

August 01 MAINSHEET PC Article

It's the first week of July. We sailed, in light air, yesterday and the day before. It was still wonderful. The sun is about down and the air is warm and damp. I am looking forward to tomorrow, when we will take our Melonseed skiff out to buzz around the bay and raft up where ever we are offered warmth and shelter from the elements (read free drinks).

The 69th PC Nationals will have passed by the time you read this, but at this time I am excited about the number of boats we expect to see out and the fun we will all have. When I walk down to *PUFF*, I field questions and hear comments which tell me that others are as excited as I am. Unfortunately, our fleet Captain, Dick Stratton, will not join us, as he will be away, but Mom's birthday is more important! Dick's boat, *MINX*, will be out with us so I am sure he will be there in spirit. The announcements have been mailed out and I have dutifully sent in my request for 8 cholesterol delights (read cheeseburgers) and, admittedly, can not wait until I get to slop that baby full of onions, catsup, mustard, tomatoes, mayonnaise, relish, lettuce, more onions, more catsup..... you get the picture. The best part is when, as a result of the first bite, much of the contents runs down the front of your shirt. I can't wait!! I am sure that the Saturday night party will be as much fun as ever!

I have very exciting news about my ongoing quest to improve the PC history records. With the help of an email "acquaintance" from the Seattle area, I have received word from the owner of #57. More importantly, while he has owned his boat since 1984, he also knows the whereabouts of # 56 and #58! Last evening, I spent an hour on the phone with him and found him to be a wealth of knowledge! He tells me that whereas, the PC history book tells us that these boats were strip planked, had the standard post war layout, the hulls (built in Vancouver) were actually with the standard ¾" thick 4" wide planking, but were "tongue and groove" with a heavy coat of "varnish type material" sealing the planks at the groove. He also tells me that, below the waterline, the boats were of standard planking with caulking. (Bud tells me that this makes no sense as he remembers that all the hulls were completed here in San Diego and the planking was no different than others, thus I need to do more research.). More importantly, the Seattle fellow tells me that hulls 57 and 58 were built with doghouses!! He says that he is "very sure" that the doghouses are original because of the nature of the wood, fasteners and construction. Both owners of 56 and 57 are carpenters by trade, which lends some credence to his comments. Bob (#57) is very pleased to having made contact with our fleet and has promised to send me some photos and drawings detailing these boats. Number 56 is on the hard with the spars in a barn, and possibly for sale, so any of you adventurous souls wishing to join the fleet or start a collection can get the details from me.

To date, my records are as follows:

- 4 boats lost to the sea
- 4 boats never completed
- 1 boat converted and no longer a PC
- 2 boats documented as having been destroyed
- 58 boats accounted for with present owners
- 14 boats unaccounted for

Thus, of the 83 hulls assigned, I have identified 69 of them and 14 are "mystery boats". Any of you who would care to know the specifics of a hull number are free to contact me.

The WINGS Restoration project is moving forward. The poster has been on display at Downwind Marine this week, is presently at Southwestern YC and will be seen at other locations soon. I am receiving phone calls and contacts from people who wish to share photos or donate hardware. Thanks to Bob Sharpe, Joe Gann, Bud Caldwell and Troy Sears for help with hardware contributions. Rocky Hatch , too, is going to offer a needed winch and perhaps some extra pieces.

In closing, let me remind all of you that the Wednesday afternoon “fun races” are in progress. It’s a great opportunity to get out and test your skills and your boat against fellow PC skippers, in a stress free (except for Jack) environment. Make a mark on your calendar to join us shortly after noon.

Until next month, may your harpoon be always sharp, your line tub be coiled and your blubber..... oh, never mind.....

Rish Pavelec
PC #63