



A New Boat for a New Member

Text and photographs by Andy Slavinkas

Understandably, expecting parents find themselves agog and in a kerfuffle designing the environs for the life to be, and for two steadfast TSCA members a wooden boat naturally had to have a place. Ella may choose a future completely devoid of boats, but until she turns eighteen, she has to live with them. We were excited to build her one.

The plans for the boat came from Jordan Wood Boats. Warren Jordan offers a few designs, and ours was his saltiest, a traditional looking round-bottomed lapstrake version called Baby Tender. The plans consist of three pages of construction details and full-sized patterns with an accompanying seven-page guide. A photographic essay in the May 2008 issue of *ClassicBoat* was especially useful for seeing one of these cute little vessels come together.

The boat so closely resembles a traditional boat that building her is excellent practice for constructing an actual small craft. A few details specific to rowing and sailing are not present, as well as a few floor timbers and knees to strengthen an adult-sized version, but overall she's a great educational tool.

The process begins with cutting three molds to define the shape of the hull and setting them up on a strong-



back. The transom, keel, and stem, made to the provided patterns, are then set in place with the keel notched into the molds. Depending on the stock you have at hand, these parts can be laminated or sawn. I chose a combination of those methods to make best use of what I had in the shop. I'm the type of guy who hates throwing out a single piece of wood. Cutoffs in my basement find themselves becoming anything from stirring sticks to clock parts, and it was interesting to watch this boat come together without having to buy a single piece of wood.



The leg of the Tyvek suit puffs up when the steamer gets going. Here the hood end of the plank is left unclamped until it softens up enough for the twist.

Once the backbone was in place, the planking began with cutting the garboards to the full-sized patterns. Caution had me cut to the designated shape on all sides except at the transom where I left it long. I found the patterns for all of the planks to be quite accurate, with only the garboards requiring a bit of a shave here and there to make them fit closely to the keel along their length. The lapstrake method is a bit forgiving in how the planks fit next to each other, and they go together quickly after you've mastered the process with the first few.

Each plank requires quite a twist to make it from stem to stern, and all sixteen planks needed to be steamed. The planks are only 3/16" thick and a bit delicate and fussy to fit. I worried that they would cool too soon if I tried to steam them separately from the hull, so I devised a way to do it in place using a flexible steam chamber made out of a Tyvek painting suit. I tied off the two arms, neck, and one leg, and slid the plank up the remaining leg and into the torso of the suit. I then loosely clamped the middle of the plank to the central mold and fed the open leg of the suit steam from a wallpaper steamer. As the steam was doing its work, I gently pushed the ends into place

at the stem and transom. This soft steam-chamber made it easy for me to "feel" that the plank was tight against the rabbet in the stem, that it was lying well against the previous plank, and that it hit the transom where it needed to. Once clamped, I let the steam run for another minute or two to fully relax the cedar into place.

The least forgiving area to fit is at the transom. The gains at the stem follow a similar pattern for all of the planks, but at the transom you'll be cursing yourself for trying to rough out the gains ahead of time. The transom edge follows a shapely s-curve, meaning each plank lies against the next at a slightly different angle. The bevel and amount of gain taken from each of the planks changes from one pair to the next. Not only that but the transom needs to have a flat section chiseled into it to let the plank face lay perfectly against it. While you start with a smooth s-curve, you end up with an ever so subtly faceted edge. Not much of this can be cut ahead of time, and for me it was best to set specific conservative goals for each session in the shop to avoid getting frustrated.

The ends of the planks are held in place with screws,

The hull is complete! A little bit of sanding and a few coats of shellac are all that is needed before bringing her upstairs.



Jenny trying Ella in her new boat. We're not sure what she thinks of it, but her parents were tickled to try it.

and rivets do the job along the lap. Though the boat is small enough to wrap your arms completely around it, it's still a tricky job to set the rivets by yourself. Jenny came down to the basement regularly to back up the heads of the rivets as I hammered the ends over the roves. I was glad that Jenny was so interested in helping the project along, but each time she came down the stairs to the shop it seemed her belly was progressing along faster than the boat!



With the planks fit, it was time to turn the boat over and add the finishing details. Perhaps the most "traditional" element to this boat is its steam-bent frames. To soften white oak for the bend, I put together what must be the smallest known steam-box in boatbuilding. As with the planks, the wallpaper steamer expertly filled the box in short order, rendering the oak pliable in minutes. The oak I had in my shop had been drying for months, so I soaked the milled pieces in a tank of water prior to putting them into the steam-box to ensure that they would make the bend. After the frames, the boat is finished by fitting the quarter knees, breasthook, and inner

and outer wales. A few coats of shellac later, the boat was complete.

The plans come with patterns for davits to support and swing the cradle, but there was a simplicity and purity to the finished hull that I thought would be lost if too much structure was added. Instead I made a removable rocker that was notched to fit over the keel and plank laps.

The mattress, from IKEA, was altered to fit. I unzipped the liner and removed the foam interior. As best as I could, I cut and shaped the foam to fit the interior of the hull. The liner was then re-sewn to fit the altered foam piece.



Ella is almost five months old now, and what can I say...I think she's napped in it only a handful of times. She's particular about where she sleeps and has nearly outgrown it already...who knows, maybe she'll enjoy using it as a toy box instead...



Ella caught during one of her rare naps inside the boat. A little Photoshop creates the setting.

NEXT MEETING:

Tuesday, April 13th at 7:30 pm
Red Dragon Canoe Club

This is our annual Bid-n-Buy. Bring nautical items to be auctioned for the benefit of the club, and come prepared to take some new treasures home!

BULLETIN BOARD

Greg DeCowsky is giving away a 12' O'Day Widgeon for free! Needs minor fiberglass repairs and a couple of wood pieces. Jib has a few holes but may be repairable, and the mainsail is OK. He'll throw in a trailer (which needs work as well) to a TSCA member or someone referred by one. Located Rock Hall, MD Yacht Club. Contact Greg at greenfire@mad.scientist.com

David Moreno is selling his Whilly Boat. It's an Iain Oughtred design, 14'6" x 4'7", with a balanced lug rig. Built in 2003 by Rob Barker. Included is a Loadrite trailer. \$3,000. Contact David at 215-483-7147, or dmoreno@pobox.upenn.edu.



Modeling, Not Just for Kids

~text and photographs by Steve Brookman



The old saw about the only difference between men and boys is the size of their toys doesn't hold true when it comes to boats. Like many, I built models growing up, some from kits, some from scrap wood which had unique sailing characteristics, provided

they floated long enough to demonstrate them. My boats got bigger as I got older. My first "real" boat was a 32' very used, former charter boat which also served as my home for a couple of years. Over the years my boats have gotten progressively smaller but no less enjoyable.

The last boat I built is but 30 *inches* long. The building cost was negligible as I used small pieces of wood left over from other projects, and the only expense was for glue and a few fittings that I couldn't make myself. Of course we're talking about modeling. Modeling has been a part of boating since the first boat was launched and possibly even before that.

Archaeologists have discovered ship and boat models from ancient times throughout the world. These early models most likely had religious significance and were used for blessings or as burial votives. Probably, as now, some served as art items or toys. These artifacts provide us with valuable information regarding historic seafaring technology and a look into maritime past and its sociological and economic importance.

Before naval forces could rule the seas, ships had to be built, and models were the way to show royalties and admiralities what they were investing in. The models would not only help with financing but, more importantly, with their construction.

Sailors held captive for years in prisons or on long voyages sought relief from boredom by cleverly building model ships out of any material at hand: bone, ivory, or human hair. Some of these models were amazingly intricate, and a commercial market developed for them as an art form.

I've always been impressed with ships in a bottle, partly because of the amount of skill involved in making them so small, and partly because I couldn't imagine the amount of time and patience required. I saw one of *Old Ironsides* that was so small it had to be viewed with a magnifying glass! As I gazed in wonder, I muttered something about "can you imagine taking that much time to build something that tiny?" The man standing next to me said it was his model. I told him that it was a very nice one.



We've all seen half-hull models decorating the walls of offices and museums. Before there were CAD programs or even drawing boards, half-hull models were used to design, sell, and construct a boat. Modern day models still serve a purpose, from tank testing super tankers and high end racing yachts, to – what really benefits us small boat builders – seeing how all the parts go together and what they'll look like when they are assembled.

A few years ago I caught the boat building bug after reading a *WoodenBoat* article featuring sharpies, showing off their simple, clean lines and mentioning how easy they are to build. After some research I ordered plans for the 19' Ohio Sharpie from Reuel Parker. Just as I was about to start, the next issue of *WoodenBoat* arrived with a section on building the

Peace Canoe, a weekend project. (Oh, sure!) Since it was plywood over frames like the sharpie, I decided to build it as a warm-up. First, I built a model as practice for the practice boat and to see if bending plywood panels over attached seats would really end up looking like a canoe. Well, it did so I built the full-sized one. It took a bit more than a weekend, but the extra time was spent coating it with xynole-polyester and epoxy like the sharpie called for (for more practice.) Now I had a battleship of a canoe, actually more of a pirogue, and was ready for the sharpie build.

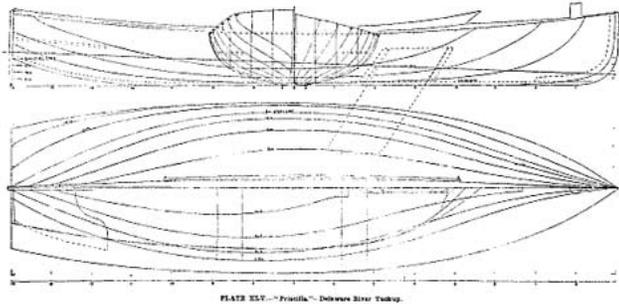
Parker's plans didn't have step-by-step instructions (I'm not sure how many plans do), so building a model was almost essential. It is much better to trash a 12" piece of scrap wood rather than 12' of expensive lumber. The model helps you figure out

when to install parts – like it sure would have been easier to put that thwart in if the deck wasn't in the way! And to see how paint schemes (black hull or white) and trim will look. I experimented by

adding a dog house not called for in the plans (it really would provide shelter for our dogs) to see if it would fit the design. After seeing it on the model, I think it would if it were built a little shorter and had wood trim along the top edge.

I never expected the building process to be so enjoyable. I found myself referencing the model often. While it helps prevent some missteps, I found many others to make. But that didn't dampen my enthusiasm, for when the sharpie left the shop I was on the Internet and thumbing through old boating magazines and design books searching for just the right next build.

It was in W.P. Stephens' *Canoe and Boat Building*, a somewhat crude reprint of an 1898 *Forest and Stream* publication, that I stumbled upon the line drawings for *Priscilla*. I loved her lines, and it was the size of boat I was thinking about. She was a



Delaware River Tuckup, a boat I'd never heard of. We live a few miles from the Delaware River so the local historic aspect added to the appeal. Through the wonders of the Internet (how did we ever survive without it?) and a few clicks of the mouse I had pages of information on the design. A few more mouse clicks, and I was in contact with others who had built and researched them.

The lapstrake construction and especially the "tucked up" stern will make this design much more difficult to build than the sharpie. That some have called it an insane design, due to her overpowering sail plan and tendency to capsize or otherwise abuse her crew, will make this a challenge to sail as well. Undeterred, I ordered the plans and began lofting from *Priscilla's* lines and the offsets as published in Stephens' book.



One great thing about northern winters is that they give you the *opportunity* to devote time to indoor activities such as modeling. I braved the cold of my workshop to quickly rip some wood to size and began a 2" scale model. While I had calculated the optimum plank widths using Iain Oughtred's formula, the reality of getting these small pieces of wood to fit, and stay glued in place, plus dreading

going to that cold shop to recut the planks, I have to admit that the hull got done but not very well. It was a learning process, and I will learn to do it better in full scale.

It's always fascinating to see the form of a boat take shape. Each stage of construction has its own challenges and rewards. In scratch modeling the challenges usually revolve around finding or making a part or fitting that fits the scale. I don't have any metal working equipment so I really had to improvise on the fittings. Some, like the miniature blocks and turnbuckle, I ordered from a hobby shop, but for the rest it was cutting thin pieces of brass, snipping parts of safety pins, even using some PVC pipe. Though the purpose of the model is practice for the real thing, you can't resist throwing some paint and varnish on to see what she could look like.



The rigging was fairly simple since she only has one stay and a couple of halyards. But it was enough to convince me that I don't need to ever consider rigging a model of a tall ship. My wife kindly offered to sew the sail out some muslin she had. I added a few reef points, bent it on, hoisted it with the little halyards, and that about finished her. The fact that it seems like any little breeze would knock her off her stand gives me an idea of her sailing stability.

There is a small problem. It's still snowing as I write this and that stupid groundhog says we have another six weeks of winter. Is that enough time to do another model? I'm thinking radio control for the next one with servos and transmitters. Now we're talking toys!



Doug Oeller wins this month's award for most unique submission. This is sure to become a chapter favorite at gatherings and messabouts. It's a parody of *Hey There Delilah* by the Plain White T's.

Hey Obadiah

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Intro C /// Em /// C /// Em ///

C
Hey Obadiah,
Em
what's it like on the horizon?
C
I'm about a mile behind,
Em
but from back here you look so pretty.
Am
Yes you do.
F G Am
My boat can't sail as fast as you.
G
I swear it's true.

Hey Obadiah,
Don't you worry about the distance.
I'm right here if you get lonely.
Just turn back or wait where you are.
Just heave to.
Eventually I will catch you.
Be by your side.

Chorus

C G Am
Oh it's what you do to me,
C G Am
oh it's what you do to me.
C G Am
Oh it's what you do to me,
C G Am
oh it's what you do to me.
G Am
What you do to me.

Hey Obadiah,
I know sailing slow is hard.
But when we anchor for the day,
I'll play some songs on my guitar.
We'll share some food.
We'll tell the tales we knew we would.
My bourbon's good.

Hey Obadiah,
I've got so much left to say.
If just a simple song I wrote for you,
would steal your wind away,
I'd write it all.
When I caught up to you I'd call.
That'd be a ball.

Chorus

Bridge

F
A thousand yards seems pretty far,
G
but if you ran up on a bar,
C G Am
I'd walk to you if I had no other way.
F
Our friends would all make fun of us.
G
And we'll just laugh along because,
C G Am
we know that only Marsh Cats sail this way.
F
Obadiah I can promise you,
G
that by the time this cruise is through,
Am
the world will never ever be the same.
G
And you're to blame.

Hey Obadiah,
You sail good make sure you miss me.
Two more feet of mast, a bigger sail,
and I'd be moving quickly like you do.
But is it all because of you?
Is Captain Pete a factor too?
Hey Obadiah here's to you.
This one's for you.

Chorus

See the Beautiful *Silent Maid* on Her Summer 2010 Tour of the Northeast Coast



Silent Maid, a 33' sleek gaff-rigged catboat, hand-crafted by *Workshop on the Water* at Independence Seaport Museum in Philadelphia, PA, will be touring boat shows, regattas, and yacht clubs from New York to Maine. This lovely vessel is a recreation of the original *Silent Maid*, designed in 1924 by Francis Sweisguth for Edwin Schoettle of Island Heights, NJ, and built by Morton Johnson of Bay Head, NJ. Intended primarily as a cruising boat, the original *Silent Maid* was the B class catboat champion on the Barnegat Bay in 1925. The original boat will become a display piece at Independence Seaport Museum, preserved with all her history intact.

Silent Maid Summer 2010 Tour Schedule

June 1	<i>Silent Maid</i> departs Philadelphia for Newport, RI
June 11-13	New York Yacht Club Annual Regatta, Newport, RI
June 25-27	Wooden Boat Show, Mystic, CT
July 10-11	Catboat Association, Wickford Rendezvous, Wickford, RI
July 17-18	New York Yacht Club Raceweek, Newport, RI
July 24-25	Catboat Association, Cross Sound Cat Gathering, Huntington, NY
July 30-Aug. 1	Padanaram Cat Rendezvous, race <i>Kathleen</i> , Padanaram, MA
Aug. 5	Castine, ME, race to Camden, ME
Aug. 6	Camden, ME, race to Brooklin, ME
Aug. 7-8	Eggmogin Reach Regatta, Brooklin, ME
Aug. 8-14	New York Yacht Club Cruise, stops in NE/SW Harbor, Swans Island, Mercent, Gilkey Harbor, Camden, ME
Aug. 15	Opera House Cup? Nantucket, MA
Aug 21	Arey's Pond Regatta, Arey's Pond, MA
Aug 27-29	Herreshoff Regatta, Bristol, RI
Sept. 4-6	International Yacht Restoration School/ Museum of Yachting Regatta, Newport, RI
Sept. 11-12	Race Rock Regatta , Stonington, CT
Sept. 18-19	Greenport Classic Regatta, Greenport, NY
Sept. 25-26	Governor's Cup, Essex, CT
Oct. 2	NY Classic, Manhattan

To learn more about *Silent Maid*, her summer itinerary, Independence Seaport Museum, or having a boat built or restored by *Workshop on the Water*, contact John Brady at 215.413.8638 or jbrady@phillyseaport.org, or visit

www.phillyseaport.org/boatshop

or

www.woodboatbuilder.com

Brady is available for illustrated presentations about *Silent Maid* and the art of building wooden boats.

Independence Seaport Museum
211 S. Columbus Blvd. & Walnut St.
Philadelphia, PA 19106
215.413.8655 www.phillyseaport.org

Excursions



Phil Maynard

On the 20th of March, Phil Maynard, Doug Oeller, and Kevin MacDonald took a leisurely sail on the Chester River. If you remember, this was the weekend the weather truly decided to break in favor of spring.

Meeting Notes: March 2, 2010

Meeting at Red Dragon CC, 16 attendees
Called to order at 7:35pm by Wendy Byar.

Minutes for February meeting accepted as published in current "Mainsheet".

Treasurer's Report: (Ron Gibbs)

- Rent Payments due to Red Dragon
- Current balances and dues payments OK

Letters Rec'd:

- Received letter from prospective member thru John Brady
- Letter of appreciation from ISM for Brady honorarium (Feb presentation)

New Business:

- Discussion on membership dues.
 - o Current Dues of \$20 in place for many

- years
- o Expenses for Mainsheet lower thru use of email
- o Should we implement surcharge to cover postage for Mainsheet to non-email members?
- o 11 issues are sent out hard copy; 5-6 are comps.
- o General agreement to make no change at this time; continue to encourage e-publishing option.
- Mainsheet Archives (T. Shephard)
 - o Al Moss was historian
 - o Can ISM archive on behalf of TSCA DVC?
 - o Contact ISM Librarian
- o Propose to John Brady that we would support 3rd Tuesdays in May, June, July, Aug, Sept.
- o Finalize Committee and schedules at May DVC meeting.
- o John to supervise May event, club to handle June – Sept.
- Fred Pratt – owner of Mystic Seaport-built tuckup
 - o Visit this summer to Philadelphia area to sail/race
- “jolly boat” in area, purchased in California (Damian Siekonik)
 - o Undergoing professional restoration by Privateer Media
 - o Built 1933, used in filming of Laughton/Gable “Mutiny on the Bounty”
 - o Nominally 15 1/2’ LWL, 5’ beam.

President’s Report:

- Club has been given opportunity for sail on ‘Silent Maid’ “rig and tune”
 - o Discussion concluded recommending interest on a Wednesday in May
 - o Wendy to confirm with John
- Small Reach Regatta 2010
 - o Registration closes in 2 weeks
- Current Ash Breeze excellent – Congratulations to Mike & Ned (editors)
- ‘Silent Maid’ – Wendy assembling a cookbook
 - o Submit cruising recipes
 - o Convert to pressure cooker
- ‘Silent Maid’ Facebook page, check for posts

Unfinished Business:

- April Meeting – rescheduled to April 13th to accommodate Red Dragon schedule
 - o April meeting is “Bid & Buy” to benefit TSCA DVC
 - o Frank Stauss to serve again as auctioneer.
 - o Recommended items of nautical interest
- Wendy – class scheduled Tuesday evenings April-June.
 - o Ted Kilsdonk to chair April, May, June meetings
- ‘Fish Stix’ – completion progressing well.
 - o Painting, spar and mast fabrication in progress.
 - o Move ‘Marion’ into shop within the next couple of weeks.
 - o Mondays, 5-9pm at ISM shop
- Summertime Sails – ISM strategic support requested of DVC
 - o Sailing demos in basin 1 night/week or month
 - o 1 person to run chase boat
 - o Develop club schedule
 - o Display and sail ISM small craft, especially sneakboxes, sharpies, tuckups

Formal Meeting Adjourned at 8:12pm

Presentation: “Baby Tender” lapstrake dingy cradle.

- Built by (and presented by) Andy Slavinskas and Jenny Thompson
- Built from their shop stock of wood tailings
 - o Cedar planking, white oak steam-bent ribs, mahogany transom
 - o Plans included plank patterns. Very close, required little dimensional tuning.
 - o Planks laid out on double thickness cedar (nominally 1”) cut out, re-sawn and planed to get matching pair of 3/16” thick planks
 - o Much planking twist required. Andy demonstrated in-place steaming using Tyvek suit as an in-place steaming bag. Once planks steamed, clamped into place inside Tyvek bag until cooled, and required twists taken set.
 - o Ribs steamed in traditional (albeit small) steam box. Steam supply was wallpaper steamer that work well in both applications.
 - o Riveted using small copper nail & rove, but Andy recommends using clinch nailing (especially between ribs) for future builds by himself or others.
- Mattress and foam padding prepped to minimize rib intrusion into sleep patterns!
- Fitted rocking base made of white oak, rather than build davits as published in plans.
- Pictures do not do justice to fine workmanship and attention to details. Well done!!





Andy Slavinskaskas

MAINSHEET

Monthly newsletter of the
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