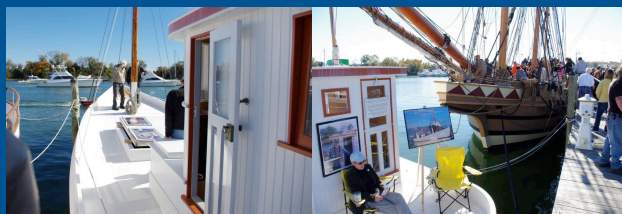


# The Broadside



**The voice of The Mathews Maritime Foundation**

Museum Located at 482 Main Street, Mathews, VA Mail to PO Box 1201, Mathews, VA 23109 804-725-4444  
on the web at [www.mathewsmaritime.com](http://www.mathewsmaritime.com)

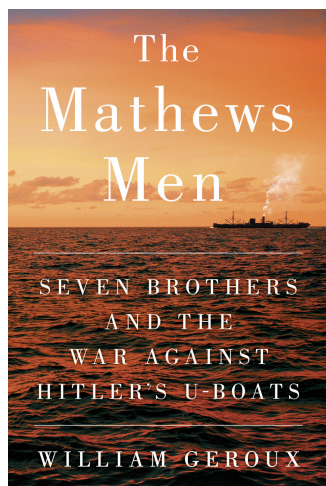
## ***The Year in Review...***

Before getting into a review of the Foundation's activities during this past year we want to tell you about an exciting event coming to Mathews County on May 22 of this year. It involves author William Geroux and a book he has written about Mathews men in merchant marine service during WWII. Mark this date on your calendar and read on.

## ***Celebrating "The Mathews Men..."***

The Mathews Maritime Foundation and Museum is planning a MATHEWS COUNTY WELCOME for Bill Geroux, author of the book (to be released April 19, 2016) "THE MATHEWS MEN: Seven Brothers and the War Against Hitler's U-Boats" about the Merchant Mariners from Mathews County in WWII. While the

Hodges family sent 7 sons (two did not return), other families sent up to six on ships, and the author writes with great skill, weaving local stories into a book revealing history based on years of research and interviews with at least fifty people in Mathews and Gloucester.



The theme for the program, to take place on Sunday, May 22, 2016 (National Maritime Day) at 4pm in the Mathews High School auditorium, is an "old fashioned, traditional, patriotic assembly" which will allow the audience to "feel" as if in that era, in order to better relate to what Bill speaks about, and the power point he will present.

The day will allow Mathews to thank Bill for recognizing the unique stories of this small county, honor those who gave their lives (as well as their families), celebrate those who returned, and to understand how all who lived here then shared the concern and the grief that were truly felt by them all. There will be a salute to ALL veterans of WWII at the end of the program.

*Article by Nancy Lindgren*

**Other Events planned around the May 22nd celebration are...**

## ***Film Society to show WWII Film...***

The Mathews Film Society will show "ACTION in the NORTH ATLANTIC" the week prior to the May 22 event. It is called the "quintessential" Merchant Marine film that even Maritime Academies refer to in the curriculum.

It depicts the danger to merchant ships during the war, and the dedication (as well as self preservation!) the men aboard the ships felt about getting the supplies/fuel they carried to

*Keeping the Past in the Present Preserving it for the Future*

the proper places for use. It stars Humphrey Bogart and Raymond Massey.

### ***Quilt to be Ruffled Off...***

Several members of The BAY QUILTERS of Mathews have volunteered to make a small hanging quilt with a maritime theme for Mathews Maritime Foundation to raffle off as part of the May 22nd celebration. The quilt will be displayed for a time at the Mathews branch of Chesapeake Bank, and then at the Visitors Center, prior to the drawing for the winner at the May 22 event. Raffle tickets can be purchased at the Mathews Visitors Center, the Maritime Museum, and from the Mathews Maritime Foundation's booth at the Court Green Farmers Market. Ticket prices are: \$5 each or 3 for \$10.

This is a wonderful gift from the group and will be a unique representation of Mathews that should be a treasure for the lucky recipient. If raffle ticket sales are not sufficient by the 22nd the drawing will be held at a later date, most likely after the Gwynn's Island Festival. Much love and effort goes into making a quilt, and we want to be sure that response to the raffle justifies the end product.

### ***WWII Exhibit at MMF Museum...***

An exhibit on WWII will begin at the Mathews Maritime Foundation's Museum starting May 27 that will include Merchant Mariners, and Armed Services veterans of Mathews. If interested in loaning or donating photographs, items, or information regarding the rich maritime history of Mathews or, specifically, pertaining to WWII, please contact Nancy Lindgren at [nlindgren23@verizon.net](mailto:nlindgren23@verizon.net).

The museum is staffed by volunteers and is open Fridays and Saturdays from 10am-2pm May through November, when the "OPEN" flag is flying, and by special request. It is located at 482 Main Street, Mathews, where the large black anchor welcomes visitors.

### ***MMF Calendar...***

You will recall that the subject of our last calendar was the "Tug Boaters and Pilots of

Mathews" and that it was an 18 month calendar. That format was chosen to accommodate the inclusion of most all of the material we had on the subject.

Our current calendar, now in production, has for its subject the merchant mariners of Mathews County with emphasis on those who were aboard merchant ships during WWII. It too is an 18 month calendar that will cover the months of July 2016 - December 2017.

Due out around the first of May, the calendar will be available for purchase at the following locations: Visitors Center, Mathews Maritime Museum, and at our on line store site at [<www.mathewsmaritime.com>](http://www.mathewsmaritime.com).

Once again, Nancy Lindgren, Editor and Grace Metzger Forrest, graphic design artist have collaborated to produce a memorable and to be treasured calendar.

### ***Museum Year in Review...***

The Mathews Maritime Museum continues to grow and is straining at the seams with over 2340 artifacts donated or loaned to us. Someday we would like to move into a larger, more modern facility that could properly house and display the rich maritime heritage of Mathews County.

This year we added to our knowledge of the boatyards operating in Mathews County before and during the Civil War. One major yard was operated by Lewis Hudgins at Fitchett's Wharf. He built large sailing craft, like the 80 foot long brig "Constitution," that could trade in coastal waters or journey offshore. Lewis Hudgins was listed as builder and master of the brig "Constitution" from 1840 - 1845.

During the Civil War Lewis Hudgins and his son bought and captained the blockade runner "Caroline."

Another Model on display is the tug "Chas. A White" loaned to us by Jeffrey White, made by Capt. John C. Handy for nephew Charles A. White Jr. about 1945 - 1950. A crank winds up the mechanism, made from old Victrola parts, that drives the propeller of this pond boat.

Another tug model was donated by Bonnie

Hardy in memory of Allen Brownly. It too is a pond boat and can be remotely controlled.

We had an unusual unidentified buoy with tabs attached in two circles around its “northern and southern hemispheres.” It was identified by Bob George as a buoy for a U.S. Navy mine system.

We received some materials on loan about designer Thomas Colvin from Barbara Read. He was a resident of Mathews and was well known in maritime circles for his unique sailboat designs.

The model of our flagship “Peggy” was made and donated to us by renowned Mathews boatbuilder Edward Diggs. The actual deck boat “Peggy,” built in 1925 at Horn Harbor, Mathews, can be seen at our facility on Gwynn’s Island.

See centerfold for pictures of these exhibits.

### ***Speaker Meetings Reviewed...***

Our Speaker’s Meetings are featured once a month, usually on the 3rd. Thursday of the month, and are open to the public. They feature various topics of interest to our membership and we were lucky to have some very informative and enjoyable speakers this past year.

In February, Mr. George Harrison presented “Modern Shipbuilding: Computer Aided Design.” Mr Harrison currently works as a project manager on the Data Architecture Team. This team is responsible for providing systems engineering services and support for the shipyard’s data model applications, including CAD, CAE, and CAM tools.

These business solutions integrate end-to-end design, construction, and lifecycle support for the ships Newport News builds and services. Computer Aided Design has revolutionized the shipbuilding industry by integrating the entire range of disciplines in the construction process from conceptual designs through the finished detailed engineering. This ensures building complicated modern ships faster, better and cheaper.

In March, Karen During presented “Coastal Management in Mathews County” Karen, a Coastal Management Scientist, has 25

years experience in Virginia and Florida. She has been at VIMS with the Center for Coastal Resources Management since 1999. Her expertise includes shoreline management, coastal habitats, and environmentally friendly landscaping. She has visited hundreds of Virginia shorelines as a coastal advisor to property owners and Local Wetlands Boards. She also provides outreach education & training for various audiences.

Her lecture on “Coastal Management in Mathews County” featured results from a shoreline and tidal marsh inventory project completed in 2012. These mapping projects are designed to help coastal communities understand and manage shoreline erosion, tidal flooding, habitat loss, water quality problems, and invasive species.

In May, Mr. Ron Lewis presented “Building The Iconic Workboat.” Ron Lewis, is a twenty-year interpreter and speaker from The Mariners' Museum in Newport News, America's Maritime Museum. Ron, a Tidewater native born in Portsmouth, is currently restoring some of the models damaged in the 2012 fire at the Deltaville Maritime Museum. He told the story of one of the most difficult and important jobs on the Chesapeake Bay, the Story of the Working Watermen and their workboats.

Tradition: It dies hard along the Chesapeake Bay shoreline, where working watermen do the jobs they've known for centuries. What moves them? How do they come to such a difficult trade, and how do they build the iconic and beautiful workboats that, while they used to fill the Chesapeake, now dot the waters in fewer and fewer numbers? A look back and forward at a truly endangered species, the working watermen of the Chesapeake Bay and their vessels. This audio-visual presentation incorporated compelling and evocative images of the watermen, the environment they work in, and, chiefly, the vessels that they have built by hand without drawn plans, since the mid-nineteenth century. *See article on local waterman Kerry Hall on page 4.*

In August, Larry Chowning, a Maritime Historian and author, focused on people he has met through his career of documenting the

changing culture on Chesapeake Bay, including boat builders, watermen, and others important to bringing the bounty of the water to our dining tables. His first hand accounts through oral history revealed the heritage that is fast fading due to fewer watermen, the economy, legal changes for fishing, and closing of packing houses.

Mr. Chowning graduated from the University of Richmond in 1972 where he studied journalism and has been a general assignment reporter at the Southside Sentinel in Urbanna since 1981. He has written hundreds of articles that have been published in regional, national, and international newspapers and magazines, and is considered an expert on boats, lore, and traditional aspects of Chesapeake life. Some of his book titles are: Chesapeake Bay Buyboats; Deadrise and Cross-Planked; Barcat Skipper; Tales of a Tangier Island Waterman; Harvesting the Chesapeake; Chesapeake Legacy; and Soldiers at the Doorstep: Civil War Lore.

Larry's style of writing brings the human side of the people who build boats or work the Bay to the reader, and offers glimpses of their lives through photographs that are treasures of the time. His research, which spans more than a quarter of a century, brings stories and facts that compose a picture of the heritage of the Bay that is fast fading.

Implements of the trades of fishing or boat building often accompany Larry's talks that help to tell his stories, and he is known for the interesting and humorous anecdotes from those he has interviewed, sometimes acknowledging those in attendance who experienced them!

Our October meeting featured John van-Schalkwyk, an experienced coastal and offshore sailor. Mr. van-Schalkwyk has recently done two types of sailing. Local cruising in his own boat and offshore sailing in other peoples' boats.

He worked in Boston, lived on Cape Cod and now lives in Nova Scotia. He has been a member of the Mathews Yacht Club for a number of years.

Since 1988 he has owned "MORNING WATCH," a Luders 36 sloop built in Hong Kong

in 1970. He related his experiences sailing the 53 foot ketch "Super Maramu," from Florida non stop to Ireland with a couple who had not been offshore before.

The dugout canoe was the topic of our November Speaker's Meeting. Native Americans were the first to use the dugout on the waterways of the Chesapeake Bay, and the dugout and its variants were commonly used in this area until the 1930's. Mr. William Stickney described how a reproduction of the dugout canoe was constructed for a museum exhibit at the Jamestown Settlement. The process of construction from a 16' cypress log and what may have been used by the early people of Virginia was discussed along with a slide show.

The public is invited to enjoy future presentations, usually on the 3rd Thursday of the month from September through May, at 7 PM, at the Foundation Museum located at 482 Main Street, Mathews Court House, VA. Advance information of the speaker's meetings is published in the Gloucester-Mathews Gazette, and by email to members. *Article by Dennis Crawford, Museum Curator*

## ***Kerry Hall - Mathews County Waterman...***

What follows is a glimpse into the life of a fourth generation Mathews County waterman who is following in the handed down tradition of working the water. Kerry Hall is his name and he started on the water at the age of 12. Now 66, he has spent his entire life on the water except for the four years he served in the U.S. Navy (1970-74).

Kerry fishes 255 crab pots from aboard the "Travis B", his fifty year old 42ft Chesapeake Bay deadrise work boat. He crabs in the summer months, March to the end of November; and dredges for oysters in the months from October to February. Of course, the seasons for crab and oyster fishing may change from year to year as they are regulated by the Virginia Marine Resources Commission.

Kerry's typical day begins at 2:30 in the morning. He rises from a short sleep, grabs a

bite to eat and heads down to his boat. There he assembles his crew, gets bait aboard and shoves off to start his day. By 4 or 4:15 he's ready to start fishing his pots. Kerry says, "Most times, spring and fall, there are just two of us aboard. One to steer the boat and pull each pot. The other to empty the pot, bait it, and toss it back overboard in the place of the pot just pulled. In the summer time a third crew member is added. His job is to cull the crabs and sort them into baskets, jimmies separate from females. Adding the third crew member speeds up the whole process allowing us to fish more pots."

Kerry likes to go out early. "The earlier the better", he says, "I enjoy fishing in the dark. It's a lot cooler, you get to see the sun rise, I like it that way. We usually try to fish 75 to 100 pots in the dark. We come in and bring them to the crab house around 10 or 11 o'clock."

I asked how he determines where to set his pots... "I guess that comes with years of doing it. I'm not going to say experience because it's always a guess. But you go years and years and years you get an idea the crabs will be in a certain area in April or another area in May, and in summer they tend to move closer to shore in shallow water." Where the crabs move to is very much dependent of the temperature of the water. Very often crabs are more plentiful in shallow water. Kerry says he doesn't go into real shallow water but goes in water where he sometimes bumps bottom. He says, "I don't like that at all. The consequence of that is an occasional wrapping of crab pot line around the wheel (propeller)." It's not a pleasant situation.

I asked about what he does to maintain his pots in good order... Before the start of the season Kerry dips his pots in antifouling paint and attaches a zinc anode to each. This generally lasts four or five weeks before grass begins to grow on the pots. This grass growth must be continually cleaned from the pots.

Where some crabbers choose to pressure wash their pots to rid them of the grass Kerry prefers to periodically submerge them in a dip tank full of bleach positioned on the stern deck of his boat. He says, "this procedure; dip the pot,

bait it and toss it overboard, kills the grass but it does not affect the crabs".

In his experience Kerry says the pressure washing process tends to erode away the galvanized coating on the pots. And, though hard to believe, it is a fact that the more the pots are washed the faster the grass growth. There seems to be no logical explanation for this. It just is what it is.

I asked if he ever caught anything unusual while working the water... He said that at times when crab dredging he has come up with china plates (always in pieces), coffee mugs, sometimes billfolds, and an occasional lobster. He also has some wooden sheaves from an old sailing vessel.

Though he often muses on what his life would have been like had he taken an offered job at the Naval Weapons Station upon his discharge from the Navy, he loves life on the water and has no regrets. *As told to Pete Hall*

## ***PEGGY's Year-In-Review...***

As she celebrated her ninetieth birthday in 2015, our flagship, PEGGY of New Point was off to the official start of her new career. Her season began with a trip to Keith Ruse's Del-taville Boatyard for the annual haul-out, hull inspection and painting. At this time, PEGGY underwent a professional marine survey. Following an especially thorough inspection, PEGGY received an outstanding report card.

After being re-launched, she was off to an informal homecoming/reception in Davis Creek. PEGGY tied-up at Captain Lowery Hudgins' dock, in the same location where she regularly moored during her years of harvesting crabs through the winter dredging season. Many of her "old friends" were on-hand to visit with PEGGY as she returned once more to her official homeport.

Next, PEGGY sailed for Norfolk to be honored as this year's lead boat for the Annual Workboat Parade at Harborfest. PEGGY spent this first weekend in June nestled with thirty, freshly painted workboats that moored along the waterfront. The sight of these proud vessels,



gathered together in front of the Omni Hotel is a heart-warming experience for many citizens of our Tidewater community.

After Norfolk's Harborfest, PEGGY sailed to Cape Charles, Va. for their annual Tall Ship celebration. This was somewhat like a home-coming for her as it was here that she packed-out her fish during the many seasons that Captain Ed Grinnell worked his pound nets on the east side of the Bay. PEGGY was again nestled among the fleet of historic vessels on display for the many who appreciate our maritime history.

Finally, PEGGY joined the fleet of Chesapeake Bay Buy Boats as they rendezvoused in Poquoson, Va. to kick-off their summer's high-light event. After coming together for the week-end, about a dozen of these historic vessels traveled down through the Dismal Swamp Canal to towns in North Carolina. This cruise enabled citizens in North Carolina to visit with these vessels that had called upon the ports of this area to buy watermelons and other farm products. These cargos were transported by waters to the northward and sold in harbors such as Baltimore and Washington.

Would you enjoy an opportunity to participate in activities such as these? PEGGY is in need of more volunteers to help with her mission. Please know that you are very welcome to join the crew. We are planning now for 2016 and would like to include you in the fun. Contact George Pongonis(article author) at 757 898 4364.

### ***Donor Boat Program...***

2015 was another good year for this program. Twenty four boats ranging in size from a nine foot dinghy to a thirty-five foot Pearson sloop and a couple of boat trailers were sold for a total of \$ 30,285.00. The oldest boat sold was a 1967 Rebel 16 one design sailboat.

Although Foundation treasurer Pete Hall takes care of the paperwork associated with the acceptance and sale of the donated boats, Director Dave Machen is to be thanked for his efforts above and beyond. He takes on the responsibility to prepare many of these boats for presentation to prospective buyers. His expertise with engines

and all things mechanical has been a major factor in our success in selling these boats.

All donor boats for sale are listed on our web site <[www.mathewsmaritime.com](http://www.mathewsmaritime.com)> for anyone looking to buy a boat. Contact Pete Hall at 804-693-9335 or Dave Machen at 804-815-4367 for additional information or to see the boats close up. They are located at our Gwynn's Island Boat Shop and at our Museum at 482 Main Street, Mathews.

### ***Some Boats For Sale...***

Here is a sampling of the boats we have for sale. A 1989 Larson, 27 foot, Milano model, powered by a single 300 hp Chevy 454, Mer-cruiser Bravo outdrive, trim tabs, dry stored. Priced at \$4,995!

A 1981 Tiara, model 3100 with twin Crusader 454 inboard fresh water cooled engines, in very nice condition for \$12,000.

A 1982 Helms 27, with 18 hp Yanmar Diesel inboard, and good sails in very good condition for \$3995.

A 1981 Cape Dory 30, Volvo Diesel engine, roller furling jib, Autohelm 4000, and lots of extras, excellent condition at \$19,500.

Look on our web site for pictures of these boats and others in our inventory. Click on this link to our site <[www.mathewsmaritime.com](http://www.mathewsmaritime.com)>.

### ***More Exposure for MMF...***

To keep abreast of our activities and sponsored events follow us on Facebook and our blog. You can follow both of these, receiving posts to your email or phone if you like, and get the latest info as soon as it is posted. Check out these features through the links on our home page, [www.mathewsmaritime.com](http://www.mathewsmaritime.com), or directly at <https://www.facebook.com/mathewsmaritime> for Facebook, and for Peggy's blog go to <http://peggyofnewpoint.blogspot.com/>. Like our page, sign up to receive posts, share with your friends, and get social with us!

And don't forget, you can always order t-shirts, books, calendars, Peggy prints, DVDs, and other items found in our Museum Gift Shop using our online store. We use a secure PayPal connection for checkout.

***Foundation Financial Position...***

Here is a summarized statement of the Foundations Activities for the year 2015. It is presented here to give you a picture of our financial position and well being.

The Foundation continues to support its mission to preserve and protect Mathews County's rich maritime and cultural heritage through research, conservation, documentation and education.

Statement of ActivitiesRevenue

Contributions	\$10,241.
Boat Donor Program	30,285.
Gwynn's Island Boat Shop	4,520.
Gift Shop	2,136.
Membership Dues	<u>1,240.</u>
Total	\$48,422.

Expenses

Boat Donor Program	5,299.
Insurance	5,746.
Building Rental	10,800.
Building -Equip. & Repairs	480.
Utilities	2,963.
Peggy Operations	1,244.
Museum Operations	1,378.
Membership Development	1,376.
COGS	180.
Capital Purchases	<u>2,555.</u>
Total	\$32,021.

Change in Net Assets \$16,401.

Summarized Statement of Financial Position

As of December 31, 2012

## Assets:

Cash & Equivalents	\$ 40,508.
Peggy Endowment Fund	38,630.
MV Peggy	85,000.
Other Assets	<u>7,383.</u>
Total	\$171,521.

## Liability &amp; Equity

Accounts Payable	\$ 275.
Equity	<u>171,246.</u>
Total	\$171,521.

The Foundation now has a profile on The Community Foundation Serving Richmond and Central Virginia web site. To view profile go to...

<http://giverichmond.guidestar.org/NonprofitProfile.aspx?OrgId=1047401>

***Contributors to MMF in 2015...***

Our sincere thanks to the following for their continued support of the Foundation and Museum.

Donations/Contributions  
of \$5,000 or more

Zach Middleton  
Paul E. Zahn

Donations/Contributions  
of \$ 1,000 - \$ 4,999

Shannon Blake  
Jack Caldwell  
Catherine Cottrell  
Bruce Dwyer  
Dennis Francis  
Yvonne Gaines  
Richard Hollerith, Jr.  
Matt Jenkins  
Mark Mead  
Timothy Morgan  
Agamemnon Mourges  
Ian Morse  
Thomas Rose, Jr.  
Mildred Stillman  
Jay White  
Robin Wigton

Donations/Contributions  
of \$500 - \$ 999

William Buklad  
Drew Carneal  
Steve Casper  
Charles Finley, Jr.  
Blain Gayle II  
Robert Hanny  
Zachary Hudgins  
Todd Lowery  
Timothy Murphy  
John Parker  
James Redington  
Michael Tirrell  
Michael Uliasz  
Paul VandenBout

Donations/Contributions  
of \$100 - \$ 499

Michael Brann  
William Burdette  
Boyd & Sandra Collier  
Dennis Crawford  
Jack Fuller  
James Gibson  
Peter R. Hall  
George T. Harrison  
David Heidlebaugh  
Gary L. Herndon  
C. Randolph Hudgins, Jr.  
George A. Levis  
Nancy Lindgren  
Todd Lowery  
John Lucy  
Dave Machen  
Tom McGraw  
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Dennis Rundlett  
JoAnn Smith  
Paul Stimson  
Capt. & Mrs. William Story USNRET  
Michael Swiderski  
Doug Ward  
Joseph L. Ward  
James C. Warren  
John Washburn  
Rosalyn White  
Benjamin Whited  
John VanShalkwyk  
Elsa C. Verbyla

Donations/Contributions  
of Under \$ 100

Ms. Patricia Almond  
Marcy Benouameur  
John Bonner  
William Burdette  
Jack Caldwell  
Walter S. Coleman  
Dennis Crawford  
Anna T. Deaver

Thomas D. Edwards  
Mr.&Mrs. Donald Foster  
Roger Gamble  
Tim Hill  
Lewis Hubbard  
Aubrey Hudgins  
Edwin Jarvis  
Reed Lawson  
Helen S. Lewis  
Irvin Maslaw  
Vicki Pritchett  
Andrew Raw  
Arnold Ripley  
David A. Rowland  
Lynn Symarski  
Mr. & Mrs. Arthur Swenson  
Wallace B. Twigg, Jr.  
Robert Warren  
Mr. & Mrs. Doug Wilton  
Zimmerman Marine

Foundation/Corporation Donations  
& Matching Gifts...

Exxon/Mobile Foundation  
Urbanna Oyster Festival Committee





"Blockade Runner "Caroline" owned and captained by Lewis Hudgins and his son.



The tugboat "Chas. A. White"  
Model built by Capt. John C. Handy



Brig "Constitution" build by  
Lewis Hudgins at Fitchett's Wharf  
Model by Peter Wrike of Cobbs Creek



Tug boat pond yacht  
donated by Bonnie Hardy



Navy mine buoy identified  
as such by Bob George



Picture of Tom Colvin designed  
junk rigged ketch



Model of the deck boat "Peggy of New Point"  
built by Edward Diggs

### ***Boat Build Planned for this year...***

Last year, among the boats donated to the Foundation, were three smaller ones that are in need of restoration before they can be put up for sale or included in our museum collections. These three boats are in our Gwynn's Island Boat Shop awaiting restoration by a crew of volunteers who are interested in learning the art of boat building and restoration.

One is an Old Town "Whitecap", 13' lapstrake sloop rigged sail boat. She needs a new deck canvas and a coat of paint all around. She will also need a new mast and boom as well as a new centerboard, rudder and tiller.

A second boat is a 8' Seal Cove Skiff (some call it a wheel barrow boat) that was built by students in a boat building school run by Joe DeAlteris that was located in Mathews Courthouse in a building now occupied by Sunrise Pancake & Waffle House.

This boat is on loan to the Foundation. We are to restore it and then it will become a part of our museum collection. The work needed on it is quite extensive as the stern and bottom need to be replaced, some of the chine and ribs need replacement, and she needs a new paint from stem to stern.

The third boat is a mini tug boat of 10-12'. She came to us as a bare hull. Construction of

this little gem will have to be completed following the instructions in the builders manual.

In addition to the work needed on the aforementioned boats we have left over from one of our earlier family boat building weekends, two Mike O'Brien six-hour canoe kits available for purchase at \$395 each. Purchaser can choose to build the kit at our boat shop assisted by one of our volunteers or take it home to complete the build. If the latter, a construction manual will be furnished.

We are in the process of gathering the materials to be used in the restoration and building of these boats and canoes. Once we have them assembled at the Boat Shop we'll send out to our email list a schedule of work days.

We are looking to attract persons who have some experience in boat construction as well as someone wanting to learn the ins and outs of the process. All are welcome.

### ***Why Start Now?***

You may ask, why start boat building now after such a long hiatus? I guess the straight forward answer is the shape of the economy. There were not enough people around who could afford the cost of the boat kits. When we had our first Family Boat Building weekend in 2005 a family paid \$450 for a 10' rowboat kit they built and took home at the end of the weekend. That year 35 individuals took part.

In subsequent years folks interested in family boatbuilding wanted more than just a 10 foot rowboat. This requirement meant more materials at ever increasing cost. Which in turn meant fewer families who could afford the price of the boat kits.

So, rather than families having to shell out for a boat kit we decided to offer what may be considered boat building classes. Classes will be held on Saturdays and possibly during one week in the summer.

Individuals can come as often as they like to learn the craft of boatbuilding. If you do come often we'd ask that you make a donation to help offset our costs.