



Wood and Water

The Oarlock and Sail Wooden Boat Club Newsletter
Oarlock and Sail Wooden Boat Club is a Registered Society in the Province of B.C.

Purpose of the club:

- To create the opportunity for people interested in small wooden boats to get together to socialize and exchange knowledge.
- To develop the small wooden boat community.
- To bring together resources to assist in the future development of a wooden boat centre,
- To foster interest in, enjoyment of and construction of small wooden boats.

Winter 2007

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(with luck)

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Two new members joined our ranks this month. **Frank Hackwood** (right) is the original owner of this 1937 Luoma-built Handliner *Bus Bailey*. He recently passed the venerable craft to **Colin Masson** (left) who repaired and refurbished it last year. "The Bus" is seen here in new paint on re-launch day.

Colin has used *Bus Bailey* for the last two years to commute to work in Nanaimo from the Gulf Islands during the warmer months. With the boat now back in top shape, he is looking forward to another great season of commuting.

Don't you just love living on the left coast?

The View From the Tiller

By Bill Boyd

Happy New year to you all. It is my pleasure, as the new President of the Oarlock and Sail Wooden Boat Club to sit down and write my first "View from the Tiller". For the past six years, Gerry Stensgaard, serving as our President, has been the writer of this column, keeping you up to date on all our club activities, projects, and other related initiatives. At last November's AGM, Gerry passed the helm to me. I've been an active member of the Oarlock and Sail for a number of years, sitting on the Board for most of that time, so after Gerry's unprecedented tenure as President, it seems only fair that we allow him his well earned retirement, and that I take over the job (however, it won't be for another six year period).

On behalf of all of us at the Oarlock and Sail, I want to say a hearty thank you to Gerry for a job well done. During his six years at the tiller, we have grown from a club of small wooden boat dreamers, to a still small, but enthusiastic club of wooden boat builders and users. Under Gerry's leadership we joined as an affiliate with the Vancouver Maritime Museum, allowing us the use of their wonderful floating boat shop in the world class environs of English Bay and False Creek. Over the past few years, our meetings and club activities have centered around this facility and it has added infinitely to our organization's on-going successes. We've launched new boats and old into the waters of the Heritage Harbour, and Gerry has played a very large part in making it all happen. He has done the ground work in setting up our boat user's group (OSBUG), and it is hoped that it grows in the years to come. Gerry has spent countless hours writing letters, sending emails, making phone calls, and contributing numerous columns to our newsletter (which he aptly named "Wood and Water"), all with the expressed purpose of promoting our club and its passion for small wooden boats. The Vancouver Wooden Boat Show, the Vancouver International (Plastic) Boat Show, more recently the Cloverdale Woodworking Show, countless monthly club meetings and field trips, as well as many "on the water events", to say nothing of our boat building projects over the years, have required tremendous amounts of time and energy on his part. Now I know Gerry would say that he did not do all of this alone, which of course is true, but as we all know, it takes extraordinary organizational and leadership skills to get others to follow to make it happen in the first place. So on behalf of all the members of the Oarlock and Sail Wooden Boat Club, I wish to say thank you very much. Enjoy your free time and we all look forward to the launching of your new boat building projects in the years to come. Gerry has assured me that he has no intention of disappearing from club activities, and I, for one, am extremely grateful for that.

Last November, at the AGM, a new Board of Directors was elected. These include myself, Bill Boyd (President), Jim Cooke (Vice-President), Trevor Mills (Secretary-Treasurer), with members-at-large represented by David Bradford, Charles Moore, Gary Mosier, Richard Szperkowicz and Andrew Watkins. New faces elected include Gerry Fuchs and Jon Richardson. The editor of our newsletter remains Larry Westlake. I wish to thank two out-going Board members, Patricia Valadez and Patrick Wright, for their contributions to our club during their tenure on the Board.



Gerry Stensgaard, our outgoing president.

Club activities over the last couple of months have included our Christmas social at the Alder Bay Boat Shop on Granville Island. It is always a treat to see David Bradford's shop go through its annual clean up, to make space for the Christmas goodies and refreshments that people bring to this event. Christmas carols and lots of boat talk were the order of the evening.

Since its arrival at the Heritage Harbour boat shop in late October, our 16-1/2 foot rowing boat *D'Arcy*, has provided numerous members with that necessity to participate in a hands-on activity. Unbelievably, the shop has weathered the worst that mother-nature has so far thrown at it. Thankfully, there are no trees in the vicinity and the driving rain and snow has remained on the outside. Despite the weather, restoration work on the *D'Arcy* has been on-going. More on that later in the newsletter.

Our first meeting of the new year was again, with thanks to David Bradford, held at the Alder Bay Boat Shop. David and Jim Cooke both contributed to a very interesting session on oar-making and leathering, with the expressed aim of getting fellow members interested in building a couple of sets of oars for our new restoration project. The blanks are ready to go, so please, don't be shy. I learned a long time ago in my own amateur boat building career that nothing beats hands-on experience. Just do it!!, as the saying goes. Lots of free help is available to those willing to take the plunge.

As well as interesting club meetings, I hope to see more "on the water" events. It gives members an opportunity to get those old "pride and joys" out from under their tarp, and onto the roof of the car, or if you're lucky, a trailer, and use them in the manner for which they were intended. After all, in a lot of cases, you built it to go boating. Bring them down to the Heritage Harbour on a Saturday, and launch off the beach or down at the boat ramp. We need more small wooden boat activity down by the Vancouver Maritime Museum. Join OSBUG, and take a club boat out for a row. There is nothing more entertaining than a row up the Creek. My ultimate goal is to encourage an unprecedented fleet of small wooden boats at the 2007 Vancouver Wooden Boat Show next August, particularly at the sailing and rowing races in Alder Bay. Last year's race turn out, as you may recall, was dismal.



On an administrative note, the Board of Directors is planning a bit of a phone blitz. We have decided to raise the annual dues to \$30. We also need to sort out our membership lists and get a fresh start early in 2007. Over the years, the occasional renting of a club boat to the film industry, as well as the more recent sale of Bolger's *Diablo* have added important funds to our club. However, these "windfalls" can not be counted on year after year. Therefore it was decided to boost the annual membership fee by \$10, in order to add more stability to our modest bottom line. After all, when one considers the opportunities and associated boating networks that our small club offers to those interested in small wooden boats, particularly with the beautiful North Shore mountains as a back-drop, I think it is still a small price to pay.

Finally, on a sad note, I would like to mention the recent passing of Sam McKinney. He died of cancer at the age of 79 in Portland, Oregon in mid-December. Sam was an author and maritime adventurer, who guided our club to its present location at the Heritage Harbour down at the Vancouver Maritime Museum. With the help of others, Sam built our floating Small Boat Workshop a number of years ago with the idea of promoting an interest in such activities. The Oarlock and Sail was a natural fit. With our first boat building project, Richard Kolin's 12 foot flat bottomed sailing skiff *Heidi*, the club showed its gratitude by christening her the *SAM Mc*. She now floats alongside Sam McKinney's Small Wooden Boat Shop in quiet tribute to a fellow wooden boater no longer with us.

May I wrap up this, my first "View from the Tiller" by saying that I look forward to meeting all of you at some point, and hope you join us in an interesting and fun season of small, or not so small, wooden boat activities.

All the best,
Bill Boyd
President,

Oarlock and Sail Wooden Boat Club.

DOWN AT THE SHOP

By Bill Boyd

Last summer, our shop was tied up with storing the newly completed *Diablo*, a Bolger-designed stitch and glue runabout that club members had constructed over the previous year or so. In the fall, it was finally sold, freeing up the space for our long awaited new restoration project, the 16½ foot rowing boat *D'Arcy*. I wrote a lengthy article about this boat in the 2006 summer edition of "Wood and Water". By way of review, let me refresh everyone's memory.

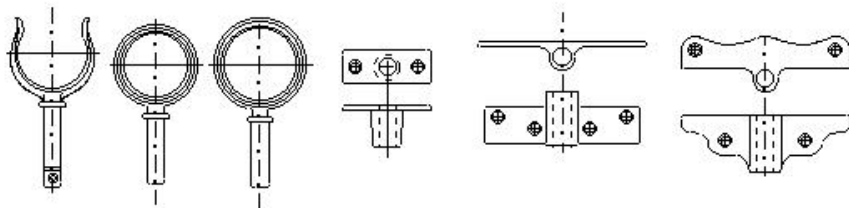


D'Arcy was built in Sydney, BC in the early 1970s, by a well-known old-time boat builder named Darry Carter. He was commissioned by the O'Grady family to build a good sized rowing boat that could take a growing family on camping trips throughout the Gulf Islands and southern Vancouver Island. *D'Arcy*, named after an island south of Sydney, provided the O'Grady family with 25 years of continuous service, until it finally ended up in Liane O'Grady's garage in White Rock, BC., where it languished for 7 years. Liane, who spent many memorable summers with her parents exploring our local waters, could not let this family heirloom disappear. After approaching David Bradford, of the Alder Bay Boat Shop, it was suggested that the *D'Arcy* would provide another great restoration challenge for Oarlock and Sail members interested in hands-on boat building. She would also make a great addition to our expanding fleet, enabling at least a couple of boaters to go and row the Creek. Liane has therefore generously entrusted her family's cherished *D'Arcy* to our organization for its resurrection and use. Last October, we finally got the *D'Arcy* into our shop. She is of red cedar on oak clinker construction, and by and large, the planking is in great shape. Problem areas include some rot at the transom and a pulling away from the keel of the forward ends of both garboards at the forefoot of the stem. A couple of ribs will also require attention. Apart from these structural issues, all that is required is lots of scraping and sanding away the old paint, and a fresh coat applied. Replacement of other components such as new thwart risers, thwart knees and the stern sheets are also more than likely in order.

It is hoped that those members interested in hands-on activities will come out to the shop and participate in *D'Arcy's* restoration. She has three rowing stations, so we also need three sets of new oars. Our recent January monthly meeting at the Alder Bay Boat Shop was the start of that project. As mentioned in my "View from the Tiller", David has the oar blanks ready to go, and we are looking for members to take up the challenge. A few years ago club members, including myself, built the oars for the *SAM Mc*. They are far from perfect, but it was a great learning experience for us all. While in use the flaws disappear as the blades dip into the salt chuck.

With a new project underway at the shop, it is hoped that a renewed enthusiasm for boat building will take hold within our club. So come out on a Saturday and have some fun. Please bring your own tools if you have them, as we have only a few basic implements at the shop. We are always looking for tool donations.

BB



Calendar of Wooden Boat Events Winter & Spring 2007

February 15, 2007: Monthly Meeting, 7:30 pm, Vancouver Maritime Museum

This evening will feature David Fukuhara, a well known expert in the art of maritime knot work. David has been a fixture at the Vancouver Wooden Boat Festival for years, and is very active in training the Sea Cadets at *HMS Discovery* in Stanley Park. His plan is to introduce the club to the wonderful world of knot tying, and with any luck, we can all leave with a neat little decorative knot, or a more functional splice or two, to use around our small boats.

March 15, 2007: Monthly Meeting, 7:30 pm, Vancouver Maritime Museum

David Bradford is going to give a talk on the half-model. The half-model has been an important part of boat building and design for centuries, and before the modern computer took over, a carved half-model was the best way of seeing a boat design in three dimensions long before the keel was laid down. In today's world, the lost art of half-modeling continues as a challenging exercise for anyone interested in both wood working and traditional boat building.

April 1, 2007: Deadline for *Wood & Water* Newsletter content.

April 7, 2007: Official launching of the Silva Bay Shipyard School's newly completed fleet of small boats, which represent six months of hard work for the students. Silva Bay Shipyard is located at the south end of Gabriola Island and the festivities surrounding this proud day are well worth taking in. Club members have gone over in the past and have always enjoyed a day full of woodworking shops and small boats.

April 19, 2007: Monthly Meeting, 7:30 pm, Vancouver Maritime Museum Event TBA

April 28, 2007: 10am-4pm, April Tools Wooden Boat Challenge

Millennium Park in Madeira Park, BC (government dock)
contact: Richard Haschke RR1 S14 C10 Madeira Park, BC V0N 2H0
604-883-0539 rhaschke@uniserve.com

Now in it's 6th year, the April Tools Wooden Boat Challenge is a family event. Builders have 3 hours to construct a boat, then race it around a short course for cash prizes. Kids can build their own mini and origami boats, and all can enjoy a BBQ lunch. Demonstrations of boatbuilding techniques, a show of small boats, and an opportunity to row or paddle a boat in the Harbour round out the event.



Can you identify this boat? If so, please contact the Editor.

For Sale
Molds for a Cosine Wherry
Call 1-250-614-1124

Strike The Bell

by Larry Westlake

I am looking forward to seeing the *D'Arcy* repaired and put back in the water for use. I have not regularly engaged in crew rowing since I was in Halifax, where there was a good rowing club with several eight-oared and single shells available for recreational use. The eights were so popular that they were usually booked up several days to a week in advance for the morning and evenings. Many people would meet with the rest of their crew twice a week or more, for a row in the morning before going to work, for a row in the afternoon on the way home from work, or for a row in the evening after supper. The singles saw far less intensive use. Given that it can be difficult to coordinate the schedules of nine busy people (don't forget the cox) and is no trouble for one person to plan their own schedule, this says a lot about the relative enjoyment of the two ways of rowing.

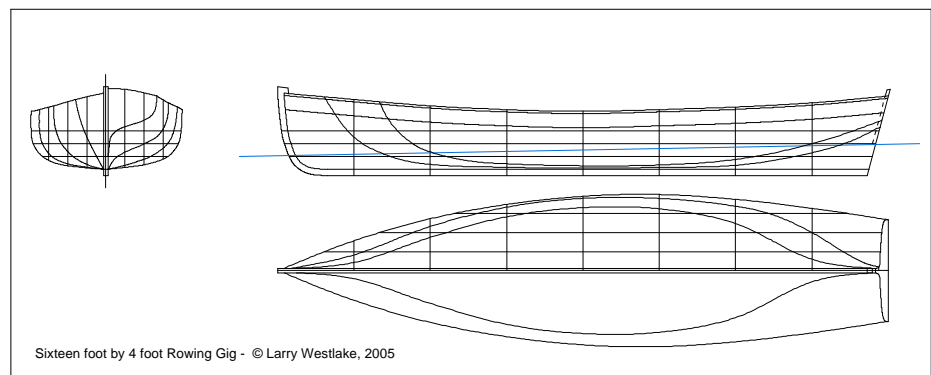
I think we have probably all had a taste of this kind of rowing in *Juanita*, *Munin*, and some of the other multi-oared boats that have visited. Crew rowing is indeed a lot of fun, and the *D'Arcy* is the only boat the club has that is really suitable for it. Unlike the larger multi-oared vessels mentioned, the *D'Arcy* is both relatively light and relatively short, so it will reach its practical maximum speed using only a fraction of the available power. Three people should be able to keep the *D'Arcy* at speed for extended periods without even working up a sweat, with plenty of reserve for easily bucking headwinds that would take the fun out of a solo row. Keeping to a schedule is easier in a crew-rowed small boat because it is so much less subject to weather conditions and headwinds. This predictability allows excursions that make the most of the available time, with a smaller safety margin required to ensure being back on time.

Rowing with friends in solo boats is certainly fun too, but on longer outings it is easy for the group to get separated, communication can be difficult, and it is unusual for all the boats in a group to be well matched. There is occasionally some discomfort or embarrassment for one person in the group who has trouble keeping up. None of these are problems with crew-rowing – you are all in the same boat. Concentration is required to maintain coordination, so you can't really daydream too much or you'll quickly have your oars a-clatter. You have to work with your companions, wordlessly sensing changes in the motion of the boat, monitoring crew responses, and anticipating and adjusting with slight changes in your own stroke. Once you are in the groove, you can talk and look around, but I find that the rhythmic motion and the need to constantly monitor everyone else discourages chatter and promotes thoughtful talk.

There's not another boat in the club fleet that provides the same potential for close company and easy conversation while rowing.

If the *D'Arcy* proves as popular as I think, it may point us in a new direction for our fleet. There are not many boats around like the *D'Arcy* that will fall into our hands. However, there are suitable designs available for multiple-oared boats that are within our capacity as a club to build together from scratch. Some of these are also historically significant to our area. These will be covered by Charles Moore in his continuing series of articles on Historic West Coast craft. We missed his installment this issue, but will include it in the next issue.

LW



NEWSLETTER SUBMISSIONS:

Newsletter submissions are welcome. To see the requirements, go to the website "Newsletters" page at: www.woodenboatclub.ca/newsletters.htm or contact the editor (see below).

The guest speakers at our meetings have consistently been very entertaining and informative, and many have provided historical or technical insights that are rarely available. However, because we have no reporter free to write up these talks, they are regrettably ephemeral.

Many of the talks, if written up, would make significant contributions to the historical record and help to perpetuate the knowledge and appreciation of wooden boats. Once included in our online newsletter, the articles would constitute a permanent resource that is available to the world.

If there are members who like to write, and who would be willing to take notes and report on the guest speakers, I would welcome your contribution.

ARTICLES for the newsletter about Wooden Boats, associated skills, or related events and activities are welcome.

Members who are interested in writing articles should contact the editor, Larry Westlake: info@westlakeboats.ca.

ADVERTISEMENTS:

If you have a wooden boat, boat equipment, boatbuilding tools, or materials to sell, this is a great place to advertise them. Submit short, legible, classified style ads to the editor.

The cost for ads is...

- * free for personal ads by members
- * \$10 per personal ad for non-members
- * \$20 per issue for commercial ads

Oarlock and Sail Wooden Boat Club MEMBERSHIP:

New members are always welcome. Pass one of these forms to a friend if you think they may be interested, or bring them to a meeting to test the waters.

Three newsletters are published annually, with optional email notification of all meetings and events.

Clip the form, write us a cheque, and send them now!

please indicate if this is...

- Membership Renewal
- New Membership

Name (Print) _____

Address _____

City _____

Province _____

Postal Code _____

Phone _____

E-Mail _____

- I am enclosing \$30.00 for one year's full membership dues.
- I am enclosing \$25.00 for one year's associate membership (available only to persons living outside of the greater Vancouver area).

Signature
