

## Highlights

### Chuck Race's Guide to Hodgdon Brothers Racing Sloops from East Boothbay, Maine

- *Hodgdon Brothers Boothbay 20*
- *Christmas Cove One Design*
- *Great Lakes 21 (I-21)*
- *Hodgdon 21*

*Celebrating  
Mid-Coast Maine's  
75<sup>th</sup> Anniversary  
One-Design Racing  
1931 ~ 2006*

# Waterline

The Newsletter for Sailing Enthusiasts Interested in the Boothbay Harbor One Design and Sister Class Racing Sloops – Boothbay 20, Christmas Cove One Design, Great Lakes 21 (I-21), Hodgdon 21, and Christmas Cove 21.

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## POPEYE

Amos Prescott's 1935 Hodgdon Brothers  
Boothbay Twenty-Foot Class Sloop

Also referred to as an early Christmas Cove One Design is  
oldest known surviving class racer



## Hodgdon Brothers One Design Sloops: 1930-1966

By Charles D. Race

This article describes what is known about small wooden sloops designed and built by Hodgdon Brothers (East Boothbay, Maine) between 1930 and 1966 – a timeframe when most daysailers were built at the shipyard. What began with 20 ft. centerboard sloops in 1930 evolved into a 21 ft. keel sloop designed by Charles E. Hodgdon in 1939 that was later updated by George I. “Sonny” Hodgdon, Jr. in 1957.



Photo courtesy Chuck Race

*Charles E. Hodgdon aboard the 91-ft IMELDA, a 1939 William Hand Motorsailer*

*From left to right: Charles E. Hodgdon, George I. Hodgdon, William H. Hand, Jr., and possibly IMELDA's owner.*

### 1930-33 Centerboard Sloops

*Hodgdon Shipbuilding and Mills* (Rumsey 1995) credits Charles E. Hodgdon with designing three 20 ft. sloops in 1930. Charles's nephew Sonny Hodgdon, in a 1992 interview with Barbara Rumsey when he was 70 years old explained, “These three were centerboarders built for Charles, Will and myself (Sonny).” Charles's and Will's boats were sailed out of East Boothbay, while Sonny, who was 8 years old at the time, sailed his in the protected waters of Linekin Bay. These three sloops were followed by six more twenty-footers in 1933 (Rumsey 1995).

Among the sloops were *Gigolo* and *Jinx* designed by Hodgdon Brothers according to a 1938 Geerd Hendel letter (Hendel Collection Maine Maritime Museum). Other small sloops built by Hodgdon Brothers at that time include *Bunny (I)* designed by W. Starling Burgess, and *Valkyrie*, which is assumed to be a Burgess design (A. Reed 2005). These four boats were originally centerboarders having keels added later. Ballast may have been added to the centerboards to evaluate sailing performance before they were converted to fin keels.

#### On the cover:

Amos and Diane Prescott sail *Popeye* in the Damariscotta River. Photo by Dee Race July 3, 2006.

In 1935 a sailing enthusiast named Harold Kneen, from Cleveland, Ohio, vacationed in Christmas Cove, Maine. While in the area he became an instant admirer of the local sloops realizing they would be ideal for sailing in his home waters of Lake Erie. Soon after, he bought *Gigolo*, *Bunny (I)*, and *Valkyrie* and had them shipped to the Mentor Harbor Yachting Club near Cleveland.



Photos above courtesy Charles D. Race

***Happy Days Are Here Again!***

*Above: Hodgdon Brothers Boothbay 20 centerboard sloop during the early 1930s with Clarence Race (the author's father) and friend enjoying a sail.*

***Boothbay Twenty-Foot Class was an open handicap class allowing boats from any designer and builder to race as long as the boat met the specifications outlined in the class rules.***

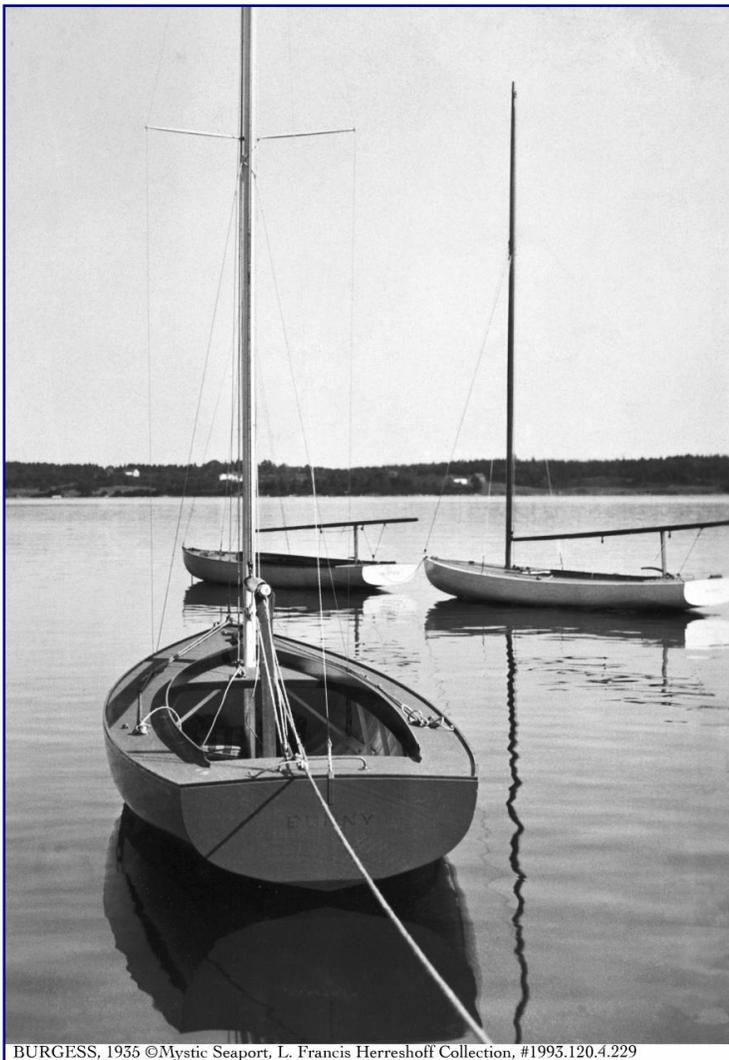


Photo courtesy L.F. Herreshoff Collection Mystic Seaport

*Left background: Two early sloops thought to be centerboard to keel conversions built by Hodgdon Brothers. One may be Clarence Race's second boat built at Hodgdon Brothers in 1933. Note the lack of a hoist to lift a centerboard compared to the photos at the top of the page showing a hoist tied to the mast.*

*Left foreground: Bunny (II), a Starling Burgess designed Boothbay Twenty Class sloop named after his wife and built by Hodgdon Brothers in September of 1935 was owned by Burgess. Bunny (II) still exists as do the plans to ensure an accurate restoration.*

*Photograph was likely taken by L. Francis Herreshoff in the fall of 1935 at Hodgdon Brothers. Herreshoff was a lifelong friend of the Hodgdon's as well as Burgess.*

BURGESS, 1935 ©Mystic Seaport, L. Francis Herreshoff Collection, #1995.120.4.229

**1935 Hodgdon-Designed Keelboat**

The first Hodgdon sloop built with a fin keel may very well be the 1935 *Popeye* (LOA 20'4", Beam 5', Sail Area 200 sq. ft.) with high bow, and flat transom. *Popeye* was purchased by Amos Prescott for \$750.00 and first used during the summer of 1935. *Popeye* was restored by Rick Prescott in the 1990's for his uncle Amos Prescott. Ballast is thought to be 750 pounds (Neal Prescott 2006).

After *Popeye*, Charles Hodgdon cast a second keel and built *Mink* which was raced by the Hodgdon family one season in Boothbay then sold to Amos Prescott's older brother Jim Prescott. *Mink* was later acquired by the Drukker family and donated to the Maine Maritime Museum in 1989, where she is today (C. Hall 2006). Two photographs of *Mink* appear in an article in *Yachting* written by Boothbay Harbor Yacht Club member Edwin M. Hill titled *Boothbay Harbor 20 Foot Class*. Hill writes, "Sailing in open water has produced short overhangs, sharp forward sections and medium beam and draft. The conservative limit of 200 square feet in untaxed sail area encourages light or moderate displacement averaging between 1600 and 2000 pounds, and results in a lively ship, modest in price and inexpensive to maintain" (*Yachting*, April 1938, p. 73).

L. Francis Herreshoff sums it up best in *The Common Sense of Yacht Design* writing, "the Boothbay 20 foot Class has produced some of the nicest small sailboats I ever sailed in; they are lively, comfortable, stiff and dry" (L.F. Herreshoff, 1948, pp. 62-65). Herreshoff's photographs show high bow and profile similar to *Popeye* and *Mink* (Paul Bryant 2006).

***Hodgdon Brothers Boothbay 20***

*Below: Mink, a sister ship to Popeye, was designed by Charles Hodgdon and launched in late 1935 or early 1936. At right, Mink is now in the collection of the Maine Maritime Museum.*

Photos courtesy Charles D. Race



***Popeye***  
**A Closer Look**

Photo by Rick Prescott

***Popeye a 1935 Boothbay 20***

Detail of *Popeye's* keel designed by Charles Hodgdon and built by Hodgdon Brothers in East Boothbay, Maine. LOA 20'4", Beam 5'. The sloop's built down bilge with fin keel is considerably different than the relatively flat bottom and fin keel found on the Burgess designed Boothbay 20 *Bunny (II)*, and the Hendel designed Boothbay 20s and Boothbay Harbor One Design. (Editor's note: Today, *Popeye* and *Mink* are often referred to as early Christmas Cove One Designs.)

(Excerpt from)

## RACING RULES FOR BOOTHBAY TWENTY-FOOT CLASS

Adopted by the Racing Committee of the  
**BOOTHBAY HARBOR YACHT CLUB**  
(Circa 1935)

THE FOLLOWING RULES AND LIMITATIONS ARE TO BE CONSIDERED AS A "GENTLEMEN'S AGREEMENT" AMONG THE BOAT OWNERS AND CREWS

**HULL:** No boat shall have an overall length exceeding 21 ft. 0 in.

No boat shall have a waterline length exceeding 20 ft. 0 in.

Construction of the hull must be of normal practice, with planking and deck not less than 1/2 in. stock.

Floors, timbers, deck beams, etc. are to be sized and spaced to assure sound construction.

Boats must have a deck over the whole length of the hull, not less than 9 in. wide at any point, to be measured from the outside of the planking.

Watertight partitions fore and aft, or also air tanks of sufficient capacity are recommended for centerboard as well as keel boats. Within these limits, the size and type of hull is optional and may be either keel or centerboard.

**RIGGING:** The type of rig is optional. The sail area is not to exceed 200 square feet. This maximum area applied to the largest suit of sails ever used in a Boothbay Harbor Yacht Club Race for windward sailing. Normally this includes a mainsail and jib.

**MAINSAIL:** The hoist of a mainsail sail not exceed 2.25 times the length at the foot, or 2.65 times its width if a wishbone boom is used. The area of the mainsail is to be calculated as a triangle (quadrangle in case of a gaff sail) without consideration of those areas which are gained by a curved leech, foot or hoist. The length of the sail battens is limited to the length of the foot of the mainsail multiplied by 0.22.

**JIB:** The area of the jib is to be calculated as the triangle of the largest jib ever to be used for windward work in any yacht club race during the season. No consideration is to be given to those areas gained by a curved leech or foot. Setting of larger sails for windward work than those listed for the season's handicap series will cause disqualification. Setting of smaller sails than those listed for the season's handicap allowance will not increase time allowance.

**SPARS:** There are no restrictions on hollow spars.

**EQUIPMENT:** As minimum outfit each boat shall carry one light anchor with cable as well as life preserver cushion for each member of the crew.

**CREW:** It is recommended that the crew of each boat shall consist of not less than two persons.

**MEASUREMENT STATEMENTS:** A measurement statement giving the items mentioned below and signed by the owner of the boat must be handed to the racing committee, before the craft can be listed in the racing schedule.

Name of owner: .....  
 Name of boat: .....  
 Type of boat (keel or centerboard): .....  
 Type of rig: .....  
 Overall length of hull: .....  
 Length of waterline: .....  
 Beam (Over deck): .....  
 Sail area: Mainsail.....sq. ft., Jib.....sq. ft., Total.....sq. ft.  
 Signed: .....

**TIME ALLOWANCES:**

195—200 sq. ft. of sail area	0%
190—195 sq. ft. of sail area	1%
185—190 sq. ft. of sail area	2%
180—185 sq. ft. of sail area	3%
170—180 sq. ft. of sail area	4%
160—170 sq. ft. of sail area	5%

The appropriate percent is to be subtracted from the actual sailing time of each boat to give corrected time. The boats will be rated on a basis of this corrected times.

## 1938 Christmas Cove One Design Class

LOA: 20'4"  
 LWL: - -  
 Beam: 6'  
 Draft: Keel 3'3" (Hendel estimated in letter Nov 2, 1938)  
 S.A.: 200 sq. ft.  
 Displacement: - -



In 1938 Charles Hodgdon built five keel sloops known locally as the Christmas Cove One Design (CCOD) Class according to late Rick Prescott. The transom on the CCOD is radiused unlike earlier Charles Hodgdon designs. Ballast is thought to be 900 pounds according to Sandy Holloway owner of *Gleam* (CCOD #1), who with Rick Prescott restored the boat in 2003. *Noel* is owned by Robert Nelson and restoration only required deck replacement (red mahogany) and refastening. *Hi Ho* (CCOD #5), originally owned by Charles Prescott, was restored by Rick Prescott, according to current owner John Mitchell of Christmas Cove. *Calypso* is owned by Eddy Blouin of Riverside Boat Co. Newcastle, ME, sail number is unknown and boat needs restoration.

(Editor's note: Pete Welles's two part article sketching out the early history of the Boothbay Harbor One Design Class in August 1952 *Boothbay Registers* suggests W. Starling Burgess designed the Christmas Cove One Design. Although that is a possibility, the weight of evidence points to Charles E. Hodgdon).



Photo by Rick Prescott

### ***Gleam Relaunching 2003***

*Above, Christmas Cove One Design, Gleam #1, was restored during the spring and early summer of 2003 by Rick Prescott with help from her owner Sandy Holloway. Gleam was originally owned by Robert Tracy of Christmas Cove, Maine, a member of the Boothbay Harbor Yacht Club, who served on the club's Board of Directors and Regatta Committee. Tracy raced Gleam in the BHYC handicap class. Note this sloop has a built down bilge with keel as opposed to the relatively flat bottom and fin keel found on Burgess's Bunny (II) and Hendel's Boothbay Harbor One Design. Gleam is a show winner from any angle and even retains a suit of original Ratsey sails to use on special occasions.*



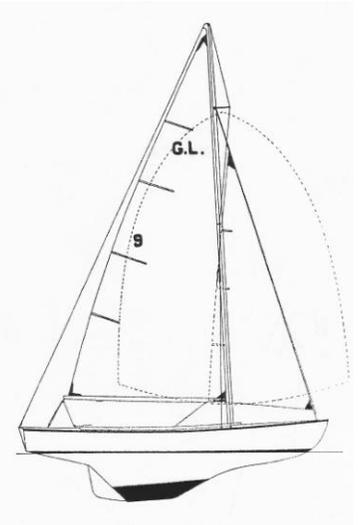
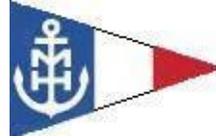
Photos courtesy John Mitchell

### ***Christmas Cove One Design of 1938***

*HI HO* (CCOD-5) sailed by John Mitchell and nephew Erik Mitchell.

## 1939 Great Lakes 21 (International 21 or I-21)

LOA: 21'  
 LWL: 18' 4"  
 Beam: 5'9"  
 Draft: 3'5"  
 S.A.: 200 sq. ft.  
 Displacement: 1875 lbs.



In 1936 and 1937 sailors from the Mentor Harbor Yachting Club (MHYC) were racing *Gigolo*, *Bunny (I)*, and *Valkyrie* along with other boats in Lake Erie. Hoping to buy additional Hodgdon Brothers sloops, Harold Kneen wrote in a 1938 letter (Hendel Collection): “Believe it or not last year in open competition with four Stars and three 26-footers, one of ours beat them in point score in a series of eight races, boat for boat. This boat is very happy in our chop, which we get plenty of with every wind as we are racing in open water.”

So, in 1939, to meet MHYC’s demand for more sailboats, Charles Hodgdon designed a 21’ sloop branded as the Great Lakes 21 (GL-21). Three sloops were built in 1939: *Delilah* (no. 1) and *Libby T* (no. 2) were shipped to the MHYC for Hal Kneen and Bill Treuhaft, respectively (D. Hudak 2006). The third boat was very likely *Ocelot V* owned by marine distributor and Boothbay Harbor Yacht Club member Ed Hill. There could even have been a fourth boat *Peapod* owned by Sonny Hodgdon. Supporting this speculation is the fact that two new sloops entered BHYC’s handicap class races in 1940 named *Ocelot V* and *Peapod*.

Looking back, a MHYC booklet dated 1955 recorded, “In 1939 a group of Mentorites, were dissatisfied with the various types of small boats they were racing, and started looking around for a tested design of small keel boat for racing. The first requirement was that it had to be fast; and since all racing was done in an exposed Lake Erie with steep seas, it had to be an able boat, non-sinkable – a family boat that could be raced by two, and yet one that would not be handicapped carrying four. A committee canvassed the country thoroughly and finally found at East Boothbay, Maine a boat that filled these specifications. Designed by Hodgdon Brothers, well known yacht builders, it had been cleaning up in local racing. Though its local fame had not spread far at the time, it was receiving very favorable commendation from several outstanding yacht designers.”



Photo courtesy Maynard Bray

### *Great Lakes 21*

*Gleam*, ex-*Delilah*, was originally owned by Hal Kneen according to Donald Hudak Mentor Harbor Yachting Club Historian. The boat eventually made its way to the Hal Kneen’s nephew in Union, Maine about 10 years ago according to current owner Maynard Bray.

In 1940 Charles Hodgdon built two more GL-21 sloops - *Senorita* and *Elspar*, which were shipped to Jim Meyers and Sherwood Parsons, respectively, of the MHYC (D. Hudak 2006). The same year Gordon (Sandy) Douglass (Vermillion, Ohio) built two plank-on-frame GL-21 sloops, for Clarence Bowers and Dave Swetland (D. Hudak 2006). The first fleet champion was Dave Swetland in *Samson* in 1941. The following year Harold Kneen won in *Delilah*. The four Hodgdon-built and two Douglass-built sloops comprised the MHYC fleet until 1946. Early in 1945, these owners plus C.R. Newpher underwrote the cost of a mold to convert the planked hull to molded plywood. Hal Kneen was fleet champion in *Delilah* a total of six years between 1941 and 1954 – more than any other boat in the fleet (MHYC 1955).

In 1946, Sandy Douglass and Ray McLeod Sr., formed Douglass & McLeod and started building the GL-21 out of molded plywood. D&M provided the mold to U.S. Molded Shapes (Grand

Rapids, Michigan) who formed the hulls in autoclaves and shipped them to D&M where they were finished. The lathe used to form the hollow Sitka spruce masts is still in D&M's shop. An article in *Yachting* (Jan. 1946) titled: The "Great Lakes 21" of Molded Plywood states the boat was designed by Charles Hodgdon and goes on to say "this sloop is seaworthy, fast, and dry and provides excellent racing as well as day sailing comfort for four or more people." By the end of 1946 there were 23 boats racing. Most of the new owners came from the Interlake Fleet (D. Hudak 2006). The Interlake is an 18 ft., V-bottom, centerboard sloop of light displacement, developed at Sandusky, Ohio (along Lake Erie). The Interlake Sailing Class was formed in 1936 with a few boats. By 1955 approximately 150 Interlakers had been built when they started building them out of fiberglass.

In 1948-49 D&M renamed the GL-21 the International 21 hoping to reach a broader market. The fleet grew to 25 with boats located at the MHYC as well as Detroit, Buffalo, and Topeka, Kansas. Later the name was shortened to I-21. The sloops were built by D&M through the mid-1950's, when they were replaced by fiberglass production.

In 1961-62 Douglass & McLeod Plastics Corporation was formed later becoming Tartan Marine. D&M's first auxiliary was the Tartan 27 designed by Sparkman and Stephens. D&M was building fiberglass International 15s, Thistles, and Highlanders.

Clyde Loughridge, a MHYC member for over 50 years, owned a Hodgdon-built GL-21 and sailed it in the open waters of Lake Erie - typically 10-15 mph winds with short deep waves. A group of doctors, company presidents, and other professionals owned and raced the I-21's. Two fiberglass I-21 sloops are currently at the MHYC (C. Loughridge 2005); the builder was not identified.

According to "Specifications of the International 21 Yacht Racing Association" (courtesy Maynard Bray), Charles Hodgdon's 1939 design was adopted by the International 21 Yacht Racing Association March 6, 1965. Principle dimensions in fresh water were 21' LOA, 19' LWL, 5'9" beam, 3'9" draft, with a CCA (Cruising Club of America) rating of 19.7 (1964). "Contour measurements of hull shall be according to the plans. Hulls after 1964 shall be of fiberglass in accordance with the plans and shall be molded by an official molder approved by the I-21 YRA."

Earlier this year Ray McLeod, Jr., President of Douglass & McLeod, kindly shared copies of a complete set of GL-21 plank-on-frame plans including construction specifications, lines, table of offsets, and storm sail plans. The D&M GL-21 plans reference the original Hodgdon Brothers plans and the overall length, beam, and sail area match the original half model and sail plan dated December 29, 1939 that are in the author's possession. The storm sail plan references a later Hodgdon Brothers plan dated June 1941. The original sets of plans are believed to have been lost in the 1954 fire at Hodgdon Brothers.

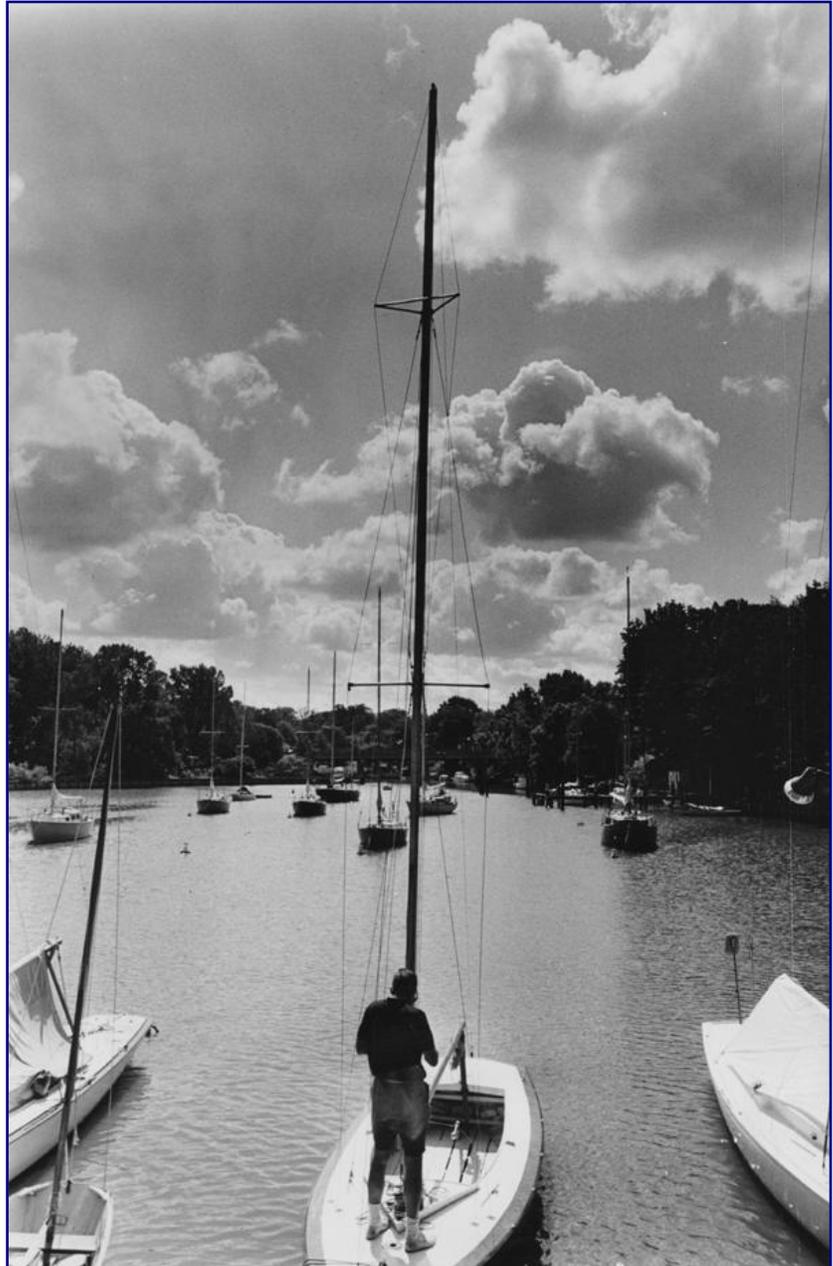


Photo from 1955 Mentor Harbor Yachting Club Booklet

#### ***Mentor Harbor Yachting Club in the 1950s***

*The I-21's were equipped with Styrofoam floatation, to the original design, and were unsinkable but, if swamped, could still be sailed under jib.*

## 1957 Hodgdon 21 Class One Design

**LOA:** 21'4"  
**LWL:** 18' 4"  
**Beam:** 5'9 3/4"  
**Draft:** 3'5 1/8"  
**S.A.:** 200 sq. ft. (245 sq. ft. with aluminum spars)  
**Displacement:** 1875 lbs.

In 1957 Sonny Hodgdon started with a model his uncle Charles Hodgdon developed almost twenty years earlier and added some refinements of his own. This boat became known as the Hodgdon 21 (HB-21 or H21) Class Sloop (Fifty Wooden Boats A Catalog of Building Plans Volume 1, *WoodenBoat*, 1984). Sonny sent the lines to L. Francis Herreshoff who suggested cutting the shear and raising it 1/2-inch (Rumsey, 2005). From 1958 to 1966 ten HB-21 sloops were launched (Rumsey, 1995). Each sold for about \$1,000 including spars and sails (Rumsey 2005). Several HB-21's have been restored and many survive in original condition.

*Hindu* was renamed *Windbag* by Sonny Hodgdon and restored at Hodgdon Yachts (Tim Hodgdon 2006). Shipley Mason's *Lyric* is in "Bristol" condition. Chuck Turner's *Jennifer* is in fine condition and has been out racing this summer in Boothbay Harbor



Photo courtesy Boothbay Region Historical Society

*Sonny Hodgdon (left) at the helm of a Hodgdon 21*

One Design Association's weekend races. *Nasket* is in fine condition and located in Brooklin, Maine. *Pax Van Biscoomb* was acquired by Paul Bryant (Riverside Boat Co.) and needs restoration. *Sarabet* was lost off Cape Cod (A. Reed 2005). *Goose*, thought to be in the Camden area, was used as a plug by Neal Prescott's uncle Gus McDaniel to build the first fiberglass Christmas Cove 21 in 1971.

The HB-21 was profiled in *The Skipper* (April 1959). Each HB-21 was planked with 5/8-inch white cedar on oak frames fastened to Philippine mahogany floors with brass screws. Decking was 1/4-inch fir plywood covered with 10-ounce canvas duck. Approximately 19 cu. ft. of Styrofoam floatation was secured under forward and aft decks. Zephyr provided the extruded aluminum mast. *The Skipper* indicated sail area as 245 sq. ft.

In 1966 Sonny Hodgdon built the last HB-21 *Boomerang* for Jack Madden. Nancy Madden, Jack's daughter, sailed *Boomerang* in Boothbay Harbor Yacht Club races. Three other 21 ft. sloops known as Boothbay Harbor One Designs, designed by Geerd Hendel, were built by Sonny in 1966 including the last wooden hull BHOD-37 *Galatea* for Tom Tavenner (Rumsey 1995).

The built-down bilge and wine-glass profile are characteristics of the GL-21 and HB-21 sloops. The HB-21 is 4 inches longer than the GL-21 as evident in the slightly extended bow and stern. The HB-21 keel is rounded relative to the GL-21 thereby lowering the center-of-gravity to provide more stability.

**Acknowledgements**

Several individuals made this article possible: Alden Reed, who shared research, contacts, magazine articles, photographs, and suggested writing this article. Barbara Rumsey, Director of the Boothbay Region Historical Society, who authored *Hodgdon Shipbuilding and Mills*, and provided access to numerous one design records. Paul and Nat Bryant of Riverside Boat Company, who have restored several BHOD, CCOD and HB-21 sloops. Maynard Bray who shared photos and information on his Great Lakes 21. In addition, thanks are extended to our friends at the Mentor Harbor Yachting Club including Ray McLeod of Douglass & McLeod for providing copies of the Great Lakes 21 plans, and Don Hudak, Mentor Harbor Yachting Club’s historian, who provided I-21 fleet information. Thanks to Louisa Alger Watrous, Intellectual Property Manager, Mystic Seaport, and Amy German, Research Associate, Mystic Seaport for their help in locating photos of Starling Burgess’s *Bunny (II)*. Special thanks go out to the Prescott family and many individuals, too numerous to mention, who have preserved many of the small wooden sloops built at Hodgdon Brothers Shipyard. The Hodgdon shipbuilding tradition began in 1816 and continues on today as Hodgdon Yachts <[www.hodgdonyachts.com](http://www.hodgdonyachts.com)>.

**About the Author**

Charles D. “Chuck” Race joined the Boothbay Harbor One Design Association to learn more about and sail some of the one design sloops. He is the step-grandson of Charles E. Hodgdon and grew up in North Edgecomb, Maine. Chuck and his wife Kelley and two daughters recently built a post and beam cape style house on the Sheepscoot River in Edgecomb, Maine.



Photo courtesy Charles D. Race

**Charles D. Race**

*Chuck Race holding a 1939 half-hull model of the 21-ft Hodgdon sloop which became known as the Great Lakes 21.*



Photo by Dee Race

*Past and Present*

*Prescotts in action: Popeye (left) a 1935 Hodgdon Brothers Boothbay 20 Class sloop and Dancer (right) a 1971 Christmas Cove 21 one-design class sloop sail in the Damariscotta River off South Bristol, Maine, July 3, 2006. Amos Prescott and his wife Diane are in an early lead in Popeye followed by his son Neal and his grandson Brigham in Dancer. The Christmas Cove 21 is a fiberglass sloop based on the Hodgdon 21 built by the John Williams Boat Company in Somes Sound, Maine, <[www.jwboatco.com](http://www.jwboatco.com)>*

**Resources for Information on Hodgdon Shipbuilding:**

1. Boothbay Harbor One Design Association Registry
2. Boothbay Harbor Region Historical Society, P.O. Box 272, 72 Oak Street Boothbay Harbor, ME 04538-0272 Tel: 207-633-0820 <[www.boothbayhistorical.org](http://www.boothbayhistorical.org)>
3. Hendel Collection, Maine Maritime Museum, Bath, ME 04530. <[www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)>
4. *Hodgdon Shipbuilding and Mills* (Rumsey, 1995) available at the Boothbay Region Historical Society
5. Hodgdon Yachts, PO BOX 505, East Boothbay, ME <[www.hodgdonyachts.com](http://www.hodgdonyachts.com)>
6. L. Francis Herreshoff Collection, Mystic Seaport, Mystic, CT <[www.mysticseaport.org](http://www.mysticseaport.org)>
7. Maine Maritime Museum, Bath, ME 04530. <[www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)>
8. Mentor Harbor Yachting Club 5330 Coronada Drive, Mentor-on-the-Lake, Ohio 44060 Tel: 440-951-0155 <[www.mhyc.us](http://www.mhyc.us)>
9. South Bristol Historical Society, 2124 State Route 129, P.O. Box 229, South Bristol, Maine 04568 Tel: (207) 644-1234
10. Specifications of the International 21 Yacht Racing Association, March 6, 1965
11. *The Common Sense of Yacht Design* (L.F. Herreshoff, 1948, p. 62-65)
12. *The Register of Wooden Boats* <[www.woodenboat.com/register-wooden-boats](http://www.woodenboat.com/register-wooden-boats)>
13. *The Skipper* April 1959
14. WoodenBoat Store sells building plans for the HB-21 Tel: 1-800-273-7447 <[www.woodenboatstore.com](http://www.woodenboatstore.com)>
15. *Yachting* April 1938, January 1946

## Welcome New BHODA Members!

- John and Peggy Chapman, Woolwich, Maine
- Rusty and Cathy Court, East Boothbay, Maine
- Pauline Dion, East Boothbay, Maine
- Brigitte and George Gefrich, Kensington, New Hampshire
- Roy and Nancy Kraus, Toms River, New Jersey
- Kurt and Karen Kruger, Westport, Connecticut
- Mary Alice Geier Turner, Cincinnati, Ohio

### In Memoriam

John P. Cooke, Skipper BHOD-40 *Red Herring*  
Olympic Gold Medalist  
1937-2005

Albert C. Turner, Skipper Hodgdon 21 *Jennifer*  
1914-2006

## Waterline

### Sponsors

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Dee Race

A portion of this newsletter is written using a Times New Roman text font attributed to the legendary naval architect and early Boothbay Harbor One Design skipper W. Starling Burgess.

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#### PLEASE NOTE

1. *We appreciate the fine submissions from members and friends. Just a reminder—our publishing an issue depends heavily upon our having interesting, original one-design related stories, articles, and photos. We depend on you to provide us with those items.*
2. *One-design focused articles and photos are always welcomed. Please direct submissions to the Editor, MS Word submissions on CD or email are appreciated. Please send photos in one of the following formats: 1) prints 2) digital image file of at least 300 dpi at 4"x6". Due to space limitations, we may have to do some editing.*
3. *Please direct any additions or changes to our mailing list to the Editor.*
4. *Boats, Parts, and Services listings will be listed in TWO ISSUES. If you want us to continue running your item beyond then, you will need to resubmit. We appreciate notification if any item is no longer for sale.*

## Trading Dock & Services

21'4" CHRISTMAS COVE 21 racing sloop. The modern fiberglass adaptation of the classic Hodgdon 21. Built in 1973. Sail number 22. Active fleet and racing program at the Christmas Cove Yacht Club. Asking \$4800. Marty Weeks, Harpswell, ME 207-725-6788.

21' GREAT LAKES 21 (International 21 / I-21). A true classic 1950's daysailer/racer in excellent condition. Vessel has been stripped to bare wood and finished with clear epoxy sealer. Absolutely no rot, new main sail and rub rails; mast boom, deck hardware & fittings, custom tandem axle trailer. Will finish to suit. Sacrifice \$4950. Contact Bill Marshall at Boat Works of Ohio, Inc. 2185 Medina Rd., Rt. 18 Medina, OH 44256. Tel. 330-239-5083 or via email at

21' BOOTHBAY HARBOR ONE DESIGN (#22) *Redstart*, ex-*Dracula*. Built in 1950 by Goudy & Stevens. Michael Start, Georgetown, ME 207-831-3899.

21' BOOTHBAY HARBOR ONE DESIGN (#28) *Windward III*. Built in 1958 by Norman Hodgdon. Boat requires restoration. \$1,200. Jay Berry, Littleton, Mass. 978-742-9952.

YACHT TENDERS based on designs by John Trumpy. Finest Kind Wooden Boats, W. Boothbay Harbor, ME. Rick Prose 207-633-5636.

BOAT RENTALS by the hour/day/week on the Maine coast. Classic small craft including Boothbay Harbor One Designs. Finest Kind Wooden Boats, W. Boothbay Harbor, ME. Rick Prose 207-633-5636.

21'4" HODGDON 21 CLASS SLOOP PLANS. Designed by Sonny Hodgdon in 1958. Plans available from WoodenBoat Store, PO Box 78, Brooklin, ME 04616. Call 1-800-273-7447, or online at [www.woodenboatstore.com](http://www.woodenboatstore.com). Item Number: 400-061.

## Wanted



RESEARCH FOR CENTENNIAL HISTORY is being done on the Boothbay Harbor Yacht Club for a book to be published in 2007. Looking for early pictures of boats that are flying the burgee, as well as other pictures relating to BHYC activities. Need anecdotes about the early Commodores. Pictures with people and/or locations should be identified with approximate or actual dates, if possible. Please contact: Peggy Chapman at 207-443-6396, or 70 Preble Lane, Woolwich, ME 04579.

For More Information about the Boothbay Harbor One Design Association see:

[www.bhyc.net/one-design-association](http://www.bhyc.net/one-design-association)