



# THE SHALLOW WATER SAILOR



NUMBER 41

JUNE 1993

## CAPTAIN'S CORNER

This will be a quick newsletter. Mary and I will be leaving Annapolis on Saturday for three weeks. We are going to a wedding you know... in Sweden. Our second son, Ensign Peter, is tying the knot with Marie in Lund, Sweden on June 25th. Are we ready? No way! Are we excited? You bet!

I wanted to clean out the mail box a bit before I left. The letters from Stephen Weld and Chuck Isenberg in this issue have been in that box for awhile. They are interesting reading, but for various reasons they just did not make previous editions. With apologies to Stephen and Chuck, I hope you enjoy them now.

Moby Nick of Freeport IL has been busy in his shop again working on a new set of leeboards. The accompanying story tells of their construction. Nick, Rose Mary and Ellen will be coming to the Chesapeake Bay area this July after visiting the the Lommen/Smiths in Wynantskill NY. Nick wants to cruise in the area after, plus visit Washington DC. I look forward to seeing PIL PEL and crew again. And the new leeboards.

The Soechtigs and Motes are hosting the First Annual Barnegat Bay Cruise next weekend. This notice will probably arrive too late for some to participate. For those who can make it on short notice, have a good time. For the rest of us East Coast sailors, consider this ample notice for next year's cruise.

And finally, no, you were not seeing double in the last issue. I did print Ken Murphy's story about the dry cruise he and Virginia took to Cedar Keys twice. No excuses. But, it is the first time I've done that in 40 issues. It's not a perfect world.

Faire Swedish winds,

*John*

*PS: Enjoy the Magnum Opus!*

## SCUTTLEBUTT

Robert and Allison have found a new home in Door County. Their new address is 4103 Snake Island Road, Sturgeon Bay WI 54235-8416.

## CLASSIFIED ADS

Dennis Murray of Wayland MA no longer wants to sell his Dovekie. In his note withdrawing the offer, Dennis says he hopes to find some time to use it.

Rupert MacLean of Bowie MD wants to sell his reasonably well equipped Dovekie No. 083. Price: \$7900. Call Rupert at (301) 262--2338 for details.

Lee and Katie Martin of College Station TX are selling their beautiful Shearwater. The boat has many options. YONDERING was single-handed to the Bahamas and according to Lee is ready to go again. Call them at (409) 776-8380 for a list of equipment, photographs and asking price..

## BOATING CALENDAR

- Jun 18-20 First Annual Barnegat Bay Cruise. Call the Soechtings at (908) 583-0809/2886 or the Motes at (609) 698-0100 for details.
- Jun 20-26 T/A Association Lake Erie Cruise. Launching at Lake Erie Metro Park. All sailing will be in Canadian waters and each night spent in a harbor. Call Larry Arnett (313) 722-5034 for details. Note: This date has been changed from the original announcement.
- Jul 17-24 T/S Association Georgian Bay North Channel Cruise. Launching at Spyder Bay Marina, Little Current Call Jack Metzel (313) 647-2042 for details.
- Jul 18-30 1992 Magnum Opus Cruise. Georgian Bay from Parry Sound north. See Peter Duff's letter in SWS No. 38.
- Jul 24-31 T/S Association Georgian Bay Cruise. Launching at Parry Sound. Call Jack Beggs (313) 646-5082 for details.
- Jul 25 to Aug 6 T/S Association Lake Superior Isle Royal Cruise. Launch at Lodge Marina, Grand Portage MN. Call Ray Davidson (313) 878-5583 for details. Note: This date has been changed from the original announcement.
- Jul 31-Aug 9 Lake Huron North Channel Cruise. Launching from Spanish, Ontario. Contact Richard Dix at P. O. Box 103, 9095 East Stone Road, Hesperia MI 49421-0103 for details. Note: Richard is the editor of STRING OF PEARLS, a newsletter for Sea Pearlrs.

Tel. Nos.: Peter & Charlotte Soechting (Matawan) 908-583-0809  
or 908-583-2886 (mess. recorder)  
Harry & Alice Mote (Barnegat).....609-660-0100  
SUN HARBOR MARINA (Barnegat).....609-698-2116

Hello, faire Shoal Water Sailors, *Mary & John,*

here is some brief information on our first

***BARNEGAT BAY Sail Cruise, June 18, 19, 20, 1993***

**LAUNCHING:** Barnegat Township Ramp, located in the SW corner of the  
Barnegat Municipal Parking Lot. Launching fee for non-residents: \$10

**PARKING:** "Sun Harbor Marina", short walking distance back from the ramp.  
They kindly ask that car&trailer be detached for parking. Fee for the  
weekend (two nites): \$ 10 (thanks to Alice's great negotiations!)

**DIRECTIONS:** see enclosed map copies.

Coming from North PKW (from New York) use Exit \*●. At the end of  
the ramp turn East (left), which is Bay Ave. (also called Rt. 514),  
go straight thru traffic light (= cross Rt. 9) ; then you are on East Bay Ave.  
(also called Rt. 609 or Plank Rd. on the map), continue for about  
10 min driving, cross a little bridge, pass Marina's Marina, a little  
Marina Shop, Breakfast Place, Sun Harbor Marina, a Condo  
complex "Morning Harbor" to the right , and after that, turn right  
into the Municipal Parking Lot, RAMP on the right.

(Note: If you are coming from the South PKW (from Cape May) you have  
to use Exit \*●/Waretown, proceed East to Rt 9 S, to East Bay Ave.)

More details: copies of sea charts, course, overnite anchoring (more or less depending  
on wind direction.....) at meeting place (Ramp/Bay) or at Sun Harbor Marina.

ETAs, as known so far:

Motes - Friday, any time

Soechtings - Friday, noon/early afternoon

Smith/Lommen - Friday, around 7-8pm

Trzcinskis - Friday, around 7-8pm

Athearns - Saturday, late afternoon/early evening

Ship Ahoi!

*Charlotte*

## NEW LEEBOARDS

Pil-Pel finally has her wooden leeboards. The drawing for them is dated 1989 but other affairs kept intervening.

I wanted wood boards not only for their charm, but also to match the performance of E&D's current production boards without having to write a five-hundred-dollar check.

For some years now, Pil-Pel's boards have not even matched each other. The starboard one was modified in 1985 to have a foil cross-section and a  $1\frac{1}{2}$  degree positive angle-of-attack on st'bd. tacks. The portside board was left alone, parallel to the keel. We usually used the foil on either tack because its feathered trailing edge and rounded tip made it faster, and sailing with a negative angle-of-attack seemed no worse than the leeway experienced with the original leeboard.

The foil was capable of spectacular performance in certain conditions but, overall, was not sufficiently successful to warrant modification of the other.

Instead of mahogany or teak, as one might expect, our new leeboards are douglas fir; plenty strong and a lot cheaper than either exotic specie.  $1\frac{1}{2}$ " square bats were ripped from 2x8 structural lumber and laminated with WEST System epoxy adhesive. The seams are reinforced by  $\frac{1}{2}$ " dowel pins at 10" intervals. Each square strip had the grain oriented to the closest approximation of "edge grain". The three tapered segments in each board were sawn from a knot-free edge grain 2x8.

Our boards' shape differs from E&D FRP boards in three respects that I feel are important for optimum performance. The trailing edge is quite fine, though not pointy-sharp, nor as fine as that on the foil. This trailing edge taper extends around the lower end of the board, fairing gradually into the blunt round of the leading edge, so that when the boards trail aft over shoals they present a more desirable shape with respect to water flow. Finally, the lower end profile is much more rounded than usual for Dovekie, again for less drag and more speed.

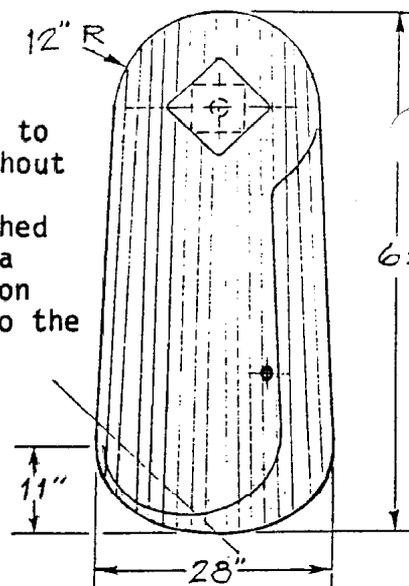
The original cam lock hardware has always served well; nevertheless, I had it updated by E&D because the wood boards are heavier. We didn't want the cams slipping just when needed most.

Obtaining the lumber was a project in itself. I'll just say here that there remain a few lumber yards that still sell lumber instead of "home improvements". The people therein know their onions and dealing with them is a pleasure after you explain that you're looking for some decent wood for a boat. I'll tell you, a stack of clear doug fir is a sight to behold, but the car-load of clear, fresh-cut, long-leaf yellow pine one guy showed me was positively glorious. No, its sap content is too much for epoxy to grip for long. But I considered it.

Rather than sand the laminations flush using a hand-held disc or belt sander, I called around Rockford until I found a millwork shop in possession of a stationary machine capable of handling a whole leeboard in a single pass. The guy in charge seemed to tolerate boat nuts with thinly-veiled patience, but they do fine work for a fair price. The tapers were cut with a hand-held router guided by a special fixture I designed just for this project.

The finish is DEKS-OLJE which people say is easier to maintain than conventional varnish. We'll see.

One really has to like working with wood to convince oneself that any money was saved, but of course that wasn't the point after all. It's just that I've always liked leeboards, ever since first sailing a canoe in the Boy Scouts, and the new wooden pair provide a more pleasing focal point on Pil-Pel's topsides.



Moby Nick, Freeport

STEPHEN M. WELD  
267 ADAMS STREET  
MILTON, MASSACHUSETTS

August 1, 1991

Dear John,

Here's a check to "re-up" for another year. Keep up the good work. It's nice to see how, in the abdication from intelligent journalism on the part of virtually all of the boat magazines, newsletters like SWS, Ash Breeze (TSCA), The Apprentice (Rockport Apprenticeshop), and doubtless others that I don't know have filled in to give both entertainment and a forum to exchange news and views.

I've enjoyed the discussion of capsizing prevention, and the related subjects of lateral plane and weather helm (or lack thereof), and have some comments which may be of interest. I have only once been close to capsizing "Perihelion" (omitting the time when I was hit by a hard gust while sitting on the sheet--a mistake never repeated!) and that was from diving into a standing wave caused by a strong wind opposing a strong current. I don't think that I would have been so fortunate if I had a bow centerboard, and used it routinely for windward sailing. Remember that a lightly-loaded Dovekie has a sail area / displacement ratio similiar to that of a Laser, so there are times when you need to be able to luff RIGHT NOW. The unrockered shape of the Dovekie slows her response, and while I've never sailed a boat with a bow board, I expect the response would be slower still. My solution to the weather helm problem is to sail with the leeboards ten or so degrees forward of vertical (but not in shallow water--if you hit something with the boards forward of vertical, the boat has to "pole-vault" over the obstruction). This helps in two ways: first and most obvious, it moves the center of lateral plane forward; second and less obvious, it tends to make the flow across the board travel upward, inhibiting the tendency of the turbulence at the juncture of the hull and board to travel down and spoil the board's lift. This trick is no panacea, but it does help. Also, when in smooth water, I like to trim the boat down by the bow, so the lee bow topsides add some lift. When you can do it, this helps more than playing with the leeboards. I haven't noticed a lot more lee helm with one reef. Some day, some brave soul will chop up a Dovekie and make the boards vertical or even angled out. Some experience sailing "Black Skimmer" yawls with different leeboard setups suggests that such a change would make a Dovekie faster and more weatherly.

Nobody talks much about oars and rowing. I happen to like rowing, and have done some work on my oars, so I'd like to share some thoughts on this also. "Perihelion" is number 20, and came with 9 1/2-foot oars, whereas I believe that later boats have 9 footers. Presumably the change was made to reduce the weight and general unwieldiness of the oars, but I don't think it's the answer. The standard Shaw & Tenney oars, as supplied, are real clubs, but lurking in that mass of wood is a decent oar if you can only get at it. So I thought of my oars as blanks, and bought a small brass spoon-backed spokeshave from Woodcraft Supply in Woburn, Massachusetts, and used it and a gouge to fashion the Shaw & Tenneys into something like the oars advocated by the late Pete Culler. (Anyone who hasn't read Culler on oars should do so-- his writing inspires and his ideas are useful.) I removed between a third and a half of the oar's weight, all outboard of the tholes, and without touching the thickness across the direction of pulling. This resulted in an oval or elliptical shaft and a thin-edged blade with a ridge down the middle, a nice spring that's easy on the muscles, and dramatically lowered balance weight. It was fun to do, and relatively undemanding, and now I can row for three hours before tiring (blistering is another matter...).

There is a lot of nonsense written about alternatives to oar leathers. As far as I can see, all the alternatives are more difficult than leathering, and don't work as well. Forget all you hear about needing specially-tanned leather, and buy a bag of scraps from a leather shop. Two sets of leathers from scraps have lasted "Perihelion" ten years. Even if you replaced them every year, leathering oars is about as much trouble as varnishing them. (I don't do that every year, either.) Mine are 15 inches long and sewn up with simple stitching, as on a baseball, using heavy waxed whipping twine. You can use lighter twine, but it wants to cut the leather. Make a paper pattern, lay out the holes for stitches 1/2 inch apart and staggered by 1/4 inch, set back about 3/16 inch from the edge of the leather, and go to it. It's an easy and satisfying job, and good leathers make rowing a lot pleasanter. Read Pete Culler for more on the subject. I'd love to hear any other "Dovekiners" thoughts on this. Dovekies could really use handmade, well-balanced oars--has anyone undertaken this? It's always a "next year" project for me.

Enough ramblings. Faire Winds to ye all.



Steve Weld

6700 SE 36th Ave.  
Portland OR 97202  
20 September 1992

John Zohlen, Editor  
*The Shallow Water Sailor*  
Three Wilelinor Drive  
Edgewater MD 21037

Dear John,

I enclose ten dollars for my 1992-93 renewal. Glad to hear that you plan to continue taking responsibility for *SWS*.

Sounds like you had some good sailing this season. So did I, but, alas, not on the *Time and Chance* (No.128). This winter the boat sat on its trailer at Gary Clevidence's house in Wellfleet, Cape Cod. I neglected to put the trailer up on jackstands, and at some point, a tire blew--dry rot, I suppose. The hub turned true, but no matter what combination of wheel and tire I tried, I couldn't eliminate a pronounced wobble. The sudden load must have distorted the original wheel, and the spare (a different make of wheel) wouldn't mount right. After spending two days trying to make the trailer roadworthy, I decided that since my sons Willy and Marty and I were only going to be at Gary's for a week, I would let the boat sit until next summer, and play with the boys instead. In place of a cruise, we had some great day-sails on *Shuksan*, Gary's Thistle.

When Gary and I were cruising on Narragansett Bay last summer, we were so taken with an F-27 trimaran we saw in Dutch Harbor that we wanted to try one out. Gary's research turned up a brandnew and thoroughly-equipped F-27 being chartered by Bob and Gail Ingersoll at Long Reach Charters, Orrs Island, Maine. At the end of July I joined Gary for the first week of a two-week charter. We had only one storm (and that at night, while we were at anchor), no really dense fogs, and generous portions of wind and sun. I came to think of the boat as a chaise lounge capable of windsurfer speeds. There weren't many days when we didn't hit 15, and on one leg, going up Penobscot Bay to Belfast, the speedo registered 19.3! At slower speeds, the offwatch gets to lie in the forward nettings, being entranced by the porpoiselike motion of the windward ama and the beauty of sea, sky, and islands.

One night, at Southwest Harbor, we let the boat take the ground while at anchor--just to maintain our legitimacy as shallow water sailors, of course. The board-up draft is less than two feet, but you can't really sail a daggerboard tri

alongshore the way you would a Dovekie; the eleven-hundred-dollar daggerboard is designed to sacrifice itself in the event of an impact at much over eight knots. I'm looking forward to more multihull adventures, via charters, but I'm also really eager to get the *Time and Chance* back into the water.

Best wishes,

*Chuck*

Chuck Isenberg