HULL RAISER

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FALL 2018

NORTHWEST SCHOOL of WOODEN BOATBUILDING

MARINE SYSTEMS TRAINING • AUSTRALIAN WOODEN BOAT FESTIVAL • DARK HARBOR 17½

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NORTHWEST SCHOOL of WOODEN BOATBUILDING

WELCOME TO *HULL RAISER*, *a magazine that showcases the craftsmanship of students in our traditional and contemporary wooden boatbuilding and marine systems programs.*

"Down under" has been top of mind this year as we prepare to represent the USA at the 2019 Australian Wooden Boat Festival. Chief Instructor Sean Koomen and seven Boat School alums will spend two months in Tasmania ahead of the festival, building a Haven 12½, Joel White's centerboard version of the classic 12½ designed by Nat Herreshoff. Meet the team and learn more about the festival in this issue of Hull Raiser.

In a very different sense of "down under," check out What's New on Water Street *on page 16 to see how our investment in septic capacity is helping us deliver on the grassroots campaign to "Save the Ajax, Grow the Boat School" and what we're doing to preserve the maritime heritage of Lowest Hadlock.*

As we celebrate the skills of our alums and showcase the craftsmanship of our students, I want to thank everyone who has contributed to the vitality and entrepreneurial spirit of the Boat School — from legacy gifts to volunteering on the Program Advisory Board to attending our fundraising Gala ... as a non-profit, we couldn't do any of this without you!

Betsy Davis

Betsy Davis, Executive Director
betsy@nwswb.edu

The Northwest School of Wooden Boatbuilding is a private not-for-profit 501(c)3 educational institution. Our mission is to teach and preserve traditional and contemporary wooden boatbuilding skills while developing the individual as a craftsman.

www.nwswb.edu

This issue of Hull Raiser *was produced by Executive Director Betsy Davis, Managing Editor Christa Ayer, Writer Molly Tyson, Communications & Development Manager Christina Cogan, and Reporter Sandy Gerber. Special thanks to Photographers Elizabeth Becker, Nicole Sanders, Steve Stanton, and Rick Myers.*

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Stay Connected

For the latest Boat School news:

- Visit our website: nwswb.edu
- Sign up for monthly e-news: nwswb.edu/contact/enews
- Watch videos on YouTube: youtube.com/user/NWBOATSCHOOL
- On social media: Facebook @nwboatschool, Instagram @nwswb, Flickr @nwswb
- Call, write, or visit: 42 N. Water Street, Port Hadlock, WA 98339
  info@nwswb.edu, (360) 385-4948

TAKING THE PLUNGE

Total Immersion in Craftsmanship

FOR NOAH TODRAS, the path to wooden boatbuilding began on a stormy day when he and some friends were returning by canoe from a camping trip at False Cape State Park near his home in Richmond, Virginia. "The wind and the waves were strong enough to turn what should have been a three-hour canoe trip into a six-hour struggle with the elements. I realized I could be harnessing this power rather than suffering from it."

He was 25 at the time, supporting himself as a bartender, when he became overwhelmed with the desire to "figure out sailing." His first sailboat was "a cheesy, low-tech, clamp-on trimaran rig," made from a blue tarp, that he attached to his Royalex canoe. When that fell apart after three or four outings, he bought a beach catamaran on Craigslist, later upgrading to a wooden sailboat, which sparked his interest in wooden boatbuilding. "There's just something different about being on a wooden boat. Wood is dynamic and vibrant. It's natural. It has these physical properties that make it ideal as a construction material."

> "Wood is dynamic and vibrant. It's natural. It has these physical properties that make it ideal as a construction material."
>
> *— Noah Todras, 2018 Prothero Intern*

From there, he decided to design and build his own wooden trimaran, a project that took two years to complete and gave him an appreciation for the construction methods and problem-solving skills he would later develop at NWSWB. He subsequently applied for and got a job as the assistant to furniture conservator Bill Ivey, which included work at a UNESCO World Heritage Site, where everything they repaired had to be historically authentic. Although he learned a great deal as apprentice to the master furniture maker, he was still obsessed with boats, and started researching wooden boatbuilding schools, eventually applying at NWSWB.

Why NWSWB?

Noah chose NWSWB for the intensity of the program, quality of instructors, location, and great feeling of the place.

Intensity: "The Boat School provided the same hands-on training as other top boatbuilding programs but for less time and money. You earn 90 accredited college credits in one year. It's just an insane amount of information, but such a rush of knowledge."

Quality: "I loved working with Bruce Blatchley in the Contemporary Craft program. He has a great sense of humor, but his priority is learning and getting the job done. Each day was very structured. I really liked the way he established a sense of direction in two aspects — the long term and the short term. Bruce was great at formulating a plan and either showing us what to do or having us figure out what to do, because that was part of the learning."

Misha Bogart and Noah Todras laminate a stem on the 17' Fulmar sailing dinghy.

Location: "The school is in a beautiful area and part of a strong wooden boatbuilding community."

Community: "Before attending Boat School, I got to know some woodworkers through social media. One of them was Keith Mitchell, a former student, who affirmed my sense of the place. The school has a great feeling about it. There are students coming in from opposite ends of the spectrum — with and without woodworking experience — but it works."

Total immersion

Looking back on his year at the Boat School, what Noah values most was the hands-on, total immersion style program and the opportunity to make mistakes in a controlled learning environment. "I was fully engaged every day," he says. "From drafting to lofting to the nuances of interior construction, there were so many methods of construction, so much practice with problem solving, and hands-on time in the shop. It was incredible."

Following Boat School graduation, Noah was chosen as a Prothero Intern, a paid position that allows one or two students each year to spend additional time at the school, working on more challenging boatbuilding projects.

"Noah was an easy choice for the Prothero Internship," says Chief Instructor Sean Koomen. "He came in with a strong foundation in woodworking. His joinery is super clean, and he's taken advantage of every opportunity to learn the specialized skills of boatbuilding." ■

Zach to the Future

Prothero Internship Leads to Dream Job for Three Years Running

ZACH GUENTHER *discovered he loved woodworking when he answered a Craigslist ad for furniture restoration. "It was mostly sanding and putting a new finish on beat-up family heirlooms," he says. "It taught me the basics, but I wanted to learn more."*

While researching woodworking schools, Zach saw a link for the Northwest School of Wooden Boatbuilding. "I didn't have much experience with boats, except taking a skiff out for crabbing or fishing at the Jersey Shore, but boatbuilding seemed like an interesting way to learn more about woodworking." A few months later, he was one of the new students in the class of 2017, starting his boatbuilding education with three months of drafting, lofting, and skiff construction.

As part of the Traditional Wooden Boatbuilding program, he worked on the Dark Harbor 17½ build with Chief Instructor Sean Koomen and on the interior of the Nordic Folkboat with instructor Jody Boyle. At the end of the school year, he received a Prothero Internship, a six-month paid position that lets one or two students each year spend additional time at the school honing their skills in an environment that offers increasingly more challenging work.

Zach Guenther carefully trims the teak deck margins on the Dark Harbor 17½.

"It's been fun to see the transformation in Zach's skills and confidence — and his success in the job market," says Chief Instructor Sean Koomen.

While working as a Prothero Intern, Zach received and accepted a job offer from Rockland Marine, a leading shipyard and fabrication facility in Maine — the third year running that the Boat School's Prothero Internship has led to a job at a respected boat yard back home.

Before starting his new job, Zach and two Boat School buddies celebrated their graduation by sailing from Mexico to Hawaii on a Cape George 36 belonging to one of their classmates. "It was pretty cool taking that trip and knowing I had a job to come back to, knowing I get to keep building boats."

Shop Talk

Students Take on New Challenges

Gartside Workboat

A heavy workboat of traditional construction, the Gartside is ideal as a yard launch or small towboat. According to the Gartside Company: "The horseshoe stern adds an element of interest that will appeal to the builder looking for a challenge. It also makes a very pretty hull."

Built with carvel plank-on-frame cedar over oak with a locust backbone, this functional 18' boat, powered by a 20 HP Beta Diesel, gives students practice with complex lofting and hull shape while working with large timbers. "It's a good teaching boat because it gives students practice with the full curriculum of boatbuilding techniques in a compact build," says Chief Instructor Sean Koomen.

In choosing construction materials for the Gartside build, Sean selected only regional lumber. "We're a lumber-rich region. Why spend money importing lumber from South Africa or South America when it's all right here?"

This boat is built on spec and is for sale. Contact Rob Sanderson at ptboatco@gmail.com.

Carbon Grandy Skiff

The Grandy Boat Company, a Puget Sound enterprise that helped usher in the golden era of pleasure boating on Lake Union in the 1920s, built thousands of 12' lapstrake dinghies that were a beautiful balance of form and function.

Our 14' composite version of the classic skiff, built with 3/8" red cedar strip planking with vacuum-infused carbon fiber skin, is a good teaching boat because it challenges students to loft a modified boat design, create an airtight hull, and use vacuum-infusion techniques on an actual boat.

Because of her construction, the Carbon Grandy is beautiful and lightweight — easy to carry, and a pleasure to row.

This boat is built on spec and is for sale. Contact Rob Sanderson at ptboatco@gmail.com.

Herreshoff Rozinante

Designed by L. Francis Herreshoff as a response to the popularity of his articles on cruising and gunkholing, the renowned designer's 28' canoe yawl quickly gained a following for its stunning lines and ease of sail.

Our Rozinante is carvel planked with western red cedar over oak frames and a purpleheart backbone, lead ballast, and spruce spars. "It's a great teaching boat because it's a relatively small boat that encompasses the construction details of a much larger vessel," says Instructor Leland Gibson. This boat is a great performer in a wide range of wind strengths. Like other canoe yawls, it's intended to be rowed when no wind is present or when maneuvering in close quarters.

This boat is built on spec and is for sale. Contact Rob Sanderson at ptboatco@gmail.com.

Blue Moon

The Boat School is restoring the historic Blue Moon that was designed and owned by Naval Architect Thomas Gilmer. The design was inspired by the Falmouth Quay punts Gilmer sketched while serving in England during World War II — fast, beautiful, seaworthy boats used as water taxis off the Port of Falmouth. Although he didn't think there would be general interest in an 1880s-style boat, Gilmer drafted plans and had one built for his personal use, and began sailing her on Chesapeake Bay in 1955. Before long, maritime periodicals were running stories about the distinctive boat and the design caught on. You can support this historic restoration by becoming the new owner of the original Blue Moon. Contact Rob Sanderson at ptboatco@gmail.com.

Whitehall

Designed for speed and to track straight in choppy water, Whitehall rowboats were first made in the U.S. at the foot of Whitehall Street in New York City, where they were used to ferry goods, services, and sailors to and from boats coming into New York Harbor. With a plumb stem and rounded sides, the Whitehall is a good teaching boat because it features carvel planking on a smaller hull. Our Whitehall is built with red cedar on oak frames and a Douglas fir backbone.

This boat is built on spec and is for sale. Contact Rob Sanderson at ptboatco@gmail.com.

Culler Skiff

Pete Culler was a prolific designer known for handsome boats with little brightwork. The 15'8" lapstrake sailing skiff is a good teaching boat because it combines complex lines with simple construction details. Our Culler skiff is built with red cedar planking on sapele frames and stem, and sprit rigged with spruce mast and sprit.

This boat was purchased by Instructor Leland Gibson — the ultimate compliment to his class of student boatbuilders. "It's a nostalgic boat for me because my Dad built one as a kid," says Leland. "And to me it's the most aesthetically pleasing flat bottom skiff design there is."

Cold-Molded Kingston Launch

Similar in design to the Poulsbo, a traditional Pacific Northwest working boat, the Kingston Launch is a beautiful and functional motorboat, well suited to the weather and water of the Puget Sound.

In prior years, Boat School students have built Kingston boats using traditional construction methods. This one is cold molded at the owner's request, which makes it an ideal project for the contemporary program, providing practice with laminating, cold molding, and strip planking.

Sales of student-built boats help support the school's educational programs. If you're interested in the school building a particular boat on commission, contact Chief Instructor Sean Koomen sean@nwswb.edu . To purchase one of the boats built on spec (don't yet have an owner), please contact Port Townsend local Rob Sanderson for more information at ptboatco@gmail.com.

MARINE SYSTEMS PROGRAM TAKES OFF

Training the Next Generation of Marine Technicians

THE BOAT SCHOOL'S new Marine Systems Program is up and running. Prospective students can choose between a six-month diploma program for people entering the trades, or one-week intensive classes for those already employed in the marine industry, from fishing boat owners to boatyard employees.

The six-month diploma program covers tasks integral to boatbuilding and repair, such as electrical systems, corrosion, diesel and gas engines, propulsion, hydraulics, marine plumbing and marine HVAC. The training applies to boats made of all types of hull materials (not just wooden boats). Students will handle system components, watch demonstrations, gain an understanding for how systems function, and be able to perform specific tasks using industry best practices. All courses will be taught using a broad scope of applicable marine industry accepted standards, including CFR (Code of Federal Regulations), ABYC (American Boat and Yacht Council), NFPA (National Fire Protection Association), and ABS (American Bureau of Shipping).

"There is a critical need for marine systems training in the Pacific Northwest," says Betsy Davis, Executive Director of NWSWB. "This was validated by regional boatyards and our Program Advisory Committee during our Strategic Planning process. We recognized that it would be a good fit for our mission, but also that it would be a tremendous undertaking. We would need to develop every component of the program: Find strong instructors, build classroom space and equipment, and design a competency-based curriculum that blends conceptual and hands-on instruction. It all came together. With an investment of over $500,000, and a broad range of community support, we were able to launch the new program in just 16 months." The new six-month program runs twice a year, with one start date in October and the other in April.

> "The more versatile employees can be, the more likely they are to have full-time employment."
>
> *— Stephen Gale, Haven Boatworks Owner/Manager*

"So many skills are needed to work on boats," says Stephen Gale, Owner/Manager of Haven Boatworks in Port Townsend. "The more versatile employees can be, the more likely they are to have full-time employment. Last year, we sent a number of our employees to the Boat School to do the one-week

Student Michael Norman practices disassembling and reassembling a diesel engine.

intensive pilot classes, and it surpassed all our expectations. To have that sort of training close by is invaluable for us."

Meet the Instructors

Kevin Ritz, the school's Lead Instructor for Marine Systems, is a master technician with years of experience running his own marine systems company and teaching marine systems classes across the country. He has served as an electrical investigator for multiple agencies involving in-water and onboard fatalities across the nation, and also as a corrosion consultant nationally.

"Our program blends theoretical knowledge with hands-on practice and awareness of appropriate industry standards," says Kevin. "It's a bridge between conceptual learning in a classroom and on-the-job training in a boatyard. In the workplace, you don't have the luxury of setting up a constructive learning environment where students can learn from their mistakes and see how to correct them. I wish I'd had this training when I started out!"

Instructor Walt Trisdale, described by Kevin as "remarkable, multi-talented, and utterly brilliant with engines," focuses on the mechanical side of the marine systems training, such as engines, hydraulics, and steering. A familiar figure in Port Townsend boatyards, Walt has owned a boat repair business in town since 2005, working on engine and transmission repairs and rebuilds, re-power systems design and installation, hydraulics design and repair, propulsion and steering, welding and fabrication, and custom machining on everything from Alaskan fishing vessels to small sailboats.

For Walt, teaching marine systems is a satisfying way to pass down what he has learned over 40 years as a maritime mechanic. "I've worked on heavy equipment from the Arctic to the Antarctic and I've worn a lot of hats. But it's time for me to switch gears and spend more time teaching. So many people are retiring. There's a real need for young people to enter the trades. That's how the Boat School got involved. That's how I got involved. We're doing something important together." ■

Top: *Lead Marine Systems Instructor Kevin Ritz demonstrates the importance of proper wire sizing.*

Middle: *Instructor Walt Trisdale guides students as they examine hydraulic pump components.*

Bottom: *Jo Abeli, Class of 2015, and other students practice installing a complete marine electrical system during the Electrical Systems Intensive.*

MARINE SYSTEMS *Intensives*
NORTHWEST SCHOOL of WOODEN BOATBUILDING

Marine Systems Intensives are five-day hands-on classes for those already employed in the marine industry. NWSWB currently offers intensives on Electrical Systems, Hydraulics, Corrosion, and Diesel Engines. For more information about upcoming classes, including dates, course descriptions, and instructors, visit nwswb.edu.

HULL RAISING IN HOBART

Boat School Represents the USA at the 2019 Australian Wooden Boat Festival

A TEAM OF ALUMS from the Northwest School of Wooden Boatbuilding (NWSWB) is representing the USA at the 2019 MyState Australian Wooden Boat Festival (AWBF). This biennial event in Hobart, Tasmania brings together the largest collection of wooden boats in the southern hemisphere, and more than 200,000 people to appreciate them. The USA is "featured nation" at the 2019 event, which means that American boats and boatbuilders will be center stage at the festival's International Wooden Boat Symposium, in the demo tents, and on the water.

> "We're not just showcasing Boat School craftsmanship, we're also highlighting the trades of Port Townsend."
>
> *— Sean Koomen, Chief Instructor, NWSWB*

When the USA was chosen to be the featured nation at the 2019 AWBF, organizers asked Kaci Cronkhite to help plan the USA presence at the Australian festival, based on her experience as Director of the Port Townsend Wooden Boat Festival (2002-2011). "The Northwest School of Wooden Boatbuilding is an ideal participant. They have international scope and are an anchor for all things wooden boat in the U.S., the Pacific region, and in Port Townsend. Their generous and skilled efforts to represent our nation do us all proud," says Kaci.

"Last year the Dutch were the featured nation and they came up with the idea of building a boat at the festival, so we're rising to the challenge," says Boat School Chief Instructor Sean Koomen. "After consulting with builders at a number of U.S. boatyards, we decided to build a Haven 12½, Joel White's centerboard version of the classic 12½ designed by renowned naval architect Nat Herreshoff. It's a beautiful little day sailor, tricky as you can get in terms of details and hull shape, and shows the evolution of a classic American boat design that originated 150 years ago."

We invited all of our alumni to apply for the boatbuilding project and had to choose from 25 qualified applicants going back more than 20 years. Like the Dutch, Sean's team will arrive in Australia two months ahead of the festival, work in the Franklin Wooden Boat Centre outside Hobart, and have the Haven 12½ ready to launch and auction at the Festival. Also like the Dutch, they'll be using reclaimed celery-top pine donated by Hydrowood, an innovative company that devised a method of harvesting trees that were drowned by the formation of hydro-electric dams in Tasmania more than 25 years ago.

Ginny Wilson carves the stem for the Gartside Workboat.

Nathan Nelson, Steve Stanton, and Ginny Wilson are set to represent the USA at the 2019 Australian Wooden Boat Festival.

Sean is looking forward to working with celery-top pine for the first time during the Haven 12½ build. "I asked the Dutch boatbuilding instructor Bert van Baar what it was like to work with, and he said, 'It works how you want it to.' There are no issues with grain. It's easy to carve. It's strong. And apparently it does not rot. It's an incredible lumber."

More than a dozen maritime organizations are supporting the build as sponsors, including:

Admiral Ship Supply, WA — consumables

Ballentine's Boat Shop, MA — all hardware

Brooklin Boat Yard, ME — cash donation

Edensaw Woods, WA — plywood for deck, rudder, centerboard

Fasco Fasteners, CA — bronze screws/fasteners

Hydrowood, AUS — celery-top pine for hull and deck

NW Sails & Canvas, WA — sails and rigging

Patagonia, CA — work clothing

Van Dam Custom Boats, MI — travel donation

Wooden Boat Centre, AUS — shop space

West Systems Epoxy — epoxy and consumables

WoodenBoat Magazine, ME — plans for the Haven 12½

Sponsorship by the Brooklin Boat Yard is particularly meaningful because the yard was founded by Joel White, designer of the Haven 12½, and is now operated by Joel's son, Steve.

The festival is shipping two containers of USA boats to the festival. One container will ship from the Boat School with materials for building the Haven 12½ and four boats built at NWSWB that represent traditional wooden boats from across the country: a Catspaw (Joel White design dinghy), a Poulsbo (classic Puget Sound fishing boat), a Sid Skiff (San Francisco design brought to prominence by Boat School Instructor Emeritus Ray Speck)

The Dark Harbor 17½ is one of the school-built boats making the journey to Tasmania to showcase American craftsmanship.

and a Whitehall (rowing boat first used to ferry goods and sailors to boats entering the New York Harbor).

The second container will include a MacKenzie River Driftboat and an assortment of other items with size, shape, and logistical maybes to challenge the best of packers. "The remaining inventory could include a 32' Pilot's Gig, a Redfish kayak, a Baidarka, a Race to Alaska boat, a Pocock single, Port Townsend Foundry hardware, Edensaw spar wood, and a Pygmy. Let's just say, we're not done packing," says Kaci.

The USA display at the festival will also include a Dark Harbor 17½ , a 26-foot day sailor with western red cedar on white oak framing, mahogany backbone, teak deck, and spruce spars. The Dark Harbor was built by NWSWB on commission for Boat School alum Kere Kemp (Class of 2016) who is shipping it to the AWBF and then to his home in New Zealand.

"The materials and brightwork on this boat are incredible," notes Sean. "It showcases the quality of work at the Boat School, but also the trades of Port Townsend: incredible custom hardware from Port Townsend Foundry, sails and rigging from Sean and Inger Rankins at NW Sails & Canvas, and lumber sourced through Edensaw." See "Commissions with Character" on page 14 for more about Kere's boat.

Inspired to visit Tasmania?

The Northwest Maritime Center in Port Townsend is leading a small group tour of Tasmania that includes the chance to experience the 2019 Australian Wooden Boat Festival as a local and explore the scenic and culinary highlights of the surrounding area. For more about the tour, go to nwmaritime.org/our-events/tasmania-travel. ■

RYAN CHADWICK

LACHLAN CARLSON

DAVID KLCO

GINNY WILSON

NATHAN NELSON

STEVE STANTON

CHRISTIAN GAGGIA

Introducing Team USA

Ryan Chadwick, Class of 2008, has worked as a boat builder, custom home builder, commercial salmon fisherman, and now as boatbuilding instructor at NWSWB. Beyond his lifelong commitment to traditional wooden boatbuilding, Ryan is interested in the Haven 12½ build in Hobart because his wife is from Australia, and it's a chance to visit family there.

Lachlan Carlson, Class of 2017, is a boatbuilder at the Port Townsend Shipwrights Co-op, where he works on all kinds of boats from steel to fiberglass to wood. The Tasmania project is a chance for the Washington state native to "meet new people, make new connections, and see what boatbuilding is like in another part of the world."

David Klco, Class of 2016 and 2017 NWSWB Prothero Intern, ***is a boatbuilder at Van Dam Custom Boats in Boyne City, Michigan. "I take my work seriously," he says,"but I believe we build boats because we love to. It's fun and hard, and all that hard work culminating in something so graceful, beautiful, and practical is meaningful and worthwhile."***

Virginia (Ginny) Wilson, Class of 2018, has a varied background, from a degree in Environmental Outdoor Education to stints in retail, teaching, commercial fishing in Alaska, non-profit work, and leading multi-day bicycle tours. "NWSWB has been a life-altering experience, and I can't imagine a better way to transition to the workplace than to travel as an ambassador of the school and participate in such an amazing event."

Nathan Nelson, Class of 2018, has a gift for retaining and applying what he has learned on increasingly more complex projects at the Boat School. He looks forward to working as a boatbuilder, eventually running his own shop and becoming an instructor to "mentor, train, and inspire the next generation of boatbuilders and craftsmen."

Steve Stanton, Class of 2014, came to Boat School after a 30-year career in law enforcement. He intended to retire, but has become increasingly involved in wooden boatbuilding — first as a volunteer boatbuilder at NWSWB, the Community Boat Project, and the Northwest Maritime Center. Steve is now on staff as Shop & Facilities Manager at NWSWB, where his resourcefulness and unfailing good humor keep everything on an even keel.

Christian Gaggia, Class of 2015, returned to the Netherlands following Boat School graduation to build a tiny house and start a carpentry business, building small boats on the side until he can build boats full time. "Basically, I live, eat, breathe, and sleep sawdust," he says. "My boatbuilding experience doesn't run so deep yet, but I've spent a lot of time with machines and tools and general construction and assembly with wood. Point me in the right direction and I can do it."

Commissions with Character

You're Not Just Buying a Boat, You're Launching Careers

An interview with Kere Kemp, owner of Kotimana*, a Dark Harbor 17½, built on commission by students at NWSWB, and one of the boats that will be on display at the Australian Wooden Boat Festival (see page 12). Kere was a student at NWSWB (Class of 2016) and now serves as a trustee and program manager at the New Zealand Traditional Boatbuilding School in Auckland, New Zealand.*

Q: What brought you to NWSWB?

A: *I have been a sailor most of my life — pretty much all in glass boats, big and small. I became interested in traditional wooden boatbuilding in 2010 as a consequence of a 60th birthday present from close friends — a weekend half-model building course at The Center for Wooden Boats in Seattle. The combination of learning a little about lofting, about water lines, about making lifts, etc. got me hooked. Between 2012 and 2015, I built my first wooden boat, an Arch Davis designed Penobscot 14. I don't think I made too bad a job of her, but when I had made the decision to retire in mid-2015, I went looking for a school where I could learn much more. Something close enough to commute to (at least on weekends), but most importantly with the teaching program that would sharpen my nascent skills. I visited the school in early 2015, was blown away by what I saw and what it offered, and I signed up that day.*

Dark Harbor 17½ under construction in the Hammond Shop as her teak deck is installed.

Q: What were highlights of your time at NWSWB?

A: *Aside from the incredible instructors, the fantastic projects I got to work on, the diverse background of the students, and the location, I think the real highlights for me were the constant challenges (artfully presented by the instructors), both mentally and physically. When people ask me, I describe my year at NWSWB as "the best year of my life."*

Q: How did you decide to build* this *boat?

A: *Someone a lot savvier than me once said "when you finally see the lines of the boat that is meant for you, they really sing to you." While attending the course at The Center for Wooden Boats in 2010, there was a day sailor moored alongside the workshop jetty. She was sitting on the bottom in very bad condition, water inside but still with her lines visible. I discovered that she was a Crowninshield Dark Harbor 17½. And her lines "sang to me." I obtained her design plans, made a half model, bought a hand print of a Dark Harbor under sail, and hung them all on my office wall to remind me that one day I was going to build her.*

Q: How did you choose NWSWB to build your boat?

A: *At the time of our decision, my wife and I were still living in Seattle and weren't aware of the possibility that we might be moving back to New Zealand. Consequently, proximity to the school meant that I could visit frequently and also participate in the build — at least as much as my time permitted. Second, and from my own experience of my year at NWSWB, I knew that the quality of the build would be superb. Third, I just knew that the design, the lofting, and the build would be a genuine challenge but also a genuine "hit" with the students of the two years that it took to build. And it was.*

Q: What are your favorite features of the boat?

A: *I grew up in New Zealand where we were force-fed Logan brothers designs (famous Kiwi designers and builders) from the late 1800s, early 1900s. Gorgeous gaffers of triple diagonal Kauri construction, long hull lines, a full keel, and a hard turn of the bilge. Boats that we would describe when in a blow as "dropping to the rail, stopping there, then just running dead straight." I love the Dark Harbor's similar, classic old-school lines, the full keel, the hard turn of the bilge, the gaff rig, the gorgeous bronze hardware. She's a relatively small boat but a true classic, and I'm pretty sure she's going to "foot it" with some of the big boys around Auckland.*

Q: What is the significance of the boat's name?

A: *I'm half Maori on my dad's side and half Scottish on my mother's side.* Kotimana *means scotch thistle in Maori. A suitable homage, I thought, to my long-gone parents.*

Q: What would you tell someone who is interested in a Boat School commission?

A: *If you want superb workmanship and the opportunity to provide a training experience for budding traditional wooden boatbuilders, I wouldn't think twice. Yes, it may well take longer than if you commission at a yard, but the end result both quality- and cost-wise will be hard to beat.*

For more information about commissioning a student-built boat, please contact Sean Koomen at sean@nwswb.edu.

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PTMTA

Port Townsend Marine Trades Association

giving voice to workers and industry

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WWW.PTMTA.ORG

Photo courtesy of Bill Curtsinger

What's New on Water Street

Investing in Our 7-Acre Port Hadlock Heritage Campus

Two historic buildings on the Boat School campus, the Westrem Building and McPherson Shop, are getting refreshed and repaired, thanks to a $360,000 grant from the Washington State Heritage Capital Projects Fund. HCPF grants are awarded biennially, through a state-wide competitive review process, to organizations that preserve the heritage of the state and enhance the local economy. The grant also funded critical repairs to the pilings and the seawall protecting these historic buildings.

Save the Ajax, Grow the Boat School

The Ajax Cafe and the Northwest School of Wooden Boatbuilding have been cornerstones of our community for over 37 years, but the Ajax was forced to close in 2016 because septic system upgrades were required. Together we developed a solution that involved the Boat School purchasing the Ajax property, providing the Ajax crew with a long-term lease, and upgrading and expanding the septic system. Over 250 people contributed to the grass-roots campaign to Save the Ajax/Grow the Boat School.

She's Back!

Felicity Ann*, the 23' sloop in which Ann Davison made history as the first woman to sail solo across the Atlantic in 1953, is back on the water. The historic boat was restored by dozens of students at NWSWB, who honed their boatbuilding skills in the course of rebuilding her hull, deck, and house.* Felicity Ann's *new owner is the Community Boat Project, an inclusive, hands-on educational non-profit that provides inter-generational maritime education. Her new captain is Nahja Chimenti, who launched the boat with an all-woman crew on May 1, 2018.*

www.facebook.com/FelicityAnnBoatProject

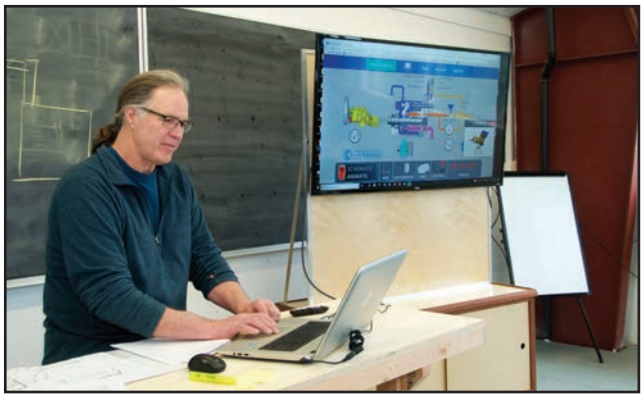
Celebrating Alum Authors

Boat School alum Patrick Molzahn (Class of 1996), shown below, is director of the Cabinetmaking and Millwork Program at Madison College in Madison, Wisconsin. He is also co-author of the 5th edition of the classic textbook Modern Cabinetmaking*, which is available in the school's library. We are also proud to have a copy of* House of Water*, a book of poetry by alum Matthew Nienow (Class of 2011) who designs and builds high-end wooden paddleboards at his shop, Good Story Paddle, in Port Townsend. With 1,200 volumes on a variety of maritime subjects, our library is a valuable resource for students, and librarian Karen Wyman is happy to help sleuth out plans and photos of historic boats to aid in new builds and restorations.*

Leaving a Legacy

Thanks to a lead gift of $50,000 from John Bodger's estate, the Hammond Building now has a dedicated mezzanine classroom for the Marine Systems Program. "This was John's only bequest," says his wife Selden McKee. "That is how important the school was to him. I hope his gift inspires others to consider a gift to the Boat School in their future planning."

Stop by for a "First Friday Tour" to see the new marine systems classroom — complete with engine mockups for hands-on learning and a beautiful view of the waterfront. To learn more about making a planned gift to the Boat School, contact Betsy Davis at (206) 390-0381.



Bringing Craftsmanship to the Table

Friends of the Northwest School of Wooden Boatbuilding celebrated 37 years of hands-on education at our 4th annual Gala and Fundraiser on April 28, 2018. Tables were decorated with imaginative wooden wine holders — custom-designed and hand-crafted by Boat School students and alums to be auctioned at the event.

Save the date for the Boat School's 5th Annual Gala and Fundraiser: April 13, 2019.

Adapting New Marine Systems Curriculum for High Schools

The Boat School is partnering with teachers at Neah Bay High School to adapt portions of our new marine systems curriculum for high school students. Neah Bay is located on the northwestern-most tip of the U.S. mainland, where many of the students grow up working on family-owned boats. Commenting on a Boat School pilot program for high school students, shop teacher Bill Monette says: "For anyone to keep high school kids' attention for eight hours a day on a Saturday and Sunday after they've been in school all week, you know the students were engaged in what they were learning. He adds, "It's the way the Boat School has the course set up. Students can get their hands on the motors and the wiring. They can move it, turn it, drain it. It's a great way to learn and remember."

Alumni Spotlight

Adam Dovalina
Class of 2017

Mechanical Engineer
Snow and Company, Seattle, WA
www.snowboatbuilding.com

Adam is a mechanical engineer at Snow and Company, a business in the Ballard neighborhood of Seattle that builds and repairs commercial fishing boats. Company President Brett Snow attended the Boat School with Chief Instructor Emeritus Jeff Hammond in the class of 1986. Adam credits his mechanical engineering degree, Boat School training, and the Boat School alumni network as key factors in his successful job search.

Christine Jacobson
Class of 2012

Shop Technician
Port Townsend Rigging, Port Townsend, WA
www.porttownsendrigging.com

Christine graduated from Lewis and Clark College in Portland, Oregon, with a BA in music. But her love of boats led her in a different career direction: seasonal work on tall ships at the Portland Boatyard, five months in Antarctica as a bulk fuel transporter, and eventually to NWSWB. Following graduation, an internship at The Center for Wooden Boats, and a year at the Shipwrights Co-op in Port Townsend, Christine found her calling at Port Townsend Rigging, where she has worked since 2014.

James Van Wert
Class of 2016

VetCorps Member
NWSWB, Port Townsend, WA
www.nwswb.edu/veterans

James served eight years part-time and another eight years full-time in the U.S. Army Reserve before leaving military service in 2012. He credits his time at NWSWB as an important catalyst in his transition to civilian life. NWSWB selected James to serve as the school's VetCorps member for the 2018 and 2019 school years. In that role he helps students take advantage of veteran resources at the school and in the county.

Jo Abeli
Class of 2015

Boatbuilder
Haven Boatworks, Port Townsend, WA
www.havenboatworks.com

Jo Abeli, a history major, was drawn to NWSWB because of the school's restoration of *Felicity Ann*, the 23' sloop that Ann Davison sailed solo across the Atlantic in 1953. Now a boatbuilder at Haven Boatworks in Port Townsend, Jo recently expanded her skill set by completing the one-week Marine Electrical and Marine Corrosion intensives. "She's a natural," says instructor Kevin Ritz.

Phil Winger
Class of 2000

Program Manager and Instructor
Urban Boatbuilders, St. Paul, MN
www.urbanboatbuilders.org

Shortly after graduating from NWSWB, Phil went to work for Urban Boatbuilders, an educational non-profit dedicated to building community, skills, and confidence in at-risk youth through the ancient art of boatbuilding. "I came to Urban Boatbuilders because I love to build and to empower, and because I knew the potential specifically of wooden boatbuilding to impact young people," he says. "That's exactly what he talked about doing when he was at Boat School," says Chief Instructor Emeritus Jeff Hammond, who came across an article about Phil's work by the American Craft Council.

Jay Emerson
Class of 2004

Owner
Emerson Bay Boatworks, Lake Texoma, TX
www.emersonbayboatworks.com

Jay has worked on many classic Northwest ships, including *Martha*, a 1907 Schooner once owned by James Cagney and now used by the Schooner Martha Foundation for sail training programs on the Puget Sound. Since opening his North Texas custom boat restoration shop in 2010, Jay has continued his restoration work with projects like the 1959 Shepherd of Ontario, Canada, and a 1932 Richardson, originally built in upstate New York.

Patrick Molzahn
Class of 1996

Director, Cabinetmaking & Millwork Program
Madison College, Madison, WI
madisoncollege.edu/program/cabinetmaking-millwork

A Fine Art and Architecture graduate of The School of the Art Institute of Chicago, Patrick researched Japanese art and architecture for three years in Japan, returning to the U.S. to study traditional wooden boatbuilding at NWSWB. Now an educator, Patrick ran his own business specializing in architectural millwork and custom furniture. He has written for *Fine Woodworking, Fine Homebuilding*, and *Wood Digest* and recently authored the fifth edition of the classic textbook *Modern Cabinetmaking*.

Got News?

We love hearing how Boat School graduates are using their skills. Please send tips for the next edition of Alumni Spotlight to info@nwswb.edu.

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