

Crescent History

1940

On a cold day in January the hull of the new Club workboat was delivered by truck and slid into the Boathouse on the ice. It was a shell... keel, keelson, planks and ribs, but little else. Sketches, plans and working drawings for the boat's completion were prepared and discussed. Talk ran loud and long. Two or three, then half dozen Members short on words and long on deeds, fell to.

The engine of the old workboat was completely rebuilt with the help of Don Baird and was set on the stringers in the bilge. A deck appeared where raw ribs had shown. Bits of solid white oak were bolted in place back of the engine and sheets of waterproof plywood were shaped to form cabin sides. With Ed Kemeny, Jim Temperly, Steve Takas and many others putting in every spare moment, the "Wrangle" was ready for paint in the spring. "Bimini" Blue finally covered the hull and a French gray on the topsides. The day she was dropped into the water, like any other Crescent project, she was not finished by any means but perfectly usable.

A lot of equipment was needed, including life preservers, metal moldings, ports, running lights and ventilators. She also needed a bilge pump, ballast, anchor and mooring lines. Everything could have been bought but most of it was donated by a dozen Club Members who found the things that were needed. Sometimes a small invoice was attached but usually the item was an outright gift.

Note: The Wrangle served the Club through the late 1980's. When it was retired, it was dismantled on a Spring Workday and the transom was mounted at the rear of the boathouse.