



The Carpenter's Boat Shop

Building boats, nurturing lives, helping others



A Note from the Board President

Greetings from The Carpenter's Boat Shop! We congratulate this year's apprentices and are proud of their many accomplishments: living and working together in community, building and restoring this year's wooden boats while honing their newfound woodworking skills, completing a variety of personal projects, and learning about themselves and others throughout the apprenticeship year. Many of their own reflections on their experience appear in this newsletter.

Like so many of the apprentices we serve, the Boat Shop itself is facing transition. Our Executive Director, Kim Hoare, will be leaving us this June after many years of association with the Boat Shop as a volunteer, as an apprentice and as the Boat Shop's second Executive Director. As we say farewell, we thank Kim for her service to the Boat Shop and, in particular, for her tireless leadership during the past

seven years. Her dedication to the values and mission of the Boat Shop, the care that she has brought to apprentices and staff, and the hospitality and connection she has extended to others are admirable and much appreciated. We wish Kim well as she embarks on her next journey.

We also thank our House Manager, Careyleah MacLeod, who will be retiring this summer. Careyleah has contributed a wealth of enthusiasm, knowledge, and experience to the Boat Shop community. From sourcing local and organic ingredients for our delicious meals, to supporting our 3-day visitors as they consider becoming apprentices, to sharing her love of engaging in genuine and meaningful conversation, Careyleah has fostered a healthy and positive Boat Shop community. We are grateful for all she has done.

Our search committee is actively seeking vibrant, experienced candidates to fill both of these important staff positions. We embrace the Boat Shop's rich past and the core values and mission on which it was founded by Bobby and Ruth Ives in 1979. And, as we celebrate the Boat Shop's 40th anniversary this summer, we look forward with great love and anticipation to the future: building boats, nurturing lives, and helping others.

Thanks very much for your continuing support of The Carpenter's Boat Shop.

Lisa Conway,
President

Pictured above: Top Row (left to right): Shaun James, Sarah Highland, Josh Richards, Breanna Arntz, Careyleah MacLeod, Kelan Nee, Kim Hoare Bottom Row: Calla, Serafina, Linnea and Darin Carlucci, Sam Strain, En Rei Sawyer Lee, Corey Ross, Elly Lang, Zosh Mrozek-Folkierska, Kiran Chapman



Apprentice Reflections

BREE ARNTZ The Carpenter's Boat Shop has helped me to grow this year. It has shaped my overall goals and world view. The opportunity to work with wood and the building of boats created an awareness for craftsmanship. Alongside boatbuilding, the experience of living in community, which was new to me, created a sense of wellness and safety in my life. Most importantly the community we built formed lasting and meaningful relationships between us all. I feel very grateful to be given the time that I was.

EN REI SAWYER LEE When we start building a new boat, often what we have is either a binder of instructions and a strong back (a sort of boat mold that the carcass of the boat is built onto) or some drawings and a table of offsets, which is a matrix of dimensional points of the boat. From that apparent vacuum, judgment, dexterity and care--tempered with experience, knowledge, and persistence--birth a boat. Though we do use power tools to rough out stock, all final fittings are done with hand tools. The boat's curves and subtle transitions are anathema to the power tools' exacting nature. I remember the pressure and fear early on of fitting ribs to the boat's planking. Fitting a piece of wood to the sides of lapstraked planks that are all curving at different rates seemed quixotic at best. The risk of taking one wrong shaving off the rib added immense pressure to each swipe. The process of placing the in-progress rib on the boat, diagnosing what needs to come off for a better fit, making that adjustment at the bench, walking back to the boat to find something else out of whack, then returning to diagnose, and so on, and so forth, sometimes for the whole day, had a way of smothering one's faith in their worthiness to craft a vessel that delicately floats atop the potentially lethal ocean.

Yet inevitably, the ribs would eventually fit. Sometimes a rib or two were added to the kindling box, but redemption always lay within reach as long as I persisted in the dutiful pilgrimage from bench to plank and back, not knowing which swipe would be the final one, but believing that just as all previous apprentices had succeeded, I too was capable.

Ostensibly, I am risk averse; feelings of dread and wanting to vomit are not ones that I prefer. I am also aware that risk is essential for growth. I believe we are all called to return to the vocation of crafting: Crafting the things that we use, crafting relationships, crafting

new values, narratives, societal constructs and well-lived lives--in sum, crafting ourselves. The wholesale crises we are encountering are largely a product of ill-designed constructs of the past, the undoing of which will require immeasurable quantities of thoughtful reflection, conversations and actions. It will also require immeasurable quantities of mistakes and failures, the hallmark of risks well taken. Boat building has taught me over and over about the indescribable rewards that await on the far side of the torrential currents of risk, which will, without a doubt, pull you astray. However, this reflection is not just about building of boats. Boat building was but the vessel for transmitting these lessons to me.

JOSH RICHARDS The year has gone so fast but felt so long. The friends I've made over the apprenticeship are comparable to my best friends from middle school. These relationships will surpass the nine months that we have shared being apprentices at the Carpenter's Boat Shop. Each one of us has gained countless skills from boat building to life skills that will help us sail through life.

Through this apprenticeship, I have enhanced my woodworking skills and my well-being. I will continue to use what I have learned here throughout my life, using chisels and planes to build new wonders for those I love, and for my own pleasure. What I have learned to better myself I will use to help shape a better world.

SAM STRAIN My nine months at the Boat Shop have given me the opportunity to grow as a woodworker. Early on in the year I started designing and building a dining chair. To have access to such an amazing facility and knowledgeable staff has made it possible to experiment with various woodworking techniques. I am just now finishing up a version of my chair in walnut. I am hopeful to take these skills I've learned and build furniture in the future. This program has really propelled me forward in my pursuit of a woodworking career.



KIRAN CHAPMAN I've grown up expecting that when I begin a task, I will see it through to completion during that first session. There were certainly always larger goals that took many consistent contributions before they were reached, but my predisposition has always been to fully check something off the list before I walk away. Otherwise, I feared I would end up with dozens of incomplete tasks and never be able to track them all down.

Working with a medium that is unpredictable and with tools and techniques that I'm still learning has required adjusting this expectation. Breaking down one finished piece into a series of smaller projects lets me feel satisfied and prevents working myself into a frenzy whereby it's suddenly midnight and I'm wailing on a mortising chisel and making constant sacrifices to my quality of work out of sheer hysteria.

What I've learned at the Boat Shop, both in woodworking and in personal growth, is that shortcuts are rare, and you won't find them on your first foray. The development that I've noticed in myself and my woodworking abilities only made itself visible when I stopped looking for it. To be part of an environment where the expectation of perpetually evolving consciousness is embraced has been a huge shift from my former lives and is a mentality about skill and personal development that I never want to lose sight of.

KELAN NEE I came to the Carpenter's Boat Shop feeling somewhat unmoored. In my time here I've felt myself grow, building up my character, accountability to myself and others and have had the simple luxury and privilege of time. The pace of life living on Old County Road is quick enough that I find myself amazed it is May already, yet I am always reminded that I have time to breathe, time to make a decision. At first, I was anxious to be given the tools and time to listen to myself. But I found myself growing comfortable, whether it was making a cut with a slow and steady saw or choosing to take a walk and





Can You Put a Motor on That?

Every summer, we have a few visitors who stop by the showroom, look at our lovely little Monhegan rowing skiffs, and ask, "Do you have something a little bigger that we can put a motor on?" So this year we decided to oblige. We took our inspiration from Codfish, our own workhorse powerboat, built in 1989. She went out the door as an 18-foot semi-dory with an interior motor well, was donated back to us with a rotted transom and was shortened to a 16-foot boat with an outboard. In that form she has stayed with us to help launch and tow our sailboats, drop off apprentices for their island solos and carry us to and from various on-the-water tasks that come up. We appreciate her generous capacity for people and supplies and stability in rough water.

With the type of boat decided, we went to John Gardner for the specific design. Gardner, the first master of Mystic Seaport's boatbuilding program, has written a stack of books on small boat

designs, including his classic, *The Dory Book*. We selected his 14-foot semi-dory design for our project. A semi-dory is a 20th-century evolution of the traditional fishing dory with its sharp bow, high sides, flat bottom and narrow "tombstone" transom. Dories were designed for oars and sail, and putting an outboard motor on one caused the stern to sink under the load. Enter the semi-dory, which has a broad transom for greater buoyancy astern, and looks almost like a regular dory cut a bit short at the stern.

Like other dories, the Gardner semi-dory is an interesting beast to construct. It starts with long bottom boards that run fore and aft and are held together by oak strips called cleats running crossways. After the boards are cleated up, we add the five frames, which serve as construction molds to bend planks around for the sides and will form the ribs of the finished boat. We fasten the frame assemblies onto the bottom, creating the "dead bug" stage

of dory construction with five "legs" pointing skyward on each side. We then flip the bug and fasten its legs to the floor of the shop to anchor the boat for upside-down planking. With five planks on each side, the boat is flipped right-side-up again for finishing out with seats, rails, and stiffening knees.

Our semi-dory will be a versatile boat for trailering, rowing, and motoring. We look forward to trying it out before putting it into the showroom.



breathe in the cool Maine fog. I am so grateful to have spent nine months in this place. I am young, and I hope to have lots of life ahead of me, but I am certain that I will hold this place close as I set out. Even when I am away from here, I believe I will remember the patterns, the people, the peepers.

ZOSH MROZEK-FOLKIERSKA Being part of this community has nourished my mind and heart and stimulated learning about so many aspects of woodworking, as well as a hundred other subjects. I would love to see myself living in another intentional community in the future. Critically, I have

discovered that building boats is the perfect physical therapy after breaking an elbow!

Being here has been something of a cultural exploration; moving from a city to a rural setting surrounded by nature, experiencing life in the US, celebrating a different set of holidays, and learning about local histories. Watching the projects that other apprentices and staff have been working on has been an inspiration. It's been exciting also to get to know some of the local flora and fauna. Porcupines and cardinals are a welcome change from foxes and pigeons, although I don't think I'll ever get used to ticks!



Stool made by Kiran Chapman



440 Old County Rd
Pemaquid, ME 04558
www.carpentersboatshop.org

Newsletter—Spring 2019

Saving old buildings, upgrading technology

The charming Carpenter's Boat Shop Chapel needed substantial work to save the building from severe deterioration. Thanks to generous donations from friends of the Boat Shop, we replaced all the windows, put on a new roof and gutters and painted the interior. The electrical wiring still needs to be updated for both the Chapel and the nearby Restoration Shop.

Once crowded with boats, as well as chairs for meetings, the chapel is now an inviting gathering place for discussions, live music, and quiet repose. The boats have moved to the new showroom in the old workshop. There is a little more work to be done on the Chapel's chimney, and the outside needs new cedar shingles, hopefully this year.

The next major building project will be dealing with the 150-year-old Boat Shop Barn, parts of which are in rough shape.

Meanwhile, it is past time to upgrade the campus communication system, a patchwork of mostly aging equipment, slow Internet access and devices that don't readily talk to each other. We'll be working on that, too.

Peter McNaughton

Wishlist

Hi Lift jack \$90
LED shop light bulbs (\$18 each)
Solar panels for boats x4 (\$50 each)
Makita circ. saw, #5007 (\$120)
Makita Lithium Ion 18V Batt. (\$80)
Makita router 2 1/4 hp (\$200)
3-ton floor jack (\$250)
TotalBoat boat lift system (\$900)
SawStop table saw (\$2700)
Gas gift cards (variable)
Hannaford gift cards (variable)
Industrial baking pans (\$200)
Local farm CSA (variable)
Woodenboat Mag. digital (\$170)
Glass door reach-in refrig. (\$1800)
Lawn tractor snow plow blade and chains (\$400)

