



THE SHALLOW WATER SAILOR



NUMBER 51 _____ JUNE 1995

CAPTAIN'S CORNER

I was beginning to get worried! Monday and Tuesday of Spring Cruise week and the furnace was running. Was this cold spell going to continue into the weekend? On the negative side: Don Hurd was not going on the cruise because of kids soccer tournaments. He always claims to bring good weather. On the positive side: Jonah Jim Cartwright was not coming and that meant he could not bring the rain. We were just going to have to cross our fingers and hope.

Sunday afternoon after the cruise. A crowd is devouring barbecued pork sandwiches and washing them down with sweetened ice tea at Mama Bee's Country Kitchen. Dovekies on their trailers are scattered all over the parking lot next to Highway 17. Sandy Lommen, veteran Spring Cruise sailor extraordinaire, announces this was the best Spring Cruise she has ever been attended. Leo agrees. Not to worry, mate!

It was a good cruise: fourteen boats and twenty-seven shallow water sailors. And a Spring Cruise first: a group photograph on land. Details below in Cruising Notes.

Jim Cartwright sent me a note which I published in the last issue of SWS. He misses his Dovekie. Dennis and Cindy Battle of Seeley's Bay Ontario bought *Serene* from Jim two years ago. The Battles now enjoy using *Serene* in both Canadian and United States waters. Dennis' letter in this issue tells of his adventures. But this thought is about what boats actually mean to us. They are more than just objects. They are makers of memories, character development and relationships. Rupert and Joan Mac Lean's attached letter captures that thought. They talk about their mixed emotions in selling *Unicorn*. I too will miss both their boats. Jim, Rupert and Joan no longer have the vehicle through which we mutually shared a special interest. Perhaps that is what they are also thinking.

Faire summer winds,

SCUTTLEBUTT

John Martin of Marietta GA sent me this post card from Cedar Key FL. "Went to Cedar Key for the small boat festival and I was it! Read that it was cancelled in Messing About In Boats, but I thought someone would show up. I was wrong. Brought my mom from Dunedin with me and stayed over Saturday night. Brought my Snark along to sail and had the usual good sailing. Sure miss *Persimmon* sometimes. Cedar Key is still wonderful."

Dirk and Anne Temple-Kluit of Vancouver BC have purchased Shearwater No 06 from Walter Johnson of Lummi Island WA. Walter said in his note that Dirk and is the Western Region Director of Canadian Geological Survey. He was stationed for many years in the Yukon and plans to take *Caper* there this summer to explore some of its lakes. That Shearwater sure has traveled: from New England to the Florida Keys to Washington to BC and now to the Yukon.

Don and Jessie Janes of Ft. Meyers FL sold his Sea Pearl 21 and bought Dovekie No 135 from Lee Worsham of Palm Beach Beach Cays FL. Don met the Spring Cruise at the Freeport Marina, without boat, and talked to folks about their shallow water sailing with bigger lee boards. It would have been interesting cruising with a Pearl in company.

George Lowry of Springfield IL bought Dovekie 127 from Nik Smith of the same city. George discusses plans for the boat in his attached letter.

A word of caution to the new boat owners. Something Peter Duff told everyone who bought a boat from Edey & Duff. Do not make any modifications or changes for the first six months. I followed it and think it is sound advice. Besides, it saves money!

Jim "The Rocket" Plourde of Allentown PA asked for the address of Messing About In Boats in his attached letter. Bob Hicks, the editor, can be reached at 29 Burley St, Wenham MA, 01984-1943. Telephone: (508) 774-0906, weekdays 8-5, no answering machine. Boats is published twice a month, 24 times a year. Subscription price is \$24. I have been a subscriber since 1985 and highly recommend the 36 page magazine.

LETTERS

Dennis Battle of Seeley's Bay Ontario sure gets around in his Dovekie. He sent this note of his international travels:

"Thanks for SWS 50. Interesting and informative.

I see Jim Cartwright wrote you and he misses *Serene*. She is happily tied up to my dock here on Branberry Lake. I sail her 3-4 times a week on the lake and Dog Lake. I get in some great sailing but due to the shifting wind patterns near the high shores I must always pay attention... particularly so on gusty days. I have these lakes pretty much to myself, just the occasional bass fisherman.

The first road trip we took was to the Edey & Duff summer get together. An enjoyable experience, but a bit too long a trip to do it regularly.

Last winter we trailed *Serene* to Florida. We went to the Sanibel Island area. We had been there before when we lived aboard *Talisman*, a 34' schooner I built. We had a good trip south although we did start in a snow storm. We ran out of it around Syracuse NY. We launched at a public ramp just before the toll booth at the Sanibel Island bridge. An excellent ramp. We then took off for the chain of islands towards Cayo Costa. We beached *Serene* here and there. Eventually we got to Cayo Costa. It is a well protected anchorage. However, with our mini draft we went inside the sand bar and anchored in a

couple of feet of water knowing that we would dry out about 3:00 AM. About 7:00 AM we got up and of course we were high and dry. The nearest water was 300' away. So here we are having coffee and we hear a helicopter. It flew over, circled, came back, hovered above us and then landed about 100' away. The co-pilot hopped out and I went to meet him. He asked if we needed help. I explained our position and thanked him. He said he was a mosquito control helo and had flown over the islands for past ten years and had never seen a boat in this little bay. He really thought we were well and truly stuck!

We had a few other adventures and had a great time. We sailed into J. N. "Ding" Darling Sanctuary. We were allowed to tie up while we walked to the town for groceries.

We then sailed down the coast towards Everglades City where our son was working at the Outward Bound School, then north again to the Caloosahatchee River.

The return road trip was alright until we were near Cincinnati where we ran into a wicked ice/sleet storm. Trucks and cars off the road by the dozens, or so it seemed. We plugged on trying to get to my brother's house in Yellow Springs before dark. My car is a Subaru with a 1.8 liter engine. Normally not much power. We felt we either had an engine problem or bad gas as we lost power. We finally made it and as soon as I got out of the car the reason for the poor car performance was evident. The boat and trailer were coated thickly with ice! A lot of weight!

Last summer we trailed *Serene* to Kilbear Provincial Park on Georgian Bay. A super place for cruising Dovekies.

As we live on Branberry Lake which is part of the Rideau Canal System, we will go north up the Rideau for a week or so. There I may take *Serene* through the 1000 Island area or the St. Lawrence River. I did that last year also. This time I will go down the US side. I do that trip alone as Cindy wants to spend most of her summer in the garden.

For "big boat" sailing I am a volunteer aboard the brigatine *St. Lawrence II*. She is a sail training ship for young folks. Good luck with the SWS."

GUNKHOLE/CRUISING NOTES

The Sixteenth Annual Chesapeake Bay Spring Cruise was held May 5-7 on the Piankatank River. By Friday noon most of the boats and crews had arrived at the Freeport Marina and launched their boats. The launching and weekend parking fee was three dollars with an honor box at the sandy ramp. Those attending were:

DK 017 Sandy Lommen and Leo Smith of Wynantskill NY

DK 026 Jim and son Mike Spencer of Rockville MD

DK 028 Hope Stanton and Dave Graves of Beltsville MD

DK 042 Diana and Norman Hudson-taylor of Glen Echo MD

DK 066 Bill and son John Chewning of Richmond VA

DK 072 Martha and George Palfrey enroute from Tampa FL to Duxbury MA

DK 105 Jim Plourde of Allentown PA

DK 106 Mary, Dean and Damon Meledones of Silver Spring MD

DK 113 John Zohlen of Edgewater MD

DK 147 Howard Van Etten of Hampshire TN and Tom Bogan of Pasadena MD

Bay Hen Virginia and Ken Murphy of Gaithersburg MD

McGregor 26 Carol Moseley and Bob Ahlers of Troy NY

McGregor 26 John Parsons of Olney MD

SW 08 Alice and Harry Mote of Barnegat NJ

Don Janes was also on the beach at the launching. He was enroute from his home in Ft Meyers FL to Maine. He had just purchased Dovekie No. 135 the week before. The boat was in Florida so Don was busy visiting several boats on the beach to see how they were rigged and sailed.

Harry and Alice Mote did not have to launch their Shearwater. They sailed down the ICW from Barnegat, up Delaware Bay, across the Chesapeake and Delaware Canal and down the Chesapeake Bay to the Piankatank River. The Piankatank River is on the western side of the Chesapeake, lying between the Rappahanock River to the north and the York River to the south.

We beached our boats or tied them to the old wooden pier and just visited ashore. The sky was grey and menacing with winds out of the NW at 15 with gusts to 20. No one was really anxious to start and hoped the delay would see the winds abate a little as the afternoon wore on. The Freeport General Store, about 100 yards up from the river, is owned and operated by Hazel Jackson. It was not open for business yet, but Hazel opened the store and bathroom just for us. Walking into the store was like stepping back in time one hundred years. The store is the third one on the site since the 1700's, the current one being built over one hundred years ago. The interior walls were covered with solid wooden boards. Many antiques common to retail store operation years ago were about. The place even smelled old. Hazel was such a gracious host. She showed us old photographs of the store, including several of steamboats during the 1920's moored to the pier in front of the store. All these photographs gave me an idea about recording our gathering for history. I have taken over one hundred photographs during the previous ten cruises, but never one of the whole group. The tenth Dovekie in a raft up always looks pretty small in a picture.. and the crew even smaller. It was time for a group photograph on the front steps of the Freeport General Store.

The twenty-seven of us and Hazel all sat on the store's front steps. As several individuals got ready to snap pictures a stranger stepped up and volunteered. About ten cameras were placed on the hood of a nearby car and the stranger began to snap away with all kinds of instructions, solicited and unsolicited, on how to operate the various cameras. When the photographing was all done we found out the friendly photographer was the local county food inspector visiting the store to check out it's season opening date.

By mid afternoon the winds seemed to moderate enough for the group to get underway. The plan was to sail up river, into the wind, towards the great wetlands area at the rivers head that Dave Graves had explored last fall. Off we went zig zagging back and forth across each others path. Fun! Fortunately there were no other boats on the river. I started with a single reef but soon shook it out. Jim "The Rocket" Plourde kept his reef in and still pulled away from the pack. Young Mike Spencer was another "Rocket" leading the parade. About five o'clock we reached a shallow bay at the head of the river. There was a small 100 foot wide creek called Dragon Run feeding the bay. I took Sandy and Leo in tow and started up Dragon Run. The 4 hp Evinrude was not making much progress. A quick check showed a very strong ebb current. Later Bill

Chewing said that about 300 square miles of watershed drains to the Chesapeake via Dragon Run. The week's earlier rains running to the Bay and a strong NW wind emptying the Bay both were reasons to turn back and spend the night in the shallow bay.

The evening meal raft up was fun as usual. Not long after supper the bigger boats left the raft for deeper night anchorages. At first I thought they were being ultra conservative.. until the next morning when I could not even put down my outboard. The oar blades were not fully immersed either. It was very shallow, and muddy. Peter Duff told me once not to bottom out on soft mud. Awfully hard to get a flat bottomed boat off. I was careless.. and lucky.

Saturday morning was sunny, bright but cool. Strong NW winds were forecasted. We decided to explore further up Dragon Run. Those with motors took others in tow and the parade continued. Dragon Run meanders back and forth through wet land and hard wood hummocks. The banks are lined in spots with bald cypress. There were birds everywhere. I had the binoculars out looking this way and that. Of course, my wake reflected my attention to the helm. Certainly a different kind of sailing (motoring).

The leaders can to a small island in the Run. Hope and Dave and Jim Plourde both decided to pass the island to port. Hope and Dave made it but Jim ran hard aground. It took some effort for him to push off. With Sandy and Leo in tow, I passed the island to starboard. The water was definitely getting thinner. The Shearwater followed a little while longer, but prudently turned around and joined the majority of the group now anchoring east of the island in deeper water.

I remember thinking what a beautiful boat Alice and Harry have, and what a remarkable boat Messrs Bolger and Duff had created. The Shearwater had sailed to this Run across blue salt water and now was navigating an 18 inch creek in a swamp. Not many boats can do that!

Lead by Hope and Dave, five Dovekies continued up Dragon Run. The scenery was Mother Nature at her finest. First open wet lands and then meandering through forests. The Run closed into 50 feet and then to 30 feet. Finally we moored to a six foot bank and went ashore.. with some difficulty. We were hidden in the bushes. Some habits are hard to change though. Sandy dutifully struggled up the bank with the five kilo Bruce anchor, walked inland 30 feet and planted it. It made for a great picture.

We ate lunch and basked like turtles in the sun. Jim Plourde showed me his new Garmin GPS 45 hand held global position system plotter (2"x6"x1 1/2"). He discusses it in his attached letter. This little device, about the size of two Marlboro packs placed end to end, told us our current position was Lat N37-34.458 and Long W076-34.486 and the Freeport Marina was bearing 132 degrees true at 3.99 miles. That was very comforting to know as I was tied to a bush in a 30 foot wide stream in the middle of a gigantic watershed! Seriously, it is a remarkable invention of mankind.

After lunch Jim, Sandy, Leo and I prepared to get underway. We were delayed a bit when Sandy pointed out a four foot long snake in the water between our boats. Mr. Black Snake swam up to the tree where my bow line was made fast. I had to gently persuade him to move along. We continued up the Run another mile or two. Hard to tell how far because of the meandering. The couples in two canoes that had launched at the Highway 17 crossing were surprised to see us as we can around a bend. Finally the Run got too narrow for the tow and we reluctantly turned back. Hope and Dave later went

further up the Run than us . They said they could hear the sound of cars on Highway 17. Only in a Dovekie! They spent the rest of the day and night at the "landing".

We joined the rest of the fleet at their anchorage east of the island. They all got underway and the parade motored down the Run. All except Sandy and Leo. I cast them off and they proceeded to sail on all points of the wind in navigating the Run. We were all bound for a night anchorage near Berkley Island on the Piankatank.

After leaving Dragon Run I raised the mast and set sail with one reef. It was going to be a broad reach/running sail in 15 kts of wind all the way to the anchorage. What an exhilarating sail. Eventually all the boats reached one of two nest anchored in a small cove just to the west of the island under the lee of a heavily wooden shore line. Supper was especially good, even out of a can. For the second night in a row Howard and Tom moored alongside me. Those guys ate like kings! Steak one night and fried chicken to next. All on a one burner stove! Our raft broke up at dusk for night anchorages. The "rowdy raft up" celebrated someone's birthday until the stars were out. Then it was quiet and the heavens were filled with bright stars.

Sunday morning was quiet and still. It was going to be a hot day. I ate quickly and got underway. I wanted to circumnavigate Berkley Island. The uninhabited island is in the center of a round bay. The shoreline is high with stately hard wood trees. There was not much wind, just enough to ghost along and enjoy the solitude.

I rejoined the fleet as they were getting underway to head back up river to Freeport. Now there were other boats on the water. The winds were fitful and the sun grew hotter. Eventually everyone motored or were towed to the ramp. I motored the last 500 yards. It was noon and I was getting hungry.

After recovering six or seven boat crews gathered at Mama Bee's Country Kitchen to eat lunch. It was nice to relax with an ice tea and plan the Seventeenth Annual Chesapeake Bay Spring Cruise. The consensus was we come back to the Piankatank. We had only seen the upper half of the Piankatank. Next year we would going to explore the lower half and circumnavigate Gwynn Island via the "hole in the Wall". Then we scattered to the four winds for another year.

Some of the Mid-Atlantic sailors are going back to the Piankatank this summer. Hazel's Friday night fried chicken is suppose to be outstanding. Call me at (410) 266-6516 if you want to join us or plan a trip yourself. The Marina's telephone number is (804) 693-4217. Hazel Jackson who runs the general store can also be reached at (804) 693-0118.

Hope Stanton and Dave Graves spent the three day Memorial Day weekend cruising on Chincoteague Bay. Chincoteague Bay is about 35 miles long, three miles wide and seven feet in the deepest parts. The Bay is located between the barrier islands of Assateague and Chincoteague and the states of Maryland and Virginia. Dave said the Bay was the ultimate shallow water sailing. They grounded many times in the flats but the hard sand bottom posed no problem. The only other boats on the water were a few canoes off the west shore of the islands, and they were amazed at the ability of the Dovekie to navigate the shoal water. Hope said the bird watching was excellent. Winds were strong so the bug problem was minimal. They launched from Public Landing MD.

Because the ramps on the Eastern Shore of Maryland do not allow overnight parking, Dave found a private ramp to park the truck and trailer after launching.

BOAT MAINTENANCE

Jim Plourde's attached letter tells of a near accident because several lug nuts worked loose on his trailer wheels. Several years ago the same thing happened to Norm Wolfe and me. We were towing his trailer, with my van, for the commissioning launch. The same happened: wheel "ajar"! Checking lug nut tightness after periodically pumping grease into the hub bearings would be a prudent maintenance practice.

PROPANE POTPOURRI

Mary recently bought several heat and serve entrees for two, called "Table for Two", that we have found to be quite tasty.. and only about 300 calories per serving. The refrigerated package has two plastic bags: one containing meat and sauce and the other rice. All you have to do is heat the bags in boiling water for ten minutes and serve. We have tried several of the backpacker, dehydrated meals for two and found the "Table for Two" much better tasting. The ration size is generous. They are a little less than the cost of dehydrated meals and can be purchased with coupons found in the Sunday newspaper inserts. Bon Appetite!

EDEY & DUFF ANNUAL SUMMER GET TOGETHER

Plan to come and race or just to gam with other owners. The races will begin at about 1:00 PM and dinner will be served at 5:00 PM. If you are going to race, plan to be at the Aucoot Boat Yard in the morning. Trophies will be awarded to the winning boats in each division. More information will be published by E & D, but make sure you put Saturday, July 22nd on your calendar.

CLASSIFIED ADS

Richard Zahn of Pitman NJ would like to sell his Dovekie No. 023. The asking price is \$4000 or best offer. Call Richard at (609) 589-2407 for details.

Terry Sullivan of Wareham MA is interested in selling Shearwater 04. SWAN has a dark blue hull, is cat-ketch rigged with tanbark sails and water ballasted. Call Terry at (508)295-0198 for details.

Alan Miller of Bellvue CO wants to sell Dovekie 001. Asking price is \$5000 with trailer and all the SWS issues from No. 12.

12806 Buckingham Drive
Bowie, Maryland 20715
March 25, 1995.

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

Dear John:

This is a hard letter to write. It is with mixed emotions that I am announcing that **UNICORN** has a new owner. She now belongs to David A. and Suzanne C. Fortune of 14 Deerfield Ave., Kankakee, IL 60901.

As one former naval person to another, I am sure that you understand how attached one can become to a vessel- be she large or small. We enjoyed 11 wonderful years with **UNICORN**. I have been reading her log and reliving all of her cruises from Norfolk, the barrier islands of Virginia, the Rideau Canal in Canada, off the coast of Maine and, of course, my beloved Chesapeake Bay. She has poked her bow into just about every estuary and river from the Piankatank to the Elk and touched all of the islands in between. Together, we have sailed through early spring and late fall snow squalls, watched the migration of untold numbers of waterfowl, drifted on hot windless summer days, sailed under the stars at night, made safe land falls in thick fog, and experienced two major storms. One cannot forget the thrill of surfing into the Annesex River on six foot rollers in a complete whiteout and howling gale. It was only after we got into the lee of the buildings and slowed down that I discovered that we had lost our rudder and had been steering by the casing alone. And, all of the names of so many wonderful people. We would like to list them all, but that would be just too lengthy. It is the close comradery of all the Dovekie family that we'll miss the most. But, now it is time to move on.

I believe that David and Suzanne will fit in very well with the Dovekie family and I am sure that you all can look forward to great times together. He is leaving **UNICORN** in my driveway for another month. His present plans are to pick her up on April 26th, sail around the Severn River for a couple days, and then take her back to Kankakee. I gave him my set of The Shallow Water Sailor issues and suggested that he sign up with you. We discussed the Piankatank cruise, but he is unsure at this time. I advised him that not only is it a great area to cruise, but there should be at least 12-15 other Dovekies showing up so it would be a great opportunity to meet other Dovekie owners and, best of all, he could get to see the latest innovations of Bill Chewing.

Please extend best wishes to all The Shallow Water Sailor Community from Joan and I, they will always be in our memories.

Faire winds and have fun,

Rupert & Joan

May 10, '95

Shallow water Sailor
Mr. John T. Zohlen
3 Wilelinor Drive
Edgewater, MD 21037
(410) 266-6516

Dear Mr. Zohlen,

I am the proud new owner of DOVEKIE NO.127. This was a recent purchase from Mr. Nik Smith of Springfield, Ill. At the present time I am trying to get the boat ready for the water, but there has been nothing but rain here in Illinois so it has been going very slowly. Never the less, I hope to get her in the water next week.

I am very lucky in that the original owner, Mr. Mark Nordman and Mr. Nik Smith kept all paperwork connected with the boat. They also kept all copies of "The Shallow Water Sailor," that they had received over the years. This has made for very interesting reading and a sense of the history and development of the craft. As an avid reader of the "Small Boat Journal," over the years that it was published, I was already familiar with the Dovekie and Mr. Philip Bolger.

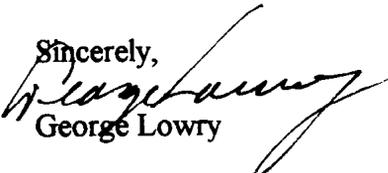
All my past sailing here in the midwest has been lake sailing. This will probably continue with the new boat. But the easy trailering of the Dovekie is giving me ideas about some more adventurous outings. Maybe in the future I can expand my sailing range, possibly even some of that high sodium water with tides.

My first projects with the new boat have been to refinish the rudder and add an electric trolling motor. The motor required a mount attached to the aft deck and a battery and case installed in stowage under the seat. The motor should make everything much easier getting in and out around the docks. The launching area can get very busy and crowded. This fall I think I will repaint the topsides, (maybe a nice dark Green) and install a wooden floor in the cockpit. It will probably be time to refinish the mast and sprit for the neat year.

Please include my name on the mailing list for the Shallow Water Sailor. I am inclosing the subscription price with this letter. I would also be interested in hearing from other Dovekie sailors in the Illinois area.

Thank you very much for your time and consideration. Also for your efforts in producing the publication.

Sincerely,



George Lowry

George Lowry
603 West Washington
Springfield, Ill.

62702

(217) 753-4724

114 N. Marshall Street
Allentown PA 18104
March 3, 1995

John Zohlen
Three Wilelinor Drive
Edgewater, MD 21037

Dear John,

Thank you for your efforts with the SWS; Each issue gets thoroughly read. As a relatively new Dovekie owner, any "how to" notes or information concerning modifications are of special interest to me. I noticed a mention of the old Small Boat Journal in SWS#48. I also was a subscriber and would guess that it was the type of publication that appealed to Dovekie types. Too bad about its demise. However, a magazine called "Messing About in Boats" was mentioned. I haven't seen it. Could you include the publishers name and phone number in the next SWS?

I managed to sail my usual half dozen overnights on the Dovekie this past season and continued my exploration of the backwaters of the uppermost Chesapeake. I'm thoroughly enjoying the boat and especially find it to be a well thought-through sail-camper and use it as such. The rig is sufficiently different that I'm still in a learning mode at times, for example, in furling or in tying reef knots in strong winds.

I treated myself to a new wet suit and a GPS unit for this coming season. My old wetsuit must have shrunk as it no longer fits (what else could it be?). The wetsuit is primarily for sailing my Laser, although it's not clear how many years of hanging by my ankles I have left, if any. It will also be useful for the Dovekie in conditions where a capsiz in cold water could be a possibility. As to the GPS, I've been watching them go down-down in price and have been waiting. (The price-performance of electronics in general has been improving by 30%/year for the last 20 years. We would all be incredibly wealthy if everything improved at the same rate). Anyway, when I saw the Garmin GPS-45 on sale for well under \$300, my threshold had been reached. My wife asked me if I really needed one. Of course not. But it's a great toy for the Dovekie and will be useful when chartering.

Enough of this rambling. I should write sometime on the uppermost Chesapeake for the SWS. In the meantime, a note on an experience is enclosed. Please include it in the SWS if you think it may be of interest to readers. I've included both paper and floppy copies- no need to return the floppy.

Sincerely,


Jim Plourde

SERENDIPITY- A fortunate discovery made accidentally

By Jim Plourde

I had been on the road for a little under three hours, mostly at highway speeds, heading from Allentown, PA to the upper Chesapeake for some sail/camping exploration of the backwaters of the Chester river. Daughter #1, Alexa, was "working" at the NJ shore for the summer, living with a friend and her family. Daughter #2, Amanda, and my wife, Fran, were visiting her sister in Dallas for the week. I was alone, a great opportunity to go sailing for a few days or for all week if I wished. I had stopped once early in the trip to check on the boat and trailer. Also from time-to-time, I had glanced in the rear view mirror to check. The Dovekie was light enough that the wagon drove normally. Everything was well secured, so I didn't expect and hadn't noticed any problems. I planned to launch somewhere in the Rock Hall, MD area. At this point, I was approaching Chestertown, MD and the modest sprawl of businesses that accompanies the town. A Burger King beckoned to me from up ahead on the left. Great; A quick lunch and I could sail all afternoon without having to make a sandwich.

It was when I exited the BK after lunch that the subject of this account occurred. As the full left side of the boat and trailer swung into view during my left turn back onto the highway, the left wheel appeared to be wobbling badly! My first reaction was as expected- denial. It couldn't be; I saw it wrong. But as I completed my turn there was no doubt. The left wheel and the trailer were about to undergo an uncontested divorce. I zipped off the road into some small-business parking lot. Only one lug bolt remained, and just barely. A few hundred yards further and! I stood there staring at the wheel, somewhat dismayed at the prospect of having to scour the countryside looking for some bolts that fit. But yet, grateful for the serendipitous disclosure because of an impulse stop for lunch just moments before failure would have occurred. In addition, the wheel was on the left side where it swung into view, not on the right where it would've remained obscured. However, my encounter with serendipity wasn't over. I finally glanced up only to discover that I was standing not more than fifty feet from the front door of a National Auto Parts store!

BOATING CALENDAR

- Jul 9-22 Magnum Opus Cruise, south shore of Cape Cod. Call Peter Duff for details
- Jul 22 Edey & Duff Annual Summer Get Together, Aucoot Cove. See above for details.
- Aug 12-19 North Channel Cruise. Call Richard Dix at (616) 854-3545 for details.
- Aug 17-20 1995 Drascombe Sailor's Annual Rendezvous and Regatta. Dutch Harbor Narragansett Bay, RI. Call Frank Woodruff at (302) 834-3142 for details.