

# 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.

## Bring your boats!

Saturday, May 24: Oarlock and Sail explores False Creek. Leave from the Heritage Harbour at the Vancouver Maritime Museum.

Thursday June 19, 7:30 PM: The 2<sup>nd</sup> Annual Mid summer's Eve cruise on Deer Lake in Burnaby. Row, sail or paddle on the longest evening of the year. Come and join the fun!

For more details, check the message line: (604) 664-7551.

Spring 2003

Volume 8, Issue 3

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Iain Oughtred checks out the Vogler skiff in a recent visit to Alder Bay Boats on Granville Island. The famous boat designer seemed to be impressed with the efforts of club members. For more about the Vogler skiff turn to page six and read Bill Boyd's article.

## The View From the Tiller

The Oarlock and Sail Wooden Boat Club had an active winter season, with a number of interesting meetings and probably the best Christmas/Winter social ever. Meeting topics have included “marine glues”, a screening of an NFB video on the construction of a traditional Quebecoise skiff, a “bring your favourite tool” night and a slide show on the boats of Cuba and Pelly Bay.

During the winter months, a dedicated team of OLAS volunteers made good progress on the Vogler clinker dinghy restoration project. This was made possible by David Bradford’s generous donation of heated working space in the loft of his Alder Bay Boat Co. on Granville Island. Participation in this project is open to all club members, and it is highly recommended as a way of developing boat-repairing skills and also for the opportunity it provides to get to know your fellow members.

Now, as I write this edition of the “View From the Tiller”, spring is definitely in the air. The days are getting longer and the breezes are occasionally balmy. By the time you read this, the Vogler project will be due to move over to the Maritime Museum and it will be time to get afloat in our small wooden boats. With regard to the latter, two on-the-water events have been scheduled. Please refer to the “Calendar of Events” below.

A number of Oarlock and Sail members attended the Vancouver Maritime Museum Society’s AGM on April 28 to support David Bradford and Mark Reuten in their bids to be elected to the VMMS Board of Trustees. When elections came up on the agenda, the outgoing president, Martyn Green, presented a full slate of worthy candidates. This was followed by a call for nominations from the floor, usually a mere formality. At this juncture, David and Mark were nominated by a couple of fellow OLAS members. Accepting his nomination, David delivered a passionate speech outlining his vision for a vibrant Maritime Museum with dynamic small craft programs.

It soon became evident that nominations from the floor had rarely been experienced at the VMMS AGM. Chairman Green called a short adjournment in order to deliberate on the appropriate protocol for dealing with the matter. It developed that the VMMS chairman has the power to appoint members to the Board of Trustees, and in a gesture of considerable grace, Mr. Green appointed both David and Mark to one year terms on the Board. The official slate was also duly elected. A very satisfactory outcome for all concerned!

The election of David Bradford and Mark Reuten to the VMMS Board of Trustees is a very positive development for everyone interested in the small boat heritage of the BC coast. On behalf of the Oarlock and Sail Wooden Boat Club, I extend warm congratulations and best wishes for success to David and Mark. I am sure that the OLAS membership stands with me ready to lend help and support to our representatives on the VMMS board. We likewise applaud the other members elected to the Board, and we wish them well in their new endeavour.

Finally, I must also congratulate OLAS member Robert Buller on his appointment to the “Pacific Yachting” magazine advisory board.

Have a great summer!

Gerry Stensgaard  
President



**Get  
Out  
On  
The  
Water  
This  
Summer  
And  
Have  
Fun!**

Dick Anderson sailing his 15' Accorn skiff off Ambleside. The Iain Oughtred design is gunter rigged and constructed of glued lapstrake marine plywood. Long time Oarlock and Sail club member, John O'Connor built the hull in 1999. Dick did a fine job of completing the project in 2000. The boat was on display at the club booth in the 2001 Vancouver Wooden Boat Festival.

*Wood and Water* would like to feature club members boats in future issues. If you have a project, even if it is a work in progress, please contact the editor, Burt Fidler at 604 469-8666. Or mail or email a picture and a short write up about your boat.

#### **Calendar of Wooden Boat Events for Summer 2003:**

- Saturday, May 24: Oarlock and Sail will explore False Creek, beginning from the Maritime Museum Heritage Harbour. This outing will herald the official opening of our summer activities at the VMM Heritage Harbour.
- Thursday, June 19, 7:30 PM: In lieu of a "meeting" in June, the second annual OLAS mid summer float-in will take place at Deer Lake, Burnaby.
- Details of both of the above on-the-water events will be forthcoming via the usual info-line, e-mail and announcements at meetings. Every attempt will be made to get members without boats afloat; so don't let the lack of a vessel keep you away.
- Saturday, June 28: Cowichan Bay Wooden Boat Festival.
- July 4 – 6: The 27<sup>th</sup> annual Lake Union Wooden Boat Festival put on by the Center for Wooden Boats, Seattle, WA.
- August 21 – 24: The 16<sup>th</sup> annual Vancouver Wooden Boat Festival at Granville Island. Definitely the highlight of the local wooden boat year. Lots of volunteers needed to help with OLAS activities at the festival. Call Gerry at 604-451-1161.
- August 29 – 31: The 26<sup>th</sup> annual Victoria Classic Boat Festival in the Inner Harbour.
- September 5 – 7: The 27<sup>th</sup> annual Port Townsend Wooden Boat Festival. Probably the best of all of them!
- Note: The Nicomekl River trip originally planned for May, will now be scheduled as a fall trip.

## In the Wake of the Handliner

By Larry Westlake

When I first visited the Museum in Gibsons, BC, in 1987, I saw a lovely little double-ended rowboat. This was the hand-troller built by Hubert Evans in the dirty thirties for salmon fishing under oars. Years of inside storage had dried it out severely, but it was still sweetly lined and undistorted. The museum had lines measured and plans drawn by Dan Bouman in 1980, so I bought a set. (Figure 1: Partial lines of Huber Evans 1937 boat)

I continued to read about the type whenever I could find information on it, which was not often. I saw a 60-year-old handliner trounce a pod of kayaks in a 1991 cross-straight marathon. In 1993 or 4 Dan Bouman told me in that a sister boat also built in 1937 still existed, but I was unable to find anyone who knew where it was. I dreamed of building one, but could not assign it the priority it needed while my kids were small.

Last summer, the Courier article on Charles Moore's study of the handliners, and the ensuing contact with him rejuvenated my interest in building one. This was reinforced further by a recent magazine article written by Rich Kolin about a similar type. I resumed inquiries about the rumored sister-boat to Hubert's, which, after over a month and 30 phone calls to puzzled but kindly people, paid off - The guy on the other end of the phone had the boat. Not only did he have that boat, but he gave me the number of Will Thomson, who had measured the hull in 1964 and built two copies in Vancouver in 1965.

I interviewed Will and obtained a set of the plans for his 1965 boat, which is still in regular use. (Figure 2: Will Thomson with the strip-planked handliner he built in 1965) I will remeasure and redraw the 1937 boat in Gibsons this summer - typical of many boatbuilders, Will made changes from the original boat in both shape and construction to suit his own needs and preferences, so his is really a different boat. Plans detailing original construction for both the strip-planked 1965 Thomson boat and the carvel 1937 Gibsons boat will be available as soon as I get a chance to work them up, probably next winter.

Over the fall & winter I was reviewing my design research on the type, building scale models to test 3D appearance, and writing construction procedures.

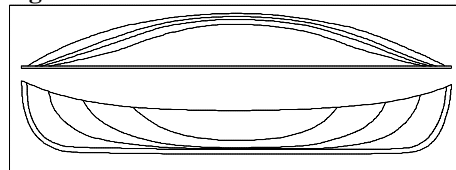
The first full-scale stitch-and-glue Handliner prototype followed this March. It made a beautiful hull, but I felt it had too much twist in the garboards for inexperienced builders. It was set aside unfinished, and the plans were redrawn with a softer forefoot, still true to the type.

The second prototype's hull went together without hassle, and the instructions were revised to reflect the changes. I am guessing that when I complete this one, it will be the first handliner built on the Sunshine Coast in at least 50 years.

Plans and instructions for the stitch-and-glue version will be available in May 2003 for \$45. (Figure 3: My rendering of the final Handliner Design for stitch-and-glue)

Contact: [www.westlakeboats.com](http://www.westlakeboats.com),  
[info@westlakeboats.com](mailto:info@westlakeboats.com), or mail to:  
4676 Whitaker road, Sechelt, BC, V0N 3A2.

**Figure 1**



**Figure 2**



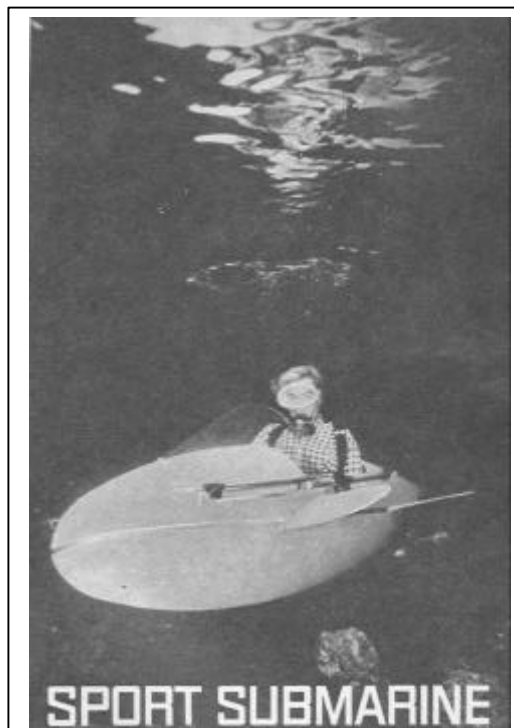
**Figure 3**

## Time to “Show and Shine”

By B. Fidler

A few weeks ago I got into a discussion with another member of our club about the value of wooden boats. He put forth the notion that people value old cars because there are a large number of people out there that collect them and then put them on display in what is called “show and shines”. It is this sort of exposure that impresses on the public mind the value of these old cars and makes people say, “Wow, isn’t that neat. Look at all the work that went into that. Because it is somewhat unusual or rare it must be worth a lot.” Wooden boats are a lot more rare or unusual these days than old cars and often reflect as much or more work in restoring or building as any automotive restoration or custom project. He added that if wooden boat enthusiasts had as many “show and shines” or gave their boats as much exposure in shopping malls and other public places, then the general public would value wooden boats more.

So perhaps we need to get our boats out of our basements, garages and boat houses and put them on display. Perhaps we need to use them more. Better still, maybe what we really need to do is what the antique and custom car people do, get our boats out there where the people are---in the malls. Lets have a few “Show and Shines”. Most important, enjoy your boat on the water and take the time to talk to those who admire your boat at the dock or on the beach.



### Is this the next club project?

There is **no** truth to the rumour that because the club now has two of our finest members on the Board of Trustees at the Vancouver Maritime Museum, the next club project is a submarine. An unidentified witness claims he recently saw David, Mark, and James D. heading to the boatshed at the Heritage Harbour carrying some heavy round cylinders. Those weren't oxygen tanks were they fellows?

**Congratulations  
To David Bradford  
and Mark Reuten  
on your  
appointment to  
the Board of Trustees of the  
Vancouver Maritime Museum!  
We wish you the best of luck!**

## Don't Forget to Renew Your Membership in The Oarlock and Sail Wooden Boat Club!

Use the handy form on page 8. If you include your email address, we will let you know the latest of club events. We'll also contact you when the next issue of *Wood and Water* is on our web site for you to download in full **Colour**. Visit our web site. <http://www.woodenboatclub.ca/>

## The Vogler Project Update

By Bill Boyd

As the first phase of the Vogler project draws to a close, I thought it would be a good idea to update the membership as to our progress.

Under David Bradford's expert tutelage, a core group of OLAS members has spent the winter months immersed in a crash course in small wooden boat restoration.

A 12 foot clinker constructed boat, circa 1920, was donated to our club by fellow member Alasdair Gordon. This little vessel was originally built by Vogler Bros. Sea Craft, at Victoria, B.C. It spent many years at Yellow Point Lodge in the livery fleet and eventually came into the possession of the Gordon family where it served for many years as a recreational rowing boat.

For the last couple of decades Alasdair fortunately stored it away in a dry, well ventilated place where it patiently awaited its rebirth.

In late November of last year, nine interested members met at the Alder Bay Boat Co. on Granville Island, where David provided us with an overview of the project.

It was his opinion that this boat was in very good shape considering its age, but as with all restorations, a lot of work was required. It passed the "poke and prod with a pointy object" test on virtually all of the red cedar planking and most of the steam-bent oak frames. However, to look at the rather decrepit state of the transom and stem sections as well as gunwales and support knees, one could see a lot of challenges ahead..

Our first order of business was to expose the underlying wood, primarily to determine the condition of the fastenings and surrounding material.

Armed with heat guns, scrapers, chemical strippers, masks, gloves and associated body armor, we started removing layers of old paint from the bottom of the boat. Great care went into not marring the lap edges or scratching the soft cedar planking.

Ferrous fastenings, both nails and screws, had in most cases, turned to wire-thin images of their former selves. Copper rivets and brass/bronze screws, on the other hand, looked as good as the day they were installed.

The transom, stern post and deadwood all were due for replacement as all showed advanced stages of deterioration, with large gaping cracks and associated rot throughout.

It was possible to carefully cut through the rusty nails that were still holding, thereby easily freeing-up the original transom, complete with the clearly visible Vogler Bros. Sea Craft stamp.

Members immediately set to work spending many hours replicating a red cedar transom, complete with the original builder's stamp inlaid into the reproduction.

Numerous plank repairs were also undertaken. Battered and split laps were cleaned up by scarfing in small pieces of cedar along the edge of the plank. Rot was laboriously dremel-tooled away around old fastening holes, particularly at the transom and stem hood-ends, and where possible, epoxy was used to refill them.

Some areas had so badly rotted away, new hood-ends were scarfed into place, a challenging job when one considers the bevels and gains present on the planking at the bow and stern of a clinker-built craft.

The stem and associated stem-knee was also completely replaced. Using the old pieces as a template, a new douglas fir stem and knee was tediously reproduced and after much trail and error, was "offered-up" and found to fit remarkable well.

Along with all these new back-bone components, it was decided that a new douglas fir keel would also be wise, despite the fact that the old keel was in very good condition.

All these new pieces, the transom, stern-post, deadwood, keel, stem and stem-knee, were fastened together using silicon bronze threaded rod, screws and ring nails where appropriate, and bedded in 3M 4200 Marine Adhesive.

Five months have past since we hoisted the Vogler Bros.'s boat into the shop loft and started a rather daunting project.

Now that she has a brand new back-bone and has some of her strength and integrity back, the second phase shall begin down at the Heritage Harbor Small Boat Shop.

There will be a lot more paint to scrap, ribs to replace, as well as breast hooks, thwart risers and gunwales to consider. All of this is done with an eye toward restoring a beautiful little west-coast-built rowing boat to her former glory in the hopes of plying the recreational waters of False Creek and beyond.

To all members not yet involved, please come out and join our club project. There'll be lots of painting to do as well, and remember, it's all about messin' about in small boats.



David Bradford and Bill Boyd work on the Vogler skiff.

You can visit the project and get involved at the boat shed on the Heritage Harbour at the Vancouver Maritime Museum. Club members work on the boat at the shed most weekends during the summer months as part of our ongoing demonstration of traditional wooden boat building at the Heritage Harbour. Come on down and help preserve a bit of British Columbia's Maritime Heritage. This is a good way to get involved in a club project and meet some nice people.

I wish to apply for membership in the Oarlock and Sail Wooden Boat Club.

Name

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Address

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City

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Province

---

Postal Code

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Phone (h)

---

Phone (w)

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E-Mail

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? I am enclosing \$20.00 for one year's full membership dues.

? I am enclosing \$15.00 for one year's associate membership (available only to persons living outside of the greater Vancouver area). Associate members will receive three newsletters annually.

Signature

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## Classifieds: a free

### For Sale:

Stitch and glue **row boat** 11"6" x 3"8" (Devlin Designs Peeper). Rows well with one or two. Includes 8ft Spoon blade oars. \$500.00 obo. Contact Sean. Phone: (604) 251-5071  
Or respond to: [sbmauric@interchange.ubc.ca](mailto:sbmauric@interchange.ubc.ca)

**Classified Ads Sell. Post your ad in the next edition of *Wood and Water*. Ads are free to Oarlock and Sail Wooden Boat Club members.** To post your ad contact the editor, Burt Fidler [burt@telus.net](mailto:burt@telus.net)

**Wanted:** handliner or handtrawler. Willing to consider boat suitable for restoration project. Lapstrake or Carvel construction. Contact: [frank\\_@telus.net](mailto:frank_@telus.net).

### For Sale:

**Oarlock and Sail Wooden Boat Club Hats and T Shirts with OLAS logo are now available. The hats (\$17.00) and come in navy or green and look very sharp. T Shirts (\$20.00) are of different styles. Contact Gerry Stensgaard to get yours. Email Gerry [shanteyman@shaw.ca](mailto:shanteyman@shaw.ca)**

**Trade:** I have *Woodenboat* '74-'85, and *Small Boat Journal* '82-'89 issues I want to trade for missing *WB* issues from 95 on. Contact Larry Westlake.  
[westlake@uniserve.com](mailto:westlake@uniserve.com)

**Baidarka for Sale:** 17 ft. Alutiiq Kayak. High performance skin boat built in Brewery Creak Small Boat Shop. Needs a little TLC and a good home. \$400.00. Contact: Burt Fidler at (604) 469-8666 or email at [burtfidler@telus.net](mailto:burtfidler@telus.net).

**Free Classified Ads:** Advertise you boat, tools, materials, supplies, magazines, pictures or other small wooden boat things here. Free to all members.

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