



MASHNEE

A Herreshoff Buzzards Bay 30

by Maynard Bray



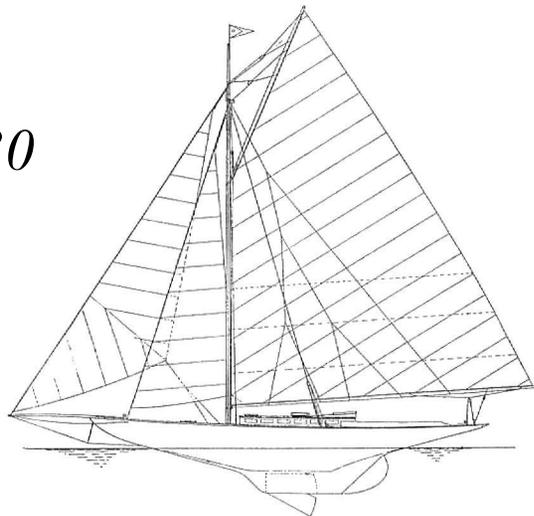
THOMAS R. SILVUS

The Buzzards Bay 30 MASHNEE, built in 1902, has lay ashore for several years at a marina in Myrtle Beach, South Carolina. She'd make a wonderful cruising boat—or a candidate for significant restoration.

Built by Herreshoff Mfg. Co., Bristol, Rhode Island, 1902, as hull No. 569, the Buzzards Bay 30 MASHNEE lies abandoned at the Hague Marina in Myrtle Beach, North Carolina, and she's been out of the water there for over 10 years. Although she's been covered at times, she's not had the benefit of a storage shed. Understandably, then, she's cosmetically rough—although maybe not as bad as one might think. Here's why: the mid-1970s-vintage plywood deck that replaced the original canvas-covered pine deck has not leaked, so dreaded fresh water has not accumulated within the hull to cause extensive rot. Believe me, that alone is a big plus! For the most part, MASHNEE's frames were renewed during the same period as her deck, so rather than dealing with century-old frames, you can figure on frames—and plank fastenings—that are only 25 or 30 years old. Both the decking (which included new beams) and framing were well done—not just cobbled together. And finally, despite all the time sitting on the bank, her double-planked hull appears not to have badly dried out.

I've sailed in MASHNEE as well as another boat of this same design and can report that they perform extremely well. They're one of Herreshoff's most practical designs because of their relatively shallow draft compared to most others in this size range. When built, the 14 Buzzards Bay 30s all had centerboards that helped them sail better to windward and spin faster with the tiller pushed hard over. Although Herreshoff's centerboard was narrow enough to be housed entirely within the ballast keel and deadwood, and had only the hoisting pennant tube penetrating the keel, MASHNEE's board has been removed. Replacing it wouldn't be a terribly big job, however, since there's no centerboard trunk to have to deal with.

Buzzards Bay 30s make sensible cruisers, being boats that sail well, have reasonable accommodations, and will float



Particulars

LOA	46'6"
LWL	30'0"
Beam	10'10"
Draft	5'4"
Official No.	093248
Designed by N.G. Herreshoff	

in reasonably shallow water. They came out originally with gaff rigs having a big mainsail that at times was a handful, but MASHNEE's present marconi rig—about two-thirds of the original sail plan's size—makes life under sail less stressful. She's also had auxiliary power installed, a gasoline engine at first in 1926, and presently a Mercedes diesel which, I understand, has not been used since a major overhaul.

MASHNEE's trunk cabin is both longer and higher than what she and her 13 sisters were given in 1902. (That early low rectangular house with its seven rectangular windows reflected Herreshoff's standard for yachts of this size and type.) The present house provides more useful space below deck—enough space so one could live aboard comfortably, which is what former owner Ken Mahler did for nearly a decade while employed by Mystic Seaport. Ken always kept MASHNEE in superb condition—varnish gleaming, topsides flawless—and he carefully covered her with fitted canvas during the off-season while she lay at the Seaport waterfront. A new owner like Ken is what MASHNEE desperately needs right now.

MASHNEE's first owner was Robert W. Emmons, a long-time Herreshoff client who directly inspired the well-loved 12 1/2-footers and the earlier Buzzards Bay 15s as well as having managed the AMERICA'S Cup defender RESOLUTE. Although MASHNEE subsequently changed hands from time to time, she's never undergone a name change.

For more information, you can contact George Russ who runs the yard where MASHNEE lies; by virtue of unpaid storage bills, he is in the process of taking over ownership. George can be reached at 843-293-2141 (phone) or 843-293-2140 (fax).

Send candidates for "Save a Classic" to Maynard Bray, WoodenBoat, P.O. Box 78, Brooklin, ME 04616.