



ISSUE # 1

SPRING 2011

Traditional Wooden Boatworks

FOR & AFT

OUR QUARTERLY NEWSLETTER

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Shop News

Welcome to our first shop newsletter! Our goal with this newsletter is not only to let you know what we are up to here at the shop but also give you historical, practical, and just plain interesting information related to traditional wooden boats.

Our shop began in 2008 in a 4 by 8 foot covered trailer. We worked on a number of different projects from Rockport to Brooklin out of that humble rig and finally were able to secure long term work and a shop space in 2009.

Now in our fourth year of business we have moved into a new facility in Searsport Maine, conveniently located on RT1. The building is 100' long and 40' wide with 16' tall ceilings. We are very excited about the space and the ability to take on larger projects.

John and I enjoyed our first trip to the Maine Boatbuilders

Show in Portland, Maine. We want to say a personal thank you to all of the people who came by our booth and gave us such kind compliments on the 18' Hampton Sloop. Many of you were very interested in knowing when the launch date was planned for.

Here it is

LAUNCH DATE

for the 18' Hampton Sloop is set for **Sat. June 4th** at the town landing in Stockton Springs. For directions and other information visit our website.



Currents

The keel was laid for the 18' Hampton Sloop back in December and we wrapped it up just in time for the Maine Boatbuilders Show in Portland on March 18th. We had our fair share of late nights but it was all worth it. The boat turned out beautiful and we are looking forward to the launch and some good days of sailing on her.

SPRING WORK:

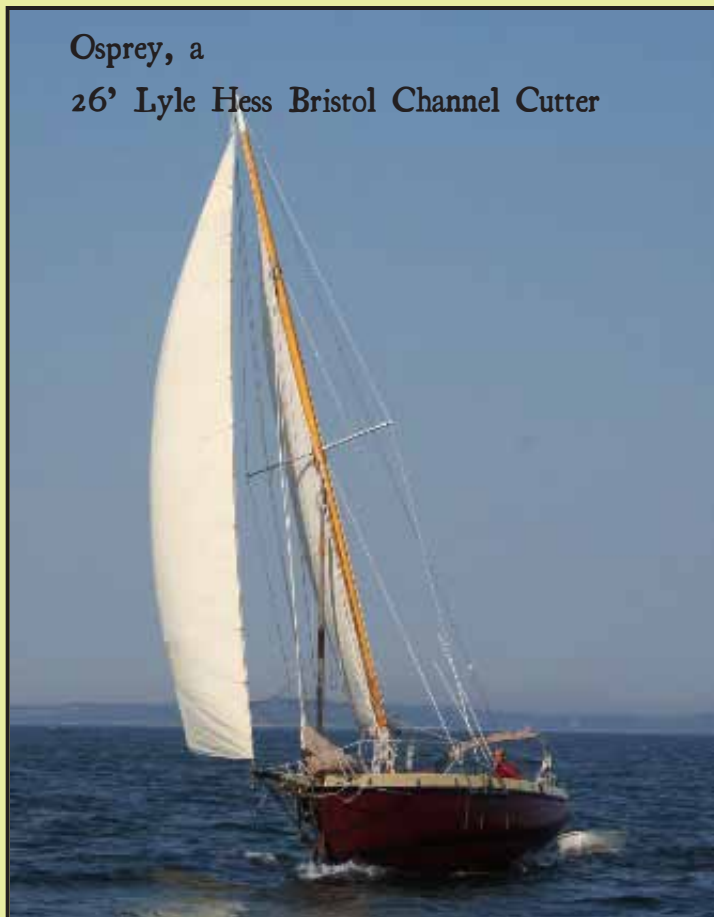
-On the 26' Bristol Channel Pilot Cutter named Osprey we will be doing miscellaneous electrical and carpentry work.

-We will be refastening the Concordia 31 named Vital Spark in Brooklin Maine

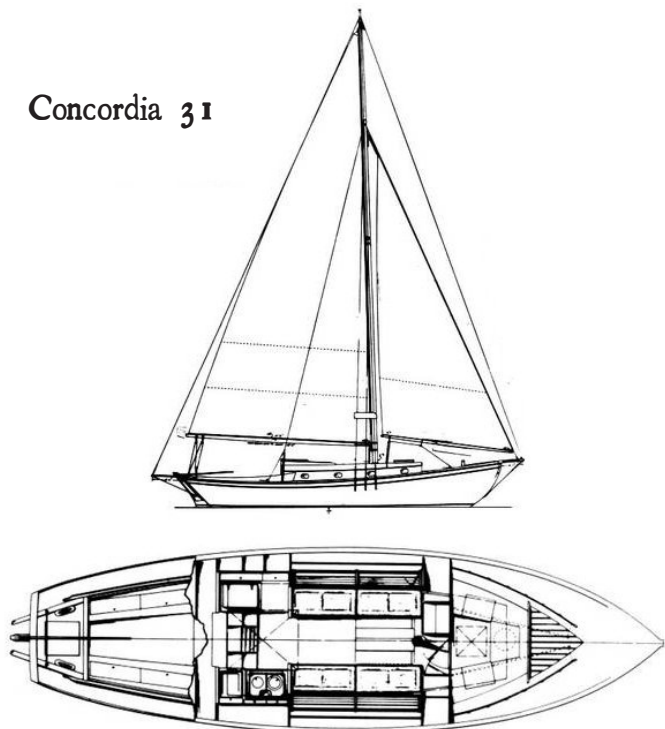
-On the 28' Lyle Hess Bristol Channel Cutter Dawn B we will be doing miscellaneous systems work and carpentry jobs.

For more information on any of these projects check our website www.odonovandole.com

Osprey, a
26' Lyle Hess Bristol Channel Cutter



Concordia 31



-We also will be finishing a job we began in the Fall aboard Drumbeat, a 37' William Garden designed, all teak ketch. The work includes fuel tank removal and replacement, electrical system overhaul, and miscellaneous carpentry jobs.

So we have a pretty full Spring lined up at O&D and are looking forward to Summer! We will be attending the Wooden Boat Show in Mystic CT. As well, we hope to be sailing in the Small Reach Regatta in Lamoine Maine.

18' Hampton Sloop

LOA: 20' 6"

LWL: 16' 9"

BEAM: 6'

DRAFT: 1' 9" UP

3' 2" DOWN

DISP: 2550 LBS

SAIL AREA: 170 SQ FT

Our 18' Hampton Sloop is an interpretation of a boat built by Perry Sinnett in 1902, modified for longevity, ease of use, and comfort. The lines for the hull are identical to those of the boat built on Bailey Island Maine by Mr. Sinnett, to be used as a daysailer by Dr. Franklin P. Luckey of Paterson, N.J.. Dr. Luckey's boat named Cuspidor is now in the hands of Mystic Seaport.

Our 18' Hampton Sloop is constructed with simple materials and techniques that have been used for centuries.

- WHITE OAK BACKBONE WITH STEAM BENT FRAMES
- CARVEL PLANKED WITH ATLANTIC CEDAR
- FASTENED WITH BRONZE
- CAULKED WITH COTTON
- LAID WHITE PINE DECK
- TWO RIG OPTIONS, GAFF OR LUG
- SAILS BY NAT WILSON

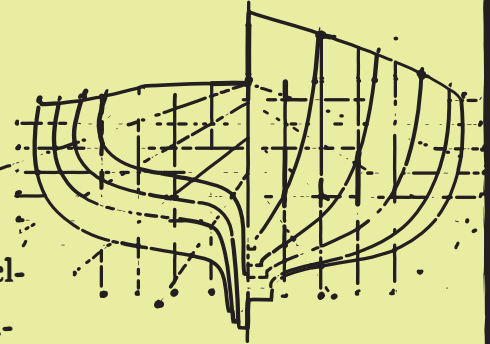
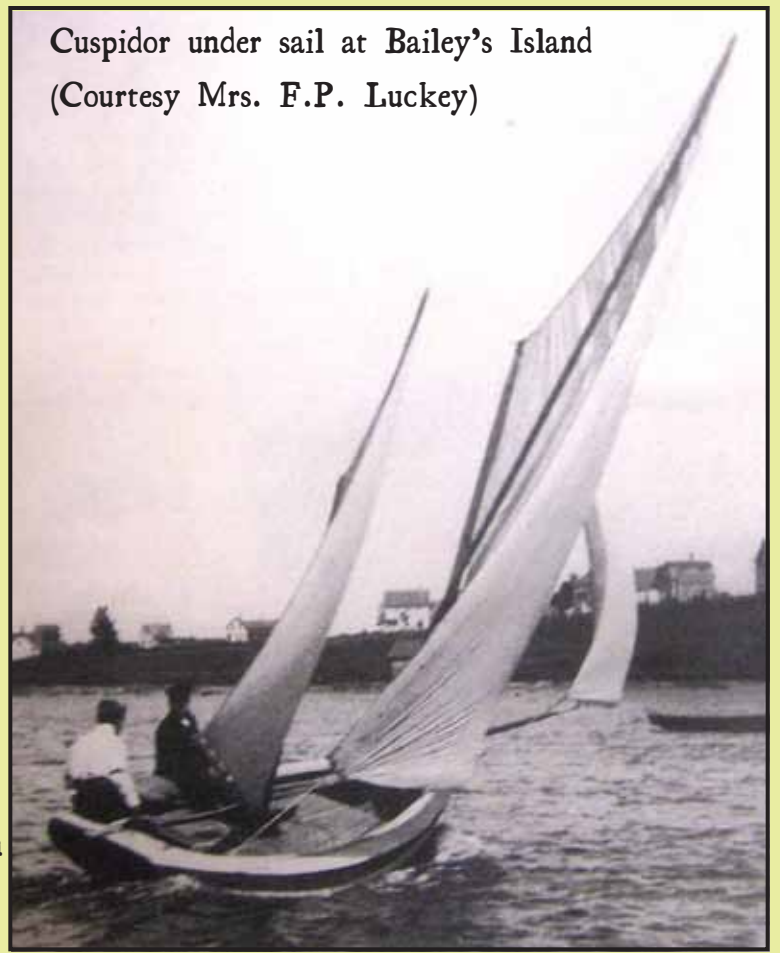


Hampton Boats?

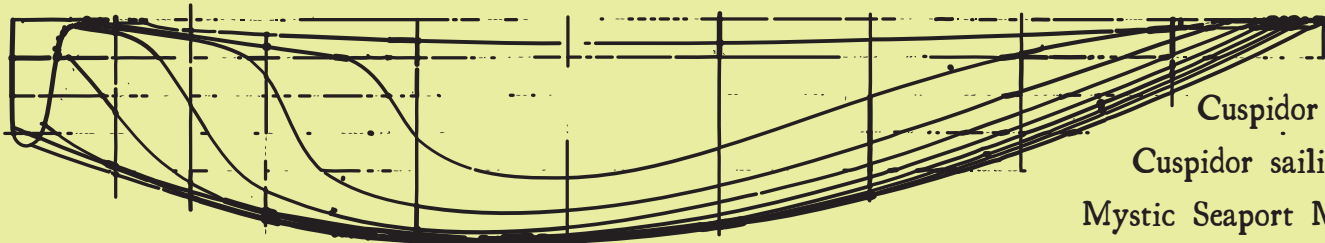
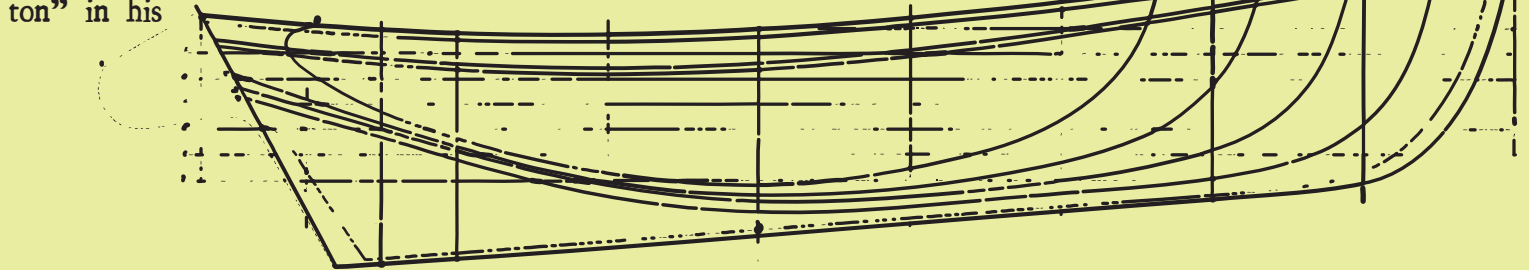
When Patrick and I began the process of coming up with a “design to build” our parameters were simple. We were looking for a boat from sixteen to twenty feet. The boat would be a shoal draft center boarder with a simple rig. We wanted a traditional boat both in appearance and construction. The final requirement was that the boat had some local connection to the Maine coast. It did not take long for us to come across, and decide on a Hampton boat.

Hampton boats, like so many traditional working craft, were developed over time to meet the needs of the fisherman on the coast of northern New England. The name Hampton is not so much a design as it is a description of a type. Construction of these boats is said to have begun in Hampton, New Hampshire hence the name. The first boats would have been lapstake construction and double ended “pinkies”. In 1938 noted maritime historian Howard Chappelle wrote a piece for “Yachting” magazine titled “The Hampden Boat”. Mr. Chappelle felt that the type developed around Casco Bay Maine specifically and was not developed from the pinkies of New Hampshire. He surmised the square stern Hampton (with transom) was developed from a ships yawl boat to meet the local needs on the bay. The “controversy” surrounding the name and origin of this type is still not settled. Although Howard Chappelle did change the name of these boats to “Hampton” in his

Cuspidor under sail at Bailey’s Island
(Courtesy Mrs. F.P. Luckey)



Although Howard Chappelle did change the name of these boats to “Hampton” in his



Lines Plan For
Cuspidor and Photo of
Cuspidor sailing courtesy of
Mystic Seaport Museum

wonderful book "American Small Sailing Craft" in 1951.

The Hamptons and the types preceding them have many similar qualities and one can imagine the boats evolution. Both the New Hampshire and Casco Bay origins create a boat designed for fishing and lobstering close to shore, but in some rough conditions. Hamptons ranged between 18' to 32' in length. The boats all are shoal draft and in 1868 Maine builder David Dougherty is credited with adding the first centerboard to this type. The construction of these boats varies with the early boats most likely being built lapstrake. The use of carvel planking and eventually strip planking was most likely seen on the square stern boats. David Perry Sinnett of Baileys Island Maine is credited with the first strip planked model in 1877. Sinnett was said to have built over 300 Hamptons in his lifetime. The prominent rig for these boats was the Ketch rig. It gave the fisherman spars that were easy to set and

strike as well as many sail options. Hampton boats have what is called a "double wedge shaped hull". This term describes the sharp straight sided bow shape moving to a flat run aft. This hull shape kept many of the sail boats around as the fisherman started to use small gasoline engines in the early 1900's. Unlike the Friendship sloops the Hamptons were easily changed over from sail to power. With new Hamptons the hull shape began to widen aft and freeboard was added as the power plants became larger. When looking at modern lobster boat hulls many of the Hamptons lines show through.

For more information on Hampton boats please read our sources for this article

-Howard I. Chapelle American Sailing Craft 1951 Norton Publishing

-Phelps Soule article "The Hampton Boat" American Neptune April 1943 *

-John Gardner article "The Elusive Hampton Boats" The Small Boat Journal November 1979*



"Two Hamptons photographed around the turn of the century at Turbatis Creek in Kennebunkport, Me. Lance Lee of the Bath Marine Museum says that the boat at left is the only Hampton he has seen that was sloop rigged." John Gardner-The Small Boat Journal 1979

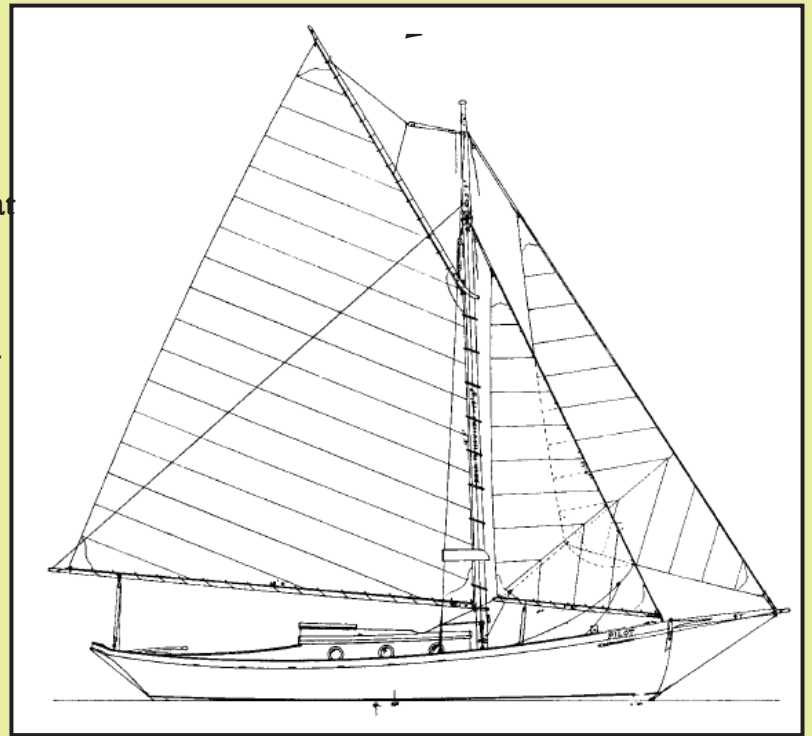
Design Review

John and I feel that it is very important to keep the designs of the past alive. Our hope is that by presenting a different design each issue with a review and estimate for construction we can help these timeless designs survive for another generation to enjoy.

Designer: George Stadel
Name: 26' Pilot Sloop / Schooner
LOA: 26'
LWL: 22'2"
Beam: 8'
Draft: 4'
Disp: about 8,100 lbs
Sail Area: Gaff Sloop 376 sq ft

The following is George Stadel in his own words describing how this design was born.

“One cold winter evening before World War II, Howard Chapelle and I were kicking around ideas that would make a good cruising boat. We finally came to the conclusion that two of the best types, for use in this area at least, were the sailing fisherman and the pilot boats. The fishing schooner's freeboard would be



too low and there'd be to little room below, however, if she were scaled down into a cruiser. The pilot boats, on the other hand, were relatively small to begin with. They were able and fast sailers, comfortable and quite roomy. These were all of the qualities needed for a good cruiser.

“From this discussion, I drew up the first 26' Pilot. She was very successful and about 40 of them have been built over the years. Later, I went on to design others of the same shape, but in a variety of lengths from 20' to 40'.”

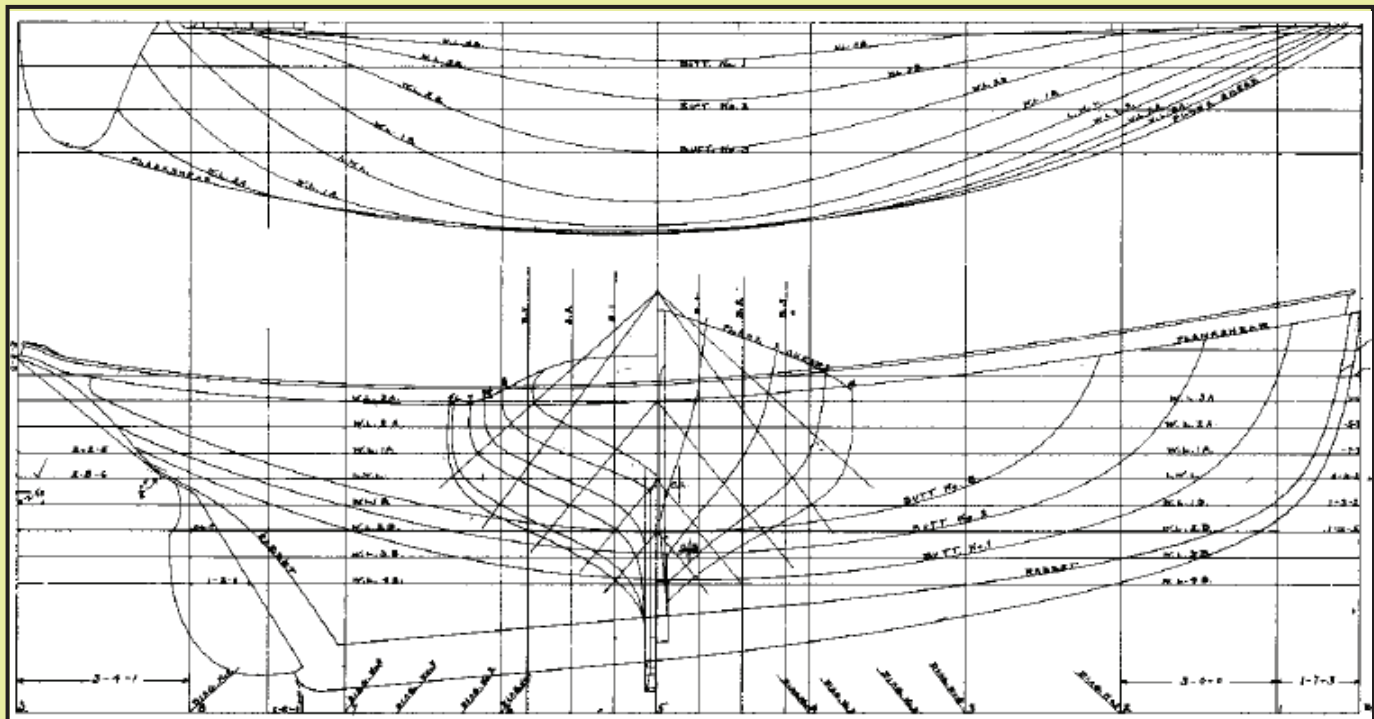




Eider after her 2010 refit

Everywhere that this boat sails she gets compliments. Her roots lie firmly in the working craft of the past and she is a perfect example of timeless elegance. We were fortunate to have one of these boats named Eider, come to us for refit work during 2009-10. Soon after the new owner's first Summer he came back to us and said, "You must have paid people up and down the coast to give me compliments on this boat! Everywhere I go people tell me how beautiful she is."

Our estimate for building one of these wonderful boats is \$203,500. This price is for a boat built with white oak, planked in cedar, and bronze fastened. A yanmar inboard engine, simple electrical system, head, and fresh water system fit out the boat for comfortable weekend cruising. She can comfortably sleep three people, two in the forward v-berth and one in a pilot berth aft on the port side. Three rigs are available, Gaff Sloop, Schooner and Marconi Cutter.



Quoted text, design specifics and lines plan are from "Fifty Wooden Boats" published by Wooden Boat Books pg 84-85

Behind The Garboard

A LOOK INTO THE PAST

For this and future newsletters, this section will provide a short essay on local and maritime history as well as some photographs. The following is an article I have written on shipbuilding in the town of Searsport. Digging up information is very exciting for me but as you will quickly see, I am no a writer. I hope you find this and future articles, informative and entertaining.

Walking along the waterfront in Searsport, it is difficult to imagine what it was like 200 years ago. You would see schooners in stocks, piles of lumber stacked on the beach, and smell boiling pitch in the air. On this wide open half mile shore the people of Searsport were hard at work to produce what they and the people of New England needed, ships.

The town of Searsport Maine is located on the western shore of Penobscot Bay near the "head". The town began as part of Frankfort

in 1770 and was known as West Prospect. Searsport was incorporated in 1845 and by that time the town's commercial focus was shipbuilding.

The first documented vessel to launch in Searsport was the schooner "Friendship" in 1810. At this time, all along the Maine coast sloops and small schooners were being built by settlers who found value in building, owning, and operating their own vessels. They sailed to Boston and New York to trade surplus goods such as wood, fish and produce. Many of the Searsport built ships had local investors, owners and captains. During the nineteenth century the town of Searsport produced more sea masters than any other town of its size in the United States.

From 1810 through 1890 over 200 vessels were built on the waterfront in Searsport. For eighty years the town revolved around this industry. There were 13 different shipyards working in Searsport during this building boom.

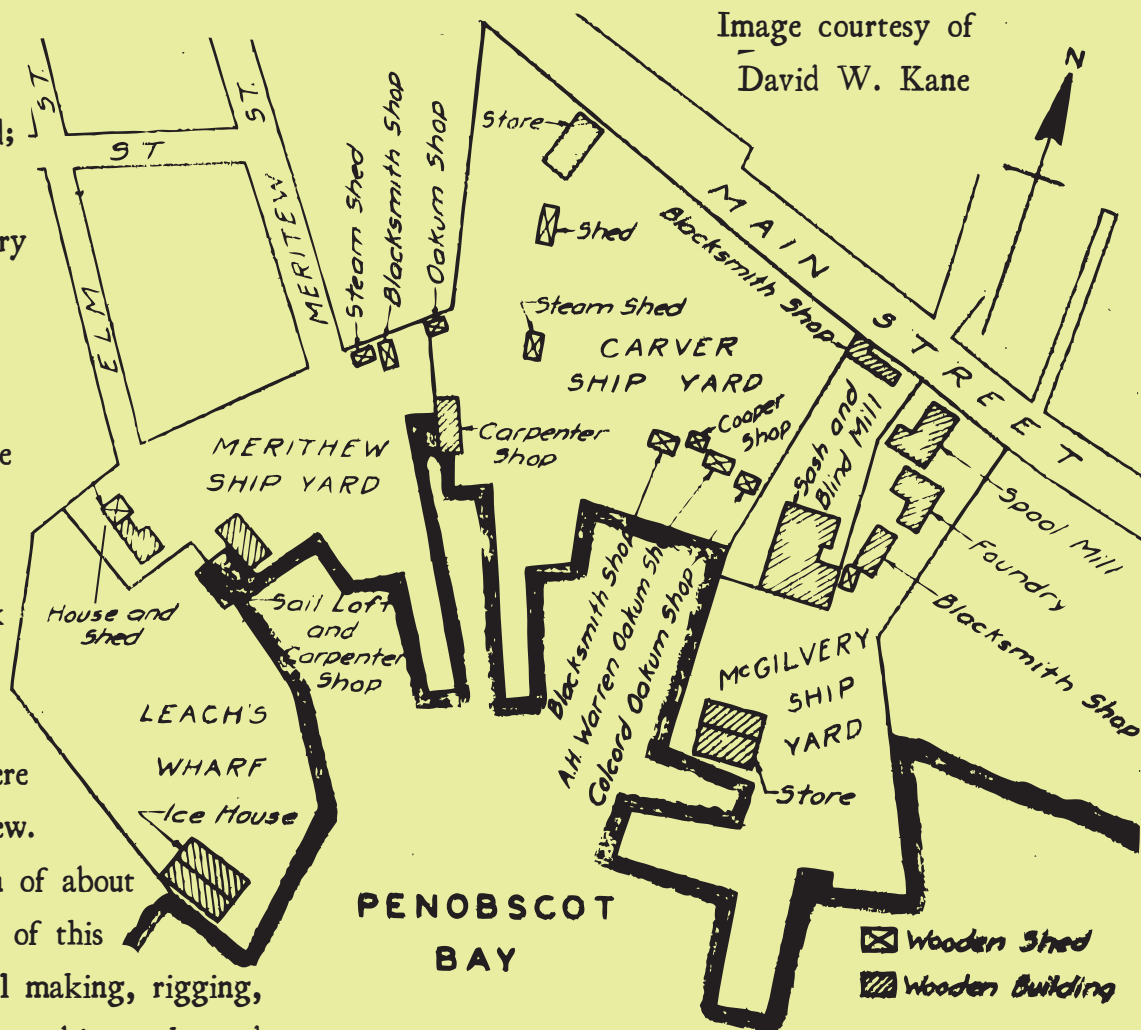


Some yards were short-lived; others such as the Gilkey, Mathews, Carver, McGilvery and Merithew produced many schooners, brigs and fully rigged ships. The “yards” were often no more than sections of beach.

Through photographs we can see that what we think of now as a “shop” did not exist. The needs of shipbuilders of this time were simple, transportable and few.

In Searsport, a town of about 2000 in 1850, all aspects of this industry were handled. Sail making, rigging, blacksmithing, spar making, cabin work, and outfitting all took place in town. Much of this work was done in simple buildings surrounding the waterfront. This relatively small community in 1846 built and launched four schooners and seven brigs in one year! Working through what must have been bitter winters on the beach; yards were producing up to three ships a year. Through the latter half of the nineteenth century the increased need for goods as well as the expanding trade route created the need for larger vessels. In the early 1800’s, the ships coming out of Searsport were 100 tons or less. In 1877 the Carver yard had launched the “William H. Conner” a 1500 ton ship. This increase in ship size certainly helped grow Searsport shipbuilders in the short term but eventually ended the industry for the town.

-Images courtesy of the Penobscot Marine Museum www.penobscotmarinemuseum.org



**SEARSPORT MAINE
SECTION SHOWING
SHIPYARDS
AS OF 1875**

The ships needed to be bigger, 2500 to 3000 tons and the shallow beaches could not launch such vessels. In 1891 the bark “Mabel I. Meyers”, 669 tons built at the McGilvery yard was the last sailing vessel to be launched in Searsport.

Shipbuilding in Searsport ended earlier than many other Maine towns and cities. The yards did not see the switch from sails to steam. They worked in wood not steel. In some way, it is nice to know that the last ship to launch in the harbor was a wooden sailing ship built on the beach.

Classifieds

The Classifieds section of our newsletters will reflect the “classifieds” section on our web site. Our hope is that this can be a venue for traditional wooden boats looking for a new home, and a destination for people in the market for these used boats. The website is set up so that you can easily create your own listing with photos and a description. These listings are FREE!

We are providing a place for people to list their wooden boats for sale themselves and our hope is that this will keep many a good boat from the chainsaw. In our quarterly newsletter we hope to feature the latest additions to our on-line classifieds section.

There is a lot of interest in traditional wooden boats, this was proven to us during our first boat show. Our desire is to get people out on the water in boats that are beautiful and fun to sail. New boats are not always an option for people. A good used boat, combined with a refit can often land people in a wonderful classic boat that is safe and easy to maintain for a fraction the cost of a new boat.

With your help we can keep older wooden boats sailing and new people falling in love with the beauty and timelessness of these traditional craft.

Yard Rates

ESTIMATES

Please contact us for a free, indepth estimate including labor and materials costs. For extended projects we will update the estimate as work is completed and alert you of any unforeseen costs.

LABOR

- General Carpentry \$35.00/hr
- Paint & Varnish \$35.00/hr
- Marine Systems \$45.00/hr

INDOOR STORAGE

- Storage Rate \$5.00/sq.ft
(LOAxBEAM)
- Dingy Charge \$150.00 per season
(Sept - June)

BE SURE TO VISIT OUR NEW WEBSITE FOR:

- More Info on the 18' Hampton Sloop
- Boats for Sale
- Current Project Information
- Up to Date Yard Rates
- Wooden Boat Classifieds
- Design Reviews
- Historical Articles