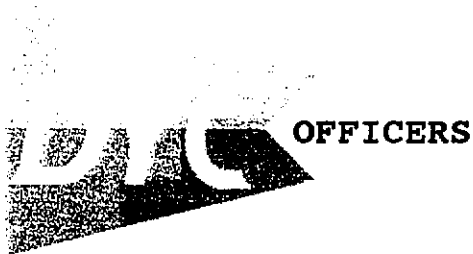


RANGE MARKS

Official Newsletter of the Dahlgren Yacht Club
<http://www.nswc.navy.mil/C2/dyc/>



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Rex Bulter (540) 653-8130

Training and Seamanship Governor

Will Carmean (540) 653-4999

MWR Representative

Craig Ulrich (540) 653-7259

From the Commodore:

We just got back from the beach last night. This year we did some thing different. We brought along mama's jet ski! Now as a fellow boater, I know that you are saying "I hate those jet skis". We I did too until we got one. Now I know that the term jet ski brings to mind visions of reckless idiots jumping boat wakes, crashing into each other, and being a danger to society. Yes, there are those well-deserved criticisms. But on a positive note, operated responsibly, they can offer you a ticket to explore some areas not attainable by a larger boat. We took ours over to Cape Lookout National Park on the lower Outer Banks. We explored areas with wild horses, lots of neat birds, and even saw a large turtle and a dolphin in the Sound pretty close to us. We would ease into the shore and the birds didn't fly a way from the sounds of the watercraft. We were careful not to stir up large wakes and felt pretty accepted by the critters. One place we had about 4 miles of beach all to ourselves. Bottom line: safe and responsible boating whether it is on a jet ski, cigarette boat, or pontoon is expected of all of us. Those of us with jet skis must pay particular attention to our water manners. If you want to do donuts (they are fun), do them in an area when there are no swimmers or other watercraft. Jet skis get a bad wrap, not because of there usefulness, and fun, but because of a few idiots and crowded areas. Be careful out there!

See ya on the water

Ron

SHARPIES, an American Institution

In recent months, a curious little daysailer has been seen on Machodoc Creek. At first glance one might suspect that a crabbing skiff from 1900 has been restored by someone in the neighborhood. Actually, the little skiff is brand new and was built by DYC member Richard Burnside. This little boat is called an Eastern Shore Stick-up Skiff or, flatiron skiff, and is an extension of the ubiquitous sharpie boats that gravitated down the east coast from Long Island Sound around New Haven, Connecticut to Florida and further (Continued on next page).

Important Dates:

Crab Feast	Aug 19
PHRF Dock Party	Aug 21
Centerboard Dock Party	Aug 24
Labor Day Cruise	Sep 2, 3, 4
St. Clements Race	Sep 9, 10
Family Day	Sep 16
Under the Guns	Oct 8
Dahlgren Cup	Oct 9

SHARPIES, an American Institution (from page 1)

MAIRE AINE, Gaelic for Mary Anne, represents the smallest of the sharpies being 16'2" in length. True sharpies are generally 20' to a length of 45'-50'. Typical boats of this type are more commonly seen at 18'-33', according to Howard I. Chapell, perhaps the greatest authority on American small sailing craft.

MAIRE AINE also represents a type of "modified" skiff indigenous to only one area. At about the turn of the century, these small skiffs were highly regarded in the location of Tangier Sound and served crabbers and oystermen well there until about 1936. It was in this location that the common flat-bottomed sharpie became "modified" by adding deadrise in the after portion of the bottom. The oyster boats more commonly associated with the Chesapeake Bay are the skipjacks, bugeyes and two and three sail bateaus whose ancestries may be traced back to MAIRE AINE's predecessors. These boats have deadrise fore and aft, an extension of the type representing the final modification of the type.

Like many of you, I always thought I could build a boat. I never did though because of what I call my "I can't's". Perhaps you have your own "I can't's" which deter you from moving ahead with a task. I certainly have mine!

I've always admired the efforts of others whose endeavors result in beauty and achievement, particularly those dedicated to building small boats. Sharpies have always interested me because of their background, ease of construction, sailing qualities and purity of intent. They are workboats created to sail in shallow water, sail well in all conditions and carry heavy payloads. There are no pretenses with sharpies and that makes them totally honest boats.

The qualities described above and one other, the "wrong-way" forward mast, are what attracted me to overcome my "I can't's" and build this small sailboat for and by myself.

I procured a copy of Reuel Parker's THE SHARPIE BOOK and read and reread it. Parker does a marvelous job of providing the history of the type, traditional and modern building methods, education in lofting of the lines and finally the plans, scantlings and related information for fifteen sharpies ranging in length from 14' to 36'. That "wrong-way" forward mast just looked intriguing enough to overcome my "I can't's"! Mel Holloway and I decided to build two of these boats and construction on his is now underway.

The keelson was laid in April 1998 and the boat was launched on Columbus Day 1999. During those 18 months many have asked me "how long did it take to actually build the boat?" My response is usually, "I don't really know, but, for every hour invested, only 10 minutes was actually spent working, the remaining 50 minutes were thinking about it!" Being a first-time boat builder lead me down a path strewn with unknowns. In the beginning it was exciting to contemplate "how to" do the various things required to create my own thing of beauty. After awhile, when my thoughts couldn't, or wouldn't, resolve a difficult problem, my enthusiasm did dwindle. Mel and my wife Mary Anne, always managed to find the right needle to jab and the project moved jerkily forward.

SHARPIES, an American Institution (from page 2)

Slowly my "I can't's" became "I cans" and then resolutions. For example, I thought it would look "right" to have mast hoops to attach the sails to the masts instead of hardware that was probably not available in 1880 or the more common lacing. How to make them though. I also was very interested in having representative pintles and gudgeons for the boat. They are not readily available either so I drew them up and had them made. These items, along with two tillers, sails and the other things needed for a sailboat were resolved along the way. I tried dilligently to not buy hardware but to recreate what I could for authenticity's sake.

The sails you see on the boat were laid out on a discarded J-24 Genoa. I cut them out, glued the edges and sewed much of them until I found an upholsterer who helped finish the seams. The hoops came from oak given me by Don Askew from his land in Faquier County. I've made most of the cleats on the boat out of that same oak and will replace the rest of the bronze ones I used to initially sail the boat. The mahogany trim for seats, spray rails and centerboard top came from a discarded "chunk" given by Don Paul during one of his cleaning operations at the marina. The only materials that were actually purchased were the plywood for the sides, bottom, decks, rudder and centerboard, epoxy and catalyst, brass screws, polyester Xynole cloth and a dollars worth of plumbing pipe to make strap eyes. The paint on the boat is not marine paint. Today's marine paint was not available in 1880, but house paint was. The grey decks, almond sole, green top sides and red bottom came from cans of Rust-O-leum, Minwax and another brand I cannot remember at this writing. Wal-Mart and Lowes were my sources. In all, there is about \$800 invested in the project.

When I took MAIRE AINE to St. Michael's, Maryland at the Chesapeake Bay Maritime Museum for the 17th Annual Small Craft Festival last Fall, I entered her in the "First Launch" category. She was recognized with a second place award - much to her builder's astonishment. The plans are for her to attend again this year and to race in the appropriate category against other home built craft. I'll report on that later.

Many have asked "how does she sail, does she go to windward, is she stable, etc?" Although my actual experience is short at this time, I find that she is rather stiff, does go to weather surprisingly well, and tracks as if on rails. I really don't know how "fast" she is because the few races I've been in have been against your "big" boats and she cannot keep pace in that fleet. "Hope springs eternal", they say, and my goal is to pick one off boat for boat. So, if you see an old historic boat with a funny looking front mast gaining on you, recheck your sails, try to drive a straight course and of course, don't look back. As Satchell Paige used to say, "something might be gaining on you".

When you see little MAIRE AINE on the creek, she'd be proud to answer your questions. She really is a rather proud little boat.

....."just broad reachin' through life".....
Richard Burnside

DYC Racing by Tom Owen

The DYC Racing Program is looking for more participants, both boats and crew. Anyone that is interested in participating in either keel boat or daysail types of events, please contact the DYC Race Committee at dycracecom@nswc.navy.mil or the Race Governor at (540) 653-7614.

The Race Committee is scheduled to meet the 4th Wednesday of each month from February through October at 17:00 in JD's Training and Conference Center. Interested parties are always welcome to attend. For more information concerning the racing program, call the Race Governor at (540) 653-7614.

Training and Seamanship:

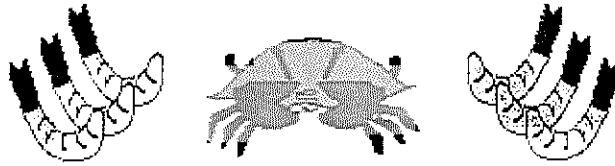
If anyone is interested in CPR or First Aid, training is available from the Dahlgren Rescue Squad. American Heart Association CPR is taught on the second Saturday of each month. First Aid is available on request. Due to a conflict, the CPR training for August is scheduled for 13 August 2000. You can call the Dahlgren Rescue Squad at 775-2222 or Debbie Fausey at 653-1817 to request training or additional information. If no request for training is received one week before the class begins, the class will be canceled for that month.

From the Dockmaster:

Reminder - Please watch your wake around the pier. Some boats have been creating too much wake. Remember you are responsible for any damage caused by your wake.

NOAA has indicated high probability of hurricanes and tropical storms this season. Please pay attention to local forecasts concerning SEVERE Thunderstorms, Tropical Storms, and Hurricane notifications.

Vacation time is here. Remember you must notify the Dockmaster if you will be gone from the area. You also must designate a person to be responsible for your boat while you are gone. This applies to wet and dry slips as well as the daysail racks.



DYC CRAB FEAST AT STEVE AMICK'S DOCK
2-6 PM, SATURDAY, AUGUST 19

Steve's hosting the feast at his home on Mattox Creek, nine miles southeast of DYC. He has docking space for many boats plus there is plenty of room to anchor in the six-foot-plus depths of the creek. Steve has a dinghy to bring us ashore. The price for crab-eaters is \$8, and children under six free. The Social Committee will provide crabs, shrimp, corn on the cob, drinks, and chips. Bring your own knives and knockers, and a salad, side-dish or dessert.

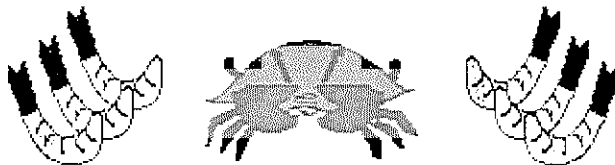
Beer drinkers will be asked to contribute to a separate fund to reimburse a member (club itself cannot sell beer).

Please RSVP by August 13th to Dave Bowen (775-7249, dlbowen@crosslink.net)

Directions:

BY WATER FROM DAHLGREN
Back Channel "2" Southeast to Yellow Nun "P"
"N" Southeast to Yellow Nun "N"
"N" South to Red "2" at Colonial Beach
"2" Southwest to Mattox Creek Red "4"
"4" West to Duck Blind in center of Mattox Creek
Duck Blind Southwest to Pier

BY LAND FROM KING GEORGE
Rt 3 to Oak Grove straight through light
Rt 3 East 2 miles then left turn onto Route 664
Rt 664 2 miles (turn left, staying on Rt 664)
Rt 664 .75 miles (turn right onto Harbor View Circle)
..25 miles to fourth house on right



Potomac River Yacht Clubs Association
2749 North Wakefield Street
Arlington, VA 22207

Dahlgren Yacht Club
Code C25H
PO BOX 90
Dahlgren VA 22448



DYC Merchandise

SHIRTS

Polo Shirts in many colors and sizes with the DYC burgee! Get yours embroidered with your name and boat for no extra charge! Price is just \$29.50. Special Offer: Buy more than one shirt and get a \$3 discount per shirt when shipped together to the same address! Call 540-775-7249.

BURGEES

On sale now to DYC members. Just \$21! Show your pride when you visit other yacht clubs or just cruise around. Get them while they last! Call 804-224-7690.

BASEBALL CAPS

Embroidered caps are also available in many two-toned colors! Just \$18.50! Special Offer: Buy more than one and get a \$3 discount per cap when shipped together to the same address! Call 540-775-7249.

HUGGIES

Don't let your drink get hot this summer! Keep the cold in with a DYC huggie. On sale now for just \$3! Special Offer: Act Now and get two for just \$5 -- that's \$1 off the Regular Price! Call 540-775-7249.

FOR SALE by Members

24 ft. GRUMMAN Pontoon boat/ 70 hp Johnson/EZ loadtrailer. Head, gas grill, fishfinder, VHF radio, more. \$3500.00. Call Bobby Layman 663-3916

22' Cabin Cruiser \$6,500.00
New motor (302/100 hrs) Rebuilt ALPHA 1 Merc I/O
New Epoxy (Interlux 2000E) bottom, tandem axle trailer, VHF, AM/FM Tape, 2 depth finders, new upholstery, head, galley. Coast guard inspected last year. Dependable. Great for fishing and camping. Call Ron x7544 or 540-775-2057