
41206 Friendship Court
Mechanicsville, MD 20659-3807
Editors: Julian Tsai and Judi Johnson
Phone: (301) 373-8473
E-mail: Tsai@mail.ameritel.net

SECRETARY

**DRAFT MINUTES
BOARD OF GOVERNOR'S MEETING
November 6, 1997**

OFFICERS AND BOARD OF GOVERNOR'S PRESENT: L.G. Raley, John Weir, Jan Buckler, Karen Donehoo, Dan Watters, Shawn Stanley, Nancy Skipworth, Ron Hoile

FUTURE BOARD OF GOVERNOR'S PRESENT: Maggie Weir, Rod Schroeder, Rick Farman, Dave Vigeant, Kris Dennie-Young, Jim Young

MEMBERS PRESENT: Bill Riddell, Don Behrens

The meeting was called to order at 1947 hours by Commodore L.G. Raley.

Secretary: The minutes of the October 2, 1997 Board of Governor's meeting were approved.

Treasurer's Report: Jan Buckler gave the treasurer's report and stated that the checking account was in good shape. She is collecting all bills for this year so that she can close out the books. L.G. presented a check in the amount of \$6,000 from the Screwpile Race. The Screwpile Committee will begin the 1998 year with \$5,500 in "seed" money. In addition to a \$4,000 sum, which was used as seed last year, the additional \$1,500 will be used to secure a trophy discount for trophies for the club.

GOVERNOR'S REPORTS:

Race Governor - David Meiser was not present. However, it was reported that the Frostbite Series is underway. Calvert County called SMSA to ask if they would like the small boats to participate in a race during the 1998 Spring Launch.

Facility Governor - Dan Watters reported that the club house telephone has been repaired. Jan reminded Dan to contact Matt Gambrell to obtain the name of the cleaning person who had previously cleaned the clubhouse. She also stated that a clubhouse winterization day be scheduled.

Junior Program - John Edwards was not present. L.G. announced that St. Mary's college has contacted the club regarding a sailing camp to be held at the College this year, looking at the possibility of coordination and cooperation between our Junior program and their camp.

Publicity - Shawn Stanley announced that the mailing of the November *Clew* had taken place this week. He suggested that the club may want to sell ads in the *Clew* newsletter. The printers have requested that the *Clew* editors e-mail all articles for inclusion in the monthly newsletter. Shawn has sent reminders to advertisers who are delinquent on payment of their ads.

Membership - Tom Meiser was not present. No new applications for membership have been received.

Social- Nancy Skipworth announced that the Fall Rendezvous Chili Cook-Off which took place on October 19, was a complete success! The clubhouse was filled to capacity. The annual planning meeting will take place on November 22 at the clubhouse with a potluck lunch to follow the meeting. Plans for the annual awards banquet on January 10, 1998 are underway. Nancy is checking into having the event at the Solomons Island Holiday Inn. L.G. recommended that DJ Brown Productions be contacted for the evenings entertainment. Stay tuned for further details.

Women's Program - Donna Maneely was not present. L.G. announced that the Women's Program Governor vacancy has not been filled. However, a club member has expressed some interest in the position. The Board of Governor's can appoint someone to this vacancy.

Cruising Program - Ron Hoile reported that a cruise is planned for the October 4 weekend. He stated that the 1997 cruising season has been very successful. Last year seven boats were eligible for the cruising burgee award and this year 18 boats will be eligible. Ron is in the process of ordering burgees for the annual banquet. He has made a selection for the awards that will be presented at the annual awards banquet to cruise leaders.

Rear Commodore - Jan Buckler announced that the Annual Planning Meeting will take place on Saturday, November 22, at 10:00 am at the SMSA clubhouse. A pot luck luncheon will be held at the conclusion of the planning meeting. Scheduling meeting inputs are still needed from the social, race and cruise governor's by November 19. Any other inputs may be e-mailed to Jan at the following e-mail addresses: sbuckler@olg.com or jbuckle@nswc.navy.mil. Jan will need inputs from anyone who wants to be included on the schedule. Jan recommended a prescheduling meeting before the planning meeting to avoid scheduling conflicts. As discussed at the October BOG meeting, the membership form has been revised. Jan will provide Maggie Weir with the revised membership form. The membership form will be available on the website in the near future. Jan reminded the club that membership renewals need to be researched. Maggie will need to prepare a letter regarding membership renewals and provide these to club members. Jan will prepare labels and print out renewals. The race fee structure needs to be addressed with Jerry and the racing committee. A CBYRA scheduling meeting will be held on November 15. Stewart Buckler will attend this meeting. Jan suggested to have future annual planning meetings on the first Saturday in November to allow the club to prepare for the CBYRA meeting. A PHRF meeting will take place on November 22, at which Stewart Buckler will attend.

Vice Commodore - John Weir had nothing new to report. However, he stated that Don Behrens was in attendance at the Board of Governor's meeting to provide a status update on the Small Boat Racing Program and to discuss the plans for next season. He provided a summary of the program's budget for the club's records. Overall the program was very successful. An average of 14 boats participated in the weekly races. Don is investigating the feasibility to acquire a Mark boat of approximately 17 feet to assist with next season's races. Several individuals from the Fishing Bay area are very interested in participating in the SMSA program. Don had included an article in the October *Clew* which provide an overview of the season's highlights. In the article, he thanked the many volunteers and sponsors who gave their time and assistance during the season. Don specifically recognized Tony Constantino of Bowen's Inn for the restaurant's dedicated support. Jan Buckler stated that the club needs to consider establishing the small boat program as part of the racing program and the overall corporation.

Commodore - L.G. Raley announced that this would be his last meeting as Commodore. He stated that he was very proud of the club's accomplishments over the past two years. During this time, there was increased participation in the cruising and social events. L.G. thanked Bobby Waldschmitt for his support during his reign as Commodore. He stated that it was a tremendous pleasure to be a part of the club. He thanked all the 1997 Screwpile Race volunteers and reminded them of the party in their honor on December 6, from 1400 to 1600 at the SMSA clubhouse. He provided a spreadsheet of the 1997 Screwpile Race income and expenses. L.G. will make a presentation on the process for the planning and implementation of the Screwpile Race at the December BOG meeting. L.G. announced that Merrie Ruth Raley is in the process of compiling all the old yearbooks and Clew newsletters for the club's historical records.

The next Board of Governor's meeting will take place at 7:30 p.m. on December 4, at the SMSA

clubhouse. All members are welcome to attend.

The meeting was adjourned at 2057 hours by L.G. Raley.

Submitted by Karen Donehoo, Secretary

RACE

See Race Results elsewhere in the CLEW.

SOCIAL

Annual Planning Meeting
November 22
SMSA Clubhouse at 1000 hrs
Bloody Mary Pot Luck 1300 hrs

Gathering for volunteers and sponsors of the Screwpile and Small Boat Race Series
Dec 7
SMSA Clubhouse at 1400-1600 hrs

Annual Awards Banquet
Jan 10

CRUISE

LONG TERM CRUISE REPORT **PATRIOT REPORT** **26 October 1997**

Final Report (for now). PATRIOT is home! Not counting ins and outs and sidetrips, more than 2400 n.m. this year, more than 11,000 n.m. total on our circuit –South to Key West, Gulf Coast to Mobile Bay, Tennessee – Tom Bigbee Waterway to the Tennessee River, no count for 18 wheeler to Lake Michigan, Lakes Michigan, Superior, Huron, St. Claire, Erie and Ontario for 2.5 seasons, out the St. Lawrence, around the Gaspé and down to Prince Edward Island, through Cape Breton Island and offshore to Newfoundland, Newfoundland from Southwest corner to St. Pierre Island (French) and back (41 days enroute there), back to Cape Breton Island, the Bras D'or Lake area and then the entire Nova Scotia Coast to Yarmouth, up and across the Bay of Fundy to Grand Manan Island, on up to St. John, New Brunswick, up and back down the St. John River (21 days), down the Maine Coast to Penobscot Bay, offshore to the Cape Cod Canal, stops at Cutty Hunk and Block Island, overnight to Atlantic City, overnight to Little Creek, and up the Chesapeake in a one day shot.

March 1992 to October 1997, about 25 months aboard, around 700 nights at anchor. Much enjoyed, much recommended. Over and Out.

Submitted by Jay and Mary Hanks

Halloween Sail-In **25-26 October**

The Halloween Sail-In was a "howling" success. In spite of forecast rain both days, fourteen boats showed up and rafted off Patriot's pier. The skies cleared and the evening was fine with plentiful food and talk.

The prize for best pumpkin (a six-pack of Pumpkin Beer) went to Gerry and Marilyn Eastwood. The one for best costume to Ozzie, Beth's dog but competitive edge enhanced by being held by Russ Miller. Prizes were supplied by the Parmentiers. Al got to keep one beer.

As the evening progressed, the pier lights came on and things just continued. Sunday morning there were coffee and doughnuts (brought by the Rupps) and everything was fine until the rain arrived as forecast.

Reluctant donning of foul weather gear and departure ensued. It was fun for us. Thanks Parmentiers and Rupps for the help. Thanks everyone for coming, especially Curt and Dottie Hamilton, around from the Potomac.

Submitted by Jay and Mary Hanks

Greek Islands Cruise

S.M.S.A.'s first foreign group charter cruise was a joyous success - unless you consider the sailing. Either we motored for lack of wind, or else we stayed in port hiding from the meltemi. However, as one of the cruisers has just written to us - 'on a scale of 1 to 10, this cruise rates a 12 because of the guide Adonis!' We think everyone who went would agree.

Twenty-two of us boarded a chartered bus in Lexington Park early Saturday morning, September 27th bound for JFK. Others rendezvoused by limos, planes, and cars. Unfortunately Barney & Midge Hathaway never made it at all because he was quite ill. Athens is seven time zones and nine long flight hours from New York.

Fifty-one travel-weary participants gathered at the Olympic Palace hotel in Athens on Sunday afternoon. The long night didn't stop most of us from walking just a few blocks to the Plaka, an old, picturesque, and crowded tourist shopping district for our first taste of Greek food and souvenirs. Some tired of the scene quickly, others shopped with a frenzy. That evening at the hotel, G.P.S.C., our charter company, hosted a cocktail party and organizational meeting. It was also our introduction to the guide they had added to our flotilla for no extra charge.

Monday morning we went on a guided tour of the Acropolis. The age of the ancient sites in Greece borders on the incomprehensible for Americans. St. Mary's City's lead coffins are almost modern history in comparison. The famous ruins were memorable, so were the crowds and paths over slippery rocks. The afternoon and evening were free for catching up on sleep, exploring the city, eating more feta cheese and olives, etc.

We arrived at the marina by bus Tuesday morning. The process of getting nine charter boats checked-out, gear stowed, provisions purchased, etc. was probably the least smooth activity of our vacation. Finally by about three in the afternoon all were off and the great adventure had begun. The weather was cooperating and we were headed for the Cyclades and Santorini (we hoped). We were accompanied by three Greek captains and our guide, who sailed with a different boat each day.

We were from everywhere. For the record, here's the roster:

ALLISON: Al & Gale Parmentier, John Fretwell, Peter & Amy Parmentier, Dee Parmentier, Pam DeBerghes (Al's niece - Colorado), Skip & Lois Phelps (friends from our trip to the Bahamas from Connecticut), and Greek captain Kostas - a crowd but we were still happy with one another at the end of two weeks!

ALROMA: Ed & Dolores Neel (more friends from our trip to the Bahamas - from Earlville, MD on the Corsica) and their friends Ken & Rowena Copeland (Virginia Beach).

AMARYLIS: John Roberts & Karen Horton, and two sets of their friends - John Wilson & Nancy Warren, Bob & Ann Shaw (Vermont)

CYNTHIA: Jerry & Marilyn Eastwood, Rob & Kathy Eastwood (Jerry's brother from Washington state), Hal & Libby Richter (friends of Jerry & Marilyn from Annapolis), and Greek captain Kostas

QUADRIGA: Dwight & Lindsey Williams (Vienna, VA), Hank & Fran Spectre (from Annapolis) - all friends of S.M.S.A. members Wayne & Gay Wilson who had to cancel

PANOS P: Paul & Anna Grisso, Walt & Janet Rupp, Joe & Donna McGee (friends of the Rupps from Michigan)

GREGORIUS: this boat originally was to have a crew of Hank Steigleder (Chuck Fadeley's sailing friend) and his son, Dan & Margaret Reed (Hank's sailing friends from St. Mary's City), and Al & Denny Thompson (sailing friends of the Reeds from Brussels, Belgium). Jerry Kuehnle & Linda Miller (members of Patuxent Sailing Club) took the Steigleders' places, and then when the Reeds also had to cancel the charter company suggested two individuals because their flotilla had been canceled: Cheryl Nolan (Dallas) and John Ackerman (Philadelphia), and Greek captain Andreas

VIRGINIA: Bill & Kendra Palmer, Harry & Marge Feigleson (former S.M.S.A. members), Wayne & Hildi McGown (friends of Harry & Marge from Wisconsin)

WAVE DANCER - Russell Miller & Beth Hanford, Bill Moessner & Paula Manzuk, and our guide Adonis

Our first destination was the island of Kea, several hours away. It was warm, the Mediterranean ink-blue like the Gulf Stream, and the breeze so lovely we flew the spinnaker aboard ALLISON, never suspecting it was the best (and almost only) sail of the cruise. There was always some island in sight. The islands were mostly brown, rugged, and sprinkled with goats or sheep, remains of windmills, isolated small chapels, and occasionally an ancient temple. WAVE DANCER and ALLISON were the only boats to arrive in daylight for our first attempt at the Mediterranean moor. As the rest of the fleet began entering the harbor in the dark, we watched from the road above town to see how they would handle this new maneuver. QUADRIGA dropped her anchor and in the middle of letting out the proscribed five to seven boat lengths of chain while backing toward the bulkhead, every light on the island went out! Each island has its own power station and the fall is plagued with power outages caused by shorts as the dew hits the dust and salt which have collected on the wires all summer. The lights came back on quickly, but went out again for a bit longer before all but AMARYLIS were safely docked. They had decided to shorten their day and anchor out.

Gangplanks out, we gathered ashore for a Welcome Dinner that was an unexpected part of our package. This was the first of many island dinners which usually consisted of tatziki, mousaka, pork souvlaki, fried potatoes, fabulous fresh breads, Greek salad (shared by two, no lettuce, just tomatoes, onions, cucumbers, peppers, a huge slab of feta cheese, and ripe olives that were the best we've ever eaten), bottles of water, Greek wines, and European beers. By now we were beginning to recognize all the faces and were working on names and who was aboard which boat. Adonis outlined the planned itinerary: we would go to Santorini by ferry, we wouldn't have time for Mikonos or Delos, there was one planned layday in the schedule plus a spare for bad weather, and high winds were threatening by the weekend.

Skippers and the Greek captains gathered in the morning with Greek pilot books and charts to discuss the course to Serifos. It was the first of many motorsails - about five hours worth. Positive comments: no shallows, no currents, no crabpots, and lots of time for reading, napping, and relaxing. The mooring was a bit easier in daylight and after practice.

Now we really began to appreciate Adonis. We were to gather at four for a public bus ride to the village high up the hill. We spent the late afternoon walking up and down the winding steps of the village, feeling transported to another world. The buildings were all white, with flat cistern roofs and brightly painted trim (mostly royal blue). The people we saw were all elderly. Looking down we saw farmyards with primitive buildings, the blue sea, our boats tiny specks in the harbor. There were sounds of chickens, dogs, and donkeys. Adonis gave the first of many thoroughly intelligent and entertaining talks which covered history, archeology, religion, politics, geology, and so much more - all rendered with charming use of English language and idiom. Some rode the bus back down the hill, others walked down the path still used by the donkeys enjoying the exquisite sunset. We ate dinner at tables beside the water. Ask Russell about his fish dinner.....

Thursday morning another skippers' meeting and off for Paros - another long motorsail. By the time we arrived, the consensus was 'let's go to Santorini by ferry from here', so Adonis made it happen, but not before he organized another walking tour around town including a church from the 6th century and the walls of a fortification built by the Crusaders with marble slabs and slices of columns from ancient buildings.

The wind began to blow during the night. A hydrofoil looks like science fiction on the outside and an airplane on the inside. Strapped into our seats, it was like a rough plane ride in wind conditions that were just on the edge of the vessel's limits. However, we got to Santorini in two hours instead of four. There a tour bus awaited us for full day of experiencing the island that had been the number one goal for so many of us.

Santorini is now a crescent shaped island with breathtaking views of the caldera and several small islands - the remains of a volcano which erupted violently more than 3500 years ago. Wine is Santorini's second product (after tourism). We left the bus to examine the vines wrapped like baskets on the ground to protect the developing grapes from the meltemi. Next we visited the digs at Akrotiri, a flourishing city which was buried by pumice from the volcano. It was discovered when the pumice was being collected for the building of the Suez Canal. Here we saw beautifully shaped clay storage jars amid the remains of streets and two- or three-story dwellings and commercial buildings. The main town of Fira was next. Adonis told us where to find the best gyros for lunch and warned the ladies to stay away from the jewelry. Some rode the donkeys down to the water, then came back up by gondola. The charming eateries on the cliffs overlooking the sea made it easy to take pictures which turned out looking like postcards. Some visited the gold shops.

Our bus and guide had more places to take us. We stopped along the roadway to examine the many-colored volcanic layers of the island. Next on to the jewel of Santorini, the small town of Ia with its houses carved from the cliffside. Here we took too many pictures of the blue-domed church and once again climbed up and down paths to see remains of fortifications and windmills mixed with exquisite doors, courtyards, and stairways. Our last stop - the sunset from the highest point on the island where we could see the famous black beach and Kostas picked wild figs for us to taste. It was dark as we boarded the ferry for the four hour trip back to Paros. We were worn out but so pleased we had had such a packed day.

Saturday was a planned layday, the wind intense and the temperature quite cool. Many took advantage of the convenient laundry service. There was an outstanding bakery not far from the dock and plenty to do. Some visited the neighboring island of Antiparos, riding scooters to its caverns. Some rented scooters or cars and explored the other areas of Paros. Some just hung out. We needed an unstructured day. That evening we knew we had to stay another day. The wind was still howling - and we didn't notice what it was doing to our big S.M.S.A. burgee.

Must stop here for a paragraph to tell you about our three Greek captains, who were there to assist the entire flotilla. It only took us a short while to realize how much their knowledge and skills were making our trip easier. Besides they were so much fun. They knew where to eat, buy, rent, etc. (and not to), fixed the inevitable mechanical problems quickly with the help of their cellphone connections to Athens, and shared their country with great good humor.

Adonis turned our extra layday into another day of touring - this time the neighboring island of Naxos, known for its quarries. From the ferry we could see the unpleasant sea conditions and began to wonder if the angry waves could possibly be calm by the next day. It was still quite chilly. Among the adventures and sights of this day: the remains of an ancient temple, a huge and gentle unfinished statue near its quarry, another very early church, an ancient road, a charming town high in the hills, a walk up to the port's Venetian castle, and an especially fun and delicious dinner.

The wind stopped blowing in the middle of the night just as predicted. Our captains were anxious to get us out of the Cyclades and closer to Athens in case the winds returned. By the time we left for Kithnos, it was obvious the waves were gone and so was all the wind. We were in for another day of motoring, but it was warm again. ALLISON towed QUADRIGA most of the way because their engine's water pump was not working. Kithnos was quite special, our only anchorage. The surrounding hills had a few empty residences and many goats with their lovely bells. The water pump was replaced. We dinghied to the beach for picnic dinner. I don't think any of us will ever forget that night. Delicious dinner cooked over the fire by Chef Adonis, John singing and playing his guitar, the brilliant stars, Bill Palmer's joke, and the temporary disappearance of CYNTHIA's dinghy.

Only one more long motor - this time to the island of Hydra. Entering this tiny port along with one big ferry or hydrofoil after another was quite an experience. Every island had its cats, but here there were even more than usual. The architecture had changed dramatically - tile roofs on prosperous dwellings built in the 19th century by successful ship's captains. On Hydra there are only two motor vehicles - trash trucks. No cars, no scooters, only quiet and donkeys to carry everything (roof tiles, lumber, bags of cement) up the steep hills obediently following verbal commands. Around the harbor was everything a flotilla could possibly need: an old fortress protecting the harbor, more delicious Greek ice cream, grocery store, bakery, souvenir shops, outdoor restaurants, and pubs with lovely shade and cushioned seats.

In the morning Adonis led us through the local museum which commemorates the important role the seafarers of Hydra played in the fight for Greece's independence in the early 1800's. Before lunch we were off for our first really short motor - just a couple hours to Poros. Now we were on the Pelopennisian peninsula, the mainland of Greece. There were trees everywhere. The afternoon was free for scooter riding or whatever. At six we gathered in front of the boats for the long postponed group picture. The skippers planned the next day's short trip to Epidavros so we could leave early. Then another evening with a delicious outdoor dinner (as usual about 3000 drachma per person, approximately \$10).

Epidavros was not far, another short motor on the flat sea. We needed to get there early to meet our tour bus for the final chock-full day. First to the sanctuary at Ancient Epidavros, with it's magnificent amphitheater, and remains of hospital, athletic stadium, and circular temple which is being reconstructed. After a stop for lunch we went on to 15th century BC (or was it 16th or 17th?) Mycenae to visit the earth-covered beehive tomb and then to climb the hills and paths of the ancient fortified town with its Lion's Gate and stone walls. Some even went down to the bottom of the underground cistern. Our group was getting exhausted now - Adonis was taking breaks from narration and folks were napping on the bus. A quick stop in the town of Nafplio to see the high castle built by the Crusaders to protect the port revived us a bit, but basically we couldn't absorb any more. That evening we had probably the most memorable dinner of all laughing, talking, eating, and drinking at tables beside the harbor. It was hard to accept that the dream vacation was almost over.

Friday, our last day. Not far from the harbor ALLISON, WAVE DANCER, and GREGORIOUS stopped for a bit of archeological snorkeling. There had been beaches and swimming on other islands, but this time we did get to use all the gear we had brought. A village was now beneath the sea. We could see walls toppled by earthquake, remains of the basilica and dwellings, and huge storage jars. The water was refreshing and quite clear, with small fish and sea urchins. Then it was time to head for Athens. We were greeted there by Ginny Heyer, who had helped us with the plans for this cruise for a year before it became a reality. Our Greek friends Adonis, Kostas, Andreas, and Kostas left us, their jobs done until the next group. We were ready for a break from Greek food - a large group of us walked to a great Italian dinner that evening.

Saturday morning we bid good-bye to many new friends. Some folks stayed on in Greece and Turkey for awhile. The Athens airport was a nightmare made reasonable by Jordan, who had also smoothed our arrival. What can we say about the trip home? It seemed much longer than the first trip, our plane was so late it caused havoc with the connecting flights at JFK, and the bus ride to Southern Maryland was cold. We endured it.

When we started the planning for this adventure at the '96 Annapolis Sailboat Show, we didn't have a clue how much work it would entail and how long the cruise leader duties would continue. Here it is almost Thanksgiving, 1997 and I hope writing this article, mailing it to those who won't receive the CLEW, and having a few extra photographs printed are the last things to do. Well, no, there is a package of S.M.S.A. shirts to mail to Greece for our guide and captains. Mostly it was fun and the charter company really did the hard part. We also had no idea that it would be the most special vacation of our lives.

Where are we going next time? Maybe someplace tropical in the middle of a cold winter? Maybe with a bit more emphasis on just relaxing? How about Tahiti? Who wants to go?

Submitted by Al and Gale Parmentier

EDITOR's NOTE

For expediency, we prefer that you e-mail CLEW articles to Tsai@mail.ameritel.net. If you must use snail mail, a printed copy and a disk containing the file should be sent to 41206 Friendship Court, Mechanicsville, MD 20659-3807. You may also drop articles off at our home or offices.....Just call for directions. In order to get the CLEW published by the first of the month, we request that all submissions be received by the 15th of the prior month.

Please contact us if you have corrections, suggestions, complaints, compliments or questions of any nature. Julian Tsai and Judi Johnson, 301-373-8473.

CLASSIFIED ADS

Advertisements will be removed after three months. Please contact the editor's if you wish to rerun your advertisement. Please notify the editor's when the item is sold so we can remove the advertisement.

FOR SALE

33' Frers '88 Excellent shape for racing & cruising. Incl. w/ Harken Rf & ÒTuff LuffÓ, 13 like new sails, Trimble GPS, KVH Sailcomp, Loran, Autohelm, Navdata, Datamarine dpth wind/speed. Possib. cash+trade for 24'-26'. Valued at \$69,500. VA 703-836-6608 cstanwick@aol.com (oct97)

LASER FOR SALE - 1974 Laser, recently reconditioned and Awlgriped. Has all new lines and tiller extension, as well as two fairly good sails. Most hardware is also new. \$800--call Rebecca Zahniser at (215)222-3337, or e-mail at zahniser@sas.upenn.edu (oct97)

1978 LASER Sail# 53738. Excellent condition with very little use. Trailer \$950 Dave or Carol Bennett (703) 780-7467 (Oct97)

HOOLIGAN (aka "The Red Boat") -- 1981 New York 36, fast, comfortable, and fun to sail. Main, #1, and #2 all recut by Clarke this year. New .6 oz polychute. Plus, .5/.75/1.5 oz chutes, #3 jib, spinnaker staysail, and storm jib. Spectra halyards and spinnaker sheets. Signet speed, depth, true and apparent wind. LORAN, GPS, VHF and AM/FM/Cass radios. Propane grill, gimbaled alcohol stove and oven ... much more. Only \$34,000. Rick or Terry Farman (410) 586-0719. (Oct97)

HIGH HOPES--C&C 35, Mark III, Excellent Condition!!! New Barrier Coat in April '97. Equipped for race or cruise (Harken split furling drum for quick conversion). 7 sails (Mylar jibs and full battened main), hydraulic backstay, new Balto plate bottom (Apr. '97), folding prop, Data Marine instruments (including wind machine), 8 2-speed Barientis. Full galley, hot water, head and shower. Yanmar diesel with FWC. One owner. Call Don Hope: 301-469-8949, or fax: 301-469-8943, or E-mail: TRINADON@EROLS.com (nov97)

Fortress FX-11 anchor with chain and rode. \$50.00, Julian Tsai 301-373-8473 (nov97)

READY FOR A TRAWLER? Consider ESTEEM, a charming 1973 Grand Banks 36 "Classic"! Twin diesels, dual stations, autopilot, synchronizer, Grunert refrigeration, air conditioning, and much more... all the capabilities of a 1998 "Classic" at a minor fraction of the cost. Everything works. The boat is beautifully crafted. Ready for extended cruising. Asking \$60,000. Call Tim Keen at (410)326-425 (nov97)

Laser II for sail. In great condition, with main, jib & trapeze. Ready to add spinnaker gear. Comes with trailer. Must see. Contact Chuck & Jane Crawford, (410) 326-4566. **Great two person Thursday night boat!** (dec97)

Thistle for sail. Boat is fiberglass (17'), with wooden mast. Serious inquires and reasonable offers entertained. Contact Sandy Sweikar (301) 872-4055 for more info. **Great Thursday night boat!** (dec97)

[back to SMSA](#)

Copyright © 1997 Spectrum Sciences, Inc.
This Home Page was created by Ron Spicuzza, Thursday, January 9 1997
Most recent revision Thursday, January 9 1997