 4-6 Mid-Atlantic Small Craft Festival VIII. St. Michaels MD

CLASSIFIED

Crew wanted. Attention southern shallow water sailors. Would someone like to help me with the drive from Atlanta to Maryland for the Spring Cruise? There are a lot of nice folks and boats to see. Call Ben Bailey at (404) 432-6173 after six PM.

UNICORN, Dovekie No 083, most completely equipped Dovekie ever, both for cruising and amenities. 12 volt electrics including solar panel, marine battery, lights, fan and vacuum cleaner. Many, many extras including teak and holly type deck, bimini, 7.5 hp outboard, trailer and '79 Chevrolet Malibu. \$11,000 complete. Call Rupert Mac Lean at (301) 262-2338.

Broomes Island Regatta, 9-11 June 89.

Broomes Island is a small peninsula about 12 miles up the Patuxent river from the Chesapeake Bay. It has been settled since 1851 and is currently home to a small fishing fleet.

Broomes Island has two boat ramps, one on the up river side and one on the down river side, and they are within walking distance of one another so that you can launch at one and recover at the other if the wind changes. The better ramp and larger parking lot is at "Bernie's" boat yard on the down river side, facing south east.

I launched Friday evening after having dinner on board on the trailer, while waiting for an unusually strong up river wind (out of the South) to abate. It did so by about 1800. I launched and sculled before the dying breeze North up Island Creek and anchored for the night. The breeze stayed with us through sunset, long enough to discourage the famed Chesapeake Bay mosquitos, and the rain which had been with us for 3 days stopped by midnight, yielding a starlit sky.

Saturday was clear but quite gusty. I sailed around Broomes Island to the up river side and found the wind out of the NorthWest, coming down river. I approached the shore with the intention of finding a way to enter Rock Creek, a small cove noted on the chart but without any depth indicated. Just the place for a Dovekie. I anchored with my lunch hook¹, dropped spars, and sculled into the cove at high tide via a channel about a foot deep and about six feet wide. The cove is about 100 yards in diameter, and was a great place to anchor and have lunch, watching the birds.

When I departed 2 hours later, the outgoing tide made the exit easy. However, I had not anticipated the increase in wind velocity that met me outside the cove. I was tempted to stop and reef (Elk River has made me a chicken), but spotted another Dovekie off the point of Broomes Island, a broad reach from my present position. I sailed toward it and found Zephyrus with John Z. at the helm.

We retreated to the more protected waters of the down river, downwind side of Broomes Island to sail in smooth water and brisk wind. We anchored at a beach near the launching ramp for a while, then sailed along the down river shoreline before returning to the Broomes Island city center for a delightful dinner at Gatsby's Dockside Galley. The proprietor, Capt. Jack, and his help were aware of the Dovekie, and interested in seeing us row and scull our respective boats to the dock at the restaurant. (warning: Broomes Island is dry! Bring your own.)

John pulled out after dinner and I left the following morning, after successfully defending my fragile skin against mosquito attacks.

Conclusion. Broomes Island is a fine place to sail. Power boaters are mostly fishermen and not water skiers, and there seems to be enough area for everyone. We didn't even begin to explore the South shore of the Patuxent, which looks quite interesting through binoculars. Nor did we get into Nan Cove, which is on the up river side of town. The water is only slightly brackish and we saw no jellyfish. Launch fee was \$5.

--Norm Wolfe, PIILU

1 My lunch hook is a 4 lb Danforth on a 35', 1/4" nylon rode, tied to the towing eye. I stow the anchor in the cockpit just behind the port leeboard handle so I can set it without going forward. The rode leads through a plastic eye in the end of a 25', 1/4" dacron line. The other end also leads to the cockpit, and it allows me to pull the anchor rode back to the cockpit, then trip and haul in the anchor. ("Haul" doesn't seem to be the right term for retrieving a 4 lb. anchor.)



27 March 90

Dear John, CPT (Ret'd),

Congratulations, John; I'll still call you, and think of you, as Captain. I'm not at all sure about the good judgment you mention, though, on the part of the rest of us SWS's.

For example, whole fleets of us dragging our boats all over the country to converge upon some nameless creek in the Chesapeake in the barely spring to subject ourselves to bona fide Old Testament rains, keelboat winds and sundry other discomforts and risks to limb and aplomb. But, yes, *Chocolate Chip* will be there for her tenth (10th) consecutive Spring Cruise, an addiction her skipper won't try to deal with just yet. But it looks like Elliot won't be able to break away this time. Son Steve plans to be along again this year; I'd like to show him what Bay sailing is supposed to be like. He barely remembers from when we lived there 20-odd years ago.

Either of the proposed sites look excellent to me. Can we still launch off that beach at St. Michaels, or have they built something there, as planned? You know the area best. Enclosed find SASE in case you have something brilliant and/or useful to suggest.

Rupert Mac Lean is selling his Dovekie?!?!?!?

Keep up the good work editing. See you in May.

Faire winds,



THE SHALLOW WATER SAILOR



NUMBER 22

JULY 1990

CAPTAIN'S CORNER

The sailing season is in full swing now! Even the folks from colder climates are on the water now. Flyers are out for the Edey & Duff Aucoot Cove Boatyard picnic on July 28th. All the cruising plans and winter dreaming can become reality now. Go for it!

This edition has three narratives of cruises held earlier this summer in Maryland, Illinois and Massachusetts. Each is unique in terms of the participants, topography and activities. As you will see, all were gatherings of individuals with common interests and values. People appreciating the creativity of others and the beauty of nature around them. All seemed willing to accept the challenges the elements presented them. This is what "messing about in boats" is all about.

As you recall in the last issue, I was finishing a career involving gray ships and blue water. Somehow I imagined my second career would be focused around things that float on the water. Instead I am now employed in a business that is focused on water itself.. clean water. I now work for Anne Arundel County Department of Utilities. We provide the county citizens clean drinking water from the ground and return clean, reclaimed water to the area's rivers and Bay. The results of doing the best job I can at work benefits me (and others) directly in the area where I like to spend my time in recreation. Built in incentive to succeed and.. a good deal I'd say!

Faire summer winds,

John

SCUTTLEBUTT

The Midwest Opus Minor (MOM) was postponed until the weekend of July 7-8. Moby Nick promises me a full story when he gets back.

Craig Poole's Public Health Service job change has caused him to relocated his Dovekie from Alaska to New York. His new address is 496A Hudson St., Box K 133, New York NY 10014. (212) 620-3443 x23. Craig described some of the beautiful interior waters he sailed in Alaska and promised to write about some of his cruising experiences there.