

## GLBBS makes HISTORY!

*The classes of 2012-13 were given the great honor of building a whaleboat for the famed Charles W. Morgan whaling ship, which was under restoration at the Mystic Seaport Museum. For the school year 2014-15, resulting from the success of the building of the whaleboat, the U.S. Navy commissioned GLBBS to build a Cornish Pilot Gig for the U.S.S. Constitution, per the request of its Captain, Sean Kearns. This gave GLBBS the privilege of being the only organization in the country to have built boats for two national historic landmark vessels: the oldest American Naval and Merchant vessels, and the two oldest ships afloat in the world.*

### **Executive Director Patrick Mahon reports:**

The summer of 2014 was a busy and exciting time for everyone at GLBBS. We had delivered the Whale Boat to Mystic Seaport Museum the year before and now the *Charles W. Morgan* and her complement of whaleboats were on the 38<sup>th</sup> Voyage, visiting numerous coastal towns including her birth-place, New Bedford, Massachusetts.

The next weekend, staff member Bud McIntire and alum Ed Greiner attended the July 4th celebrations in Boston and were able to take part as guests in the yearly sail of the USS Constitution in Boston Harbor. During that visit, Bud made the first contact with Captain Sean Kearns and started the process of commissioning a special boat for the USS Constitution crew. Soon after the new school year began, the U. S. Navy signed off on the building of a 32-foot Cornish Pilot Gig by GLBBS.

This six-man rowing gig has a long and interesting history. Developed in the early 1800's on the coast of Cornwall England, the boats were originally used to ferry pilots to the incoming sailing ships in order to guide them to safe harbor. The lightly built lapstrake gigs needed to be seaworthy and fast; six strong rowers and a coxswain were employed to race the boat out in any weather, and the nature of the Pilot business soon turned into a competition to be the first crew there and get the pilot aboard. The gigs were also used for rescue and salvage operations, and, due to their speed and seaworthiness, were used by smugglers, crossing the 170 miles of open and dangerous waters between the English south coast and Brittany.

To keep in condition, the crews of the many gigs waiting for the chance to row to a ship started rowing against each other in organized competitions. Soon these competitions became popular spectator events with substantial cash prizes. There

was even an all-female rowing crew that travelled to the many competitions, taking home considerable winnings!

The gig evolved to its present form sometime in the mid 1800's and, though the means of delivering the pilot to the ships changed, the gigs remained popular and continued to race in competitions put on by the coastal towns of Cornwall and throughout Great Britain.

The gig that GLBBS is building for the USS Constitution is based on the Cornish Pilot Gig *Treffry*, built at Saint Mawes on the Cornish coast in 1842. The lines of the original boat were reproduced and a history of the pilot gigs and their construction well documented in John Gardener's book, *Building Classic Small Craft*. This same boat was recently finished for the *Come Boating!* organization of Belfast Maine, and they supplied us with a new table of offsets to complement the information in the Gardener book.

The *Treffry* gig is 32-ft. long with a beam of four feet, eight inches. The six rowers sit opposite of their oarlocks, each man with a twelve-foot sweep. The original construction employed mostly local wood; narrow leaf elm was used for the backbone, planking and frames. A combination of elm and oak was used for the many knees and rails that finish out the boat. Traditional fastenings of clenched nails at the plank laps and rivets for the frames were used.

For our gig we chose Iroko, a strong and rot resistant African hardwood, for the backbone; Port Orford cedar planking and white oak for the bent frames. Various woods will be used for the thwarts, knees and rails. The color scheme will be determined by the USS Constitution crew but I anticipate a bright interior complemented by a painted hull, no doubt Navy Blue.

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**Student Services Director Bud McIntire completes the story:**

I contacted the office of the USS Constitution to try to get two tickets for its annual, July 4th cruise. This was a way of thanking graduate Ed Greiner for his attendance at three Wood-en Boat Shows at Mystic on behalf of the school, and, since he was retired Navy and a naval historian, I thought he'd really enjoy it. When I told the administrators about our involvement in building the whaleboat for the Mystic Seaport's restoration of the *Charles W. Morgan*, we were promptly issued VIP tickets for the event. At the end of the cruise, Captain Kearns sought us out to talk about building two rowing boats for his crew. They had been rowing a couple of larger, traditionally-built boats owned by the Boston Rowing Club. The question was, what were these boats?

After several phone calls to the rowing club, I reached the head of their boat shop. He told me about the 32' Pilot Gig, and that several other rowing clubs were using this same boat (in Gloucester and Hull, Mass., in Belfast, Me., and at the Lake Champlain Maritime Museum near Burlington, Vt.). I called the Lake Champlain museum and found that their 32' Pilot Gig was based on a boat drawn by John Gardner many years ago, from lines taken off of a historic Pilot Gig called the *Treffry*. I communicated this to the officer who had been appointed Project Manager by Capt. Kearns, and sent along photos. He agreed that this was the boat they wanted to have built. I gave this info to Pat who took it from there in putting together a proposal, and getting a set of drawings and offsets, etc., from a boat builder in Belfast, Maine. \*

While we were researching the boat, Ed had another trip planned back in Boston, and he agreed to spend time talking further with Captain Kearns and the project manager about our

whaleboat project, the school, etc. I believe that Ed, being a retired Navy Sr. Chief, as well as a graduate of our school who had been involved in the building of the whaleboat, made the difference in the decision to give GLBBS the commission.

Additionally, in talking with the project manager for the Constitution's upcoming restoration, I learned that Matthew Stackpole was on the Advisory Board. As usual, Matthew has been modest about any influence he may have had in our selection but we know how supportive he is of the school's good work.

**\*Note:** The Belfast boat builder is Rick Fitzsimmons. His wife Liz sent the photo (*see above*) of Rick's pilot gig Selkie, being rowed by an all-woman crew in a race at Belfast. It's the Selkie's plans that are being used by the school to build its pilot gig (*see below*).



# THIS YEAR'S CLASS

**THE STUDENTS of 2014-15, as those before them, once again bring great pride to GLBBS ...and strengthen the values inherent in its programs. If it weren't for each and every one's dedication to learning and working toward being the very best, the school would not be enjoying the success that it is today.**



## **Gus Bell**

*Cincinnati, Ohio age: 25*

Comes from a family of 14! Likes turning wood bowls, carving, kayaking, and karaoke. Now in his his second year, Gus served as shop assistant at GLBBS last summer, and in his spare time (a rarity with Gus), he has been building a peapod boat (a Maine classic) that he may be talked into selling. One of his favorite memories will be his times putting around the islands in the *Garvey*, that he and his class built last year.



## **Sam Bibb**

*Nashville, Tennessee age: 21*

Sam attended the University of Tennessee, studying business, and spent an internship with H.E.A.L. Ministries in Uganda. He loves being outdoors: fishing, hunting, boating, water sports, snowmobiling, ice fishing, admiring the stars on a clear night; and enjoys following sports and politics. He is a third generation summer resident, whose grandparents urged him to consider GLBBS because of his love of woodworking. He said that he loves the Les Cheneaux area even more now that he has come to know the people who live here year around. Sam is definitely returning for the second year!



## **Mark Bilhorn**

*Evansville, Wisconsin age: 27*

Mark was home-schooled and had worked as a machinist and welder. Besides loving both metal and wood working, he is a talented musician. He and fellow student, Spencer Fegley, quickly combined their talents to become very popular entertainers at school and community events. Mark will spend the summer as a shop assistant at GLBBS and enroll in the second year to work toward a boatbuilding career.



## **Adam Breister**

*Lake Nebagaman, Wisconsin age: 19*

Now a second-year student, Adam was home-schooled, coming to GLBBS straight out of high school. Fitting right into the mix, he loves hunting, fishing, camping, kayaking...anything outdoors. He spent last summer serving as crew on a 74-ft. yacht on Lake Superior, and the owners continue to sing his praises! There is no question in his mind (nor in ours) that he will be pursuing a very successful career in boat building.



## **Erin Carlin**

*Newville, Pennsylvania age: 42*

Erin, with a PhD in Curriculum and Instruction, was campus president and director of education for a post-secondary school when he decided to make a notable career change. He loves boats and woodworking, and wanted to return to his blue collar roots. After much research, he chose GLBBS for its comprehensive curriculum. In order to attend the 2<sup>nd</sup>-year, he and his wife Christin, a deputy district attorney, along with their 5-year-old son, Finn, are moving to Kalamazoo, Michigan. He loves the outdoors (fishing, boating, hiking, camping) and regards Les Cheneaux and its people as paradise. The GLBBS staff is very appreciative of the assistance he has given with his experience in vocational school accreditation.



## Ben Davant

*Belfort, France age: 22*

Ben, as anyone can tell in a glance, is multi-faceted! He was a timber framer in his native France, a carpenter in South Africa, and has a Bachelor of Laws degree. He loves running and learning new languages. His determined effort to attend GLBBS was based on it being the only school that had such a complete program in its first year. He loves the community and wants to return for the 2<sup>nd</sup>-year but the challenges to meet the legal and financial requirements to remain in the US are formidable.



## Spencer Fegley

*Maryville, Tennessee age: 22*

A lifelong native of the foothills of the Great Smoky Mountains, it had to have taken courage on Spencer's part to come this far north but he quickly joined in. Even before school had started, he and Mark Bilhorn were entertaining everyone with their magical folk music, as if their voices and guitars had been partners for years. Spencer's other love is cars, and he has worked as a mechanic and in construction. His dream is to live by the ocean, using his skills to create a great job.



## Caleb Gulder

*Pickford, Michigan age: 19*

Born in Chicago but reared a Yooper, Caleb has five brothers, was home-schooled, is a beginning cellist, and loves amateur radio, and, of course, boats and woodworking. Living just ten miles north of Les Cheneaux, GLBBS was the given choice. He is intent on building a career to support a family and remain in the community he loves. "Thanks to everyone who made it possible for me to be here."



## James Harback *age: 44*

Second-year student Jim has a B.S. degree in Government and is a veteran of the U.S. Army. He first learned of GLBBS when he saw the whaleboat that the school had built on display at Michigan Maritime Museum. He loves "jeeping", hiking, excursion camping, motorcycling ("this is a great area for it"), cabinet and furniture making. He spent last summer exploring the entire country on his motorcycle. Because Jim chooses not to be photographed, he suggested that the school mascot take his place! Somehow, it seems appropriate.



## Sean Libby

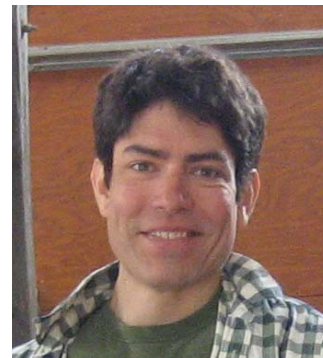
*Cedarville, Michigan age: 25*

Originally from Santa Cruz, California, Sean attended college, and specialized in diesel mechanics in the U.S. Marine Corps. He and his wife met while in the service, moving to this area because of her job as "a motivated pit boss" at the St. Ignace casino. He considers this to have been fate when he discovered GLBBS almost next door, as he enjoys working with his hands and can't imagine a more rewarding career than boatbuilding. He thanks his family for keeping him encouraged, and he will be attending the second-year program.

## Garrett Noyes

*Traverse City, Michigan age: 30*

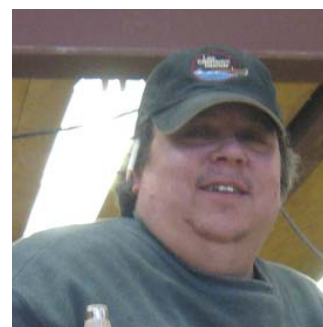
Garrett is originally from New Hampshire and attended Unity College in Maine, earning his bachelor's degree in park management. His background has been in natural resources and organic agriculture. Fishing, fly tying, and paddling are favorite pastimes. Working toward a goal of building small boats and canoes between the farming seasons, he makes the weekly commute to and from Traverse City, where his wife Blythe is employed. He chose GLBBS for its location, program, and the wide variety of boats that are built.



## Michael Podgajski

*Grosse Ile, Michigan*

Mike was an overhead crane operator with Great Lakes Works, and a father of two grown sons and a teenager, when he decided to switch careers. He had worked on wood boats all his life, "so why not learn how to build them?" He has been vacationing in Les Cheneaux for the last 30 years, and became aware of GLBBS at the Antique Wooden Boat Show in Hessel. He loves the area and will be attending the second-year program, with hopes of someday starting up a shop with his sons.



## Nic Seifert

*Muskegon, Michigan age: 23*

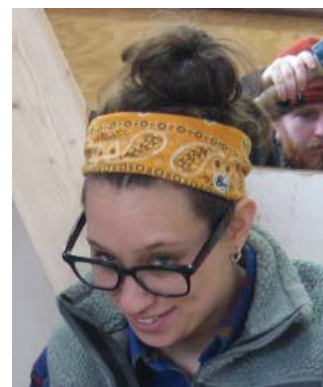
One has to wonder how second-year student Nic was off the waters long enough to get his Associate Degree in Science and the Arts. He has worked in boat yards since his early teens, been in racing, sail production, repair and rigging, almost as long; got his OUPV (6-pack) captain's license in 2012, and captained a 52-ft. carbon fiber yacht last summer. His dream is to build such custom high-performance boats, and credits Pat and Andy as outstanding mentors and teachers, and his family for making it all possible. On top of it all, "the love and support the community provides to GLBBS students is something very special."



## Angela Stober

*Mansfield/Cleveland, Ohio age: 22*

Marketing was her major at Lorain County Community College until Angela chose GLBBS, not only because she wants to go into furniture making or boat building, but because she has always wanted to live in the U.P. Her enthusiasm ever since her arrival (accompanied by her two dogs, Lucky and Tiny Roo) certainly proved that. She loves kayaking, fly fishing, back packing, and climbing. To support her tuition, she jumped right into the local work force as an eco-tour guide, and found additional jobs in retail and food service. She'll remain in the area through the summer, hoping to visit Germany in the fall.



## Danton Thon

*Mason, Michigan age: 25*

Danton's personality comes across as very adventurous. With a grin, he claims that he spent the last seven years in Scandinavia learning Mesopotamian basket weaving, when it is most likely he was rock climbing anywhere he could find a steep enough slope. He has two younger brothers, and, in his words, two amazing parents; and he is at GLBBS "to love what I do every day." He will be a summer shop assistant prior to attending the 2<sup>nd</sup>-year program. He loves the Les Cheneaux people and how they warmly welcome and share the heritage of which they are so proud. It looks as if his future could be here but a rock climbing gym may need to be built!





Patrick Mahon

# LEARNING CURVES...

## The “Sweetheart Skiffs”

*Patrick Mahon, Executive Director*

Over the years, we have built many small skiffs as the first boat building project for our first-year students during Session One. After completing their classic woodworking projects and learning the lofting process, the skiff introduces simple boat building concepts and skills. Some of the designs we chose in the past proved to be more complicated than intended, so this year we went back to the basics. The flat bottom skiff offers the first time builder the opportunity to put his or her new skills to the test and can be finished in time for Winter Break.

There are numerous designs available for a flat bottom skiff, many of them like a type of regional work boat and vary, according to use and place, in size and shape but there are similarities. We looked at several styles and decided to simply draw our own, using several published designs as a guide.

We built two skiffs, each at a useful 12 feet, four inches in length, with a beam of four feet, six inches.



First-year student Caleb Gulder working alongside Pedro.

The bottom is nearly as wide and carries the beam to the transom to support a small outboard motor. An eight- to ten-horse motor should get the little boat up on plane and provide a steady ride.

Construction of each boat began with the lofting from our plan and then making the temporary molds that shape the hull. A solid oak stem attaches to the plywood bottom and the cedar transom is also

fastened to the bottom along with a stout oak knee. The hull sides are made with three lap-strake planks per side screw, fastened at the stem and tran-



LaFawndub, upside down in the Finishing Room.

som, and clenched nailed to each other at the laps. The planking is 3/4 inch local cedar. In most lap-strake construction, the laps are joined by beveling the underlying plank to accommodate the angle between the planks. To give the boat a little less chunky look, we chose to use a “dory lap” which reduces the 3/4-inch thickness of plank exposed by half. This is done by beveling both planks; the underlying plank is beveled on its outer-upper edge and the overlaying plank on the inner-lower edge. This also gave each of the two crews another challenge, as the two bevels need to be made carefully to achieve a tight fit.

The hulls were fitted out with five, sawn oak frames per side, oak breasthook and quarter knees, and three sturdy thwarts. Iroko, an African hardwood, was used for the rub rails. The finish is paint through-out.

**Why am I calling these new skiffs the “Sweetheart Skiffs”?** Early on, the two student crews decided to name their skiffs *Pedro* and *LaFawndub*. Those were the names of the mismatched lovers in the movie, *Napoleon Dynamite*. One of the skiffs, *Pedro*, painted with a white exterior, gray interior and blue bottom, was displayed at the E. J. Mertaugh Boat Works in Hessel this winter, courtesy of Brad and Shelley Koster. *LaFawndub* also has a white hull, but with a tan interior and red bottom. Both come with a custom-made pair of varnished oars.

These little boats are available now at \$1500 each. **At that price, someone could buy both, in order to keep *Pedro* and *LaFawndub* together forever!**

# HACKER DASH TWO

by Andy James, 2<sup>nd</sup>-year instructor

Those of you who have followed the school over the years may find this article familiar. For those of you who haven't, allow me to get you up to speed.

The second-year students of the 2011-12 school year lofted, redesigned, re-lofted and built a replica of the famed Hacker Gold Cup racer, Miss APBA, for Joe Adams in Mt. Dora, Florida. We completed the hull but it was a long way from a finished boat. **One of the folks who added his expertise to the boat was Lance Wilson. He installed a fire-breathing V-8 that made in the neighborhood of 500hp, along with all the gear necessary to keep this monster under control.** Thus, Lance had an opportunity to examine the construction of the boat in a way that most people never do, and to say that he was impressed is an understatement. In fact, **he was so impressed that he commissioned the school to build another one.**

Lance had a few changes that he wanted us to make that would make his job easier. **This one will have more room under the sole for the exhaust system and the dash will be removable to allow easier access to the wiring that goes behind it.** Other than that, it's pretty much the same boat. **Lance hauled a trailer-load of African mahogany up to the school that will be used as planking. We took that wood to Steve Van Dam's shop to re-saw it so that we could book-match the planks as on the first Hacker.**

My students had a head start since we could use the existing lofting and patterns that the 2011-12 students

had produced. **Making frames was a long process.** There are 18 of them, and three of them have bulkheads attached. Each frame has about 31 pieces that have to be assembled so that they match the patterns exactly. Then they get a couple coats of epoxy before they are ready to become part of the boat. The transom, stem, and deck beams are laminated and vacuum-bagged. The chine logs and sheer clamps are laminated in place and then painstakingly planed to shape.

When all these parts are screwed and glued together, plank lines are worked out by eye, and each plank seam gets a batten let into the frames behind it to attach the planks to. Then the whole thing is sheathed in marine plywood. **As I type this, my students are busy cutting notches in the topside frames for these battens.** The bottom already has its ply skin and the rest of the boat will be skinned within the next few weeks.

**Now for the best part of this article.** When this Hacker leaves the school in the spring, our relationship with this breathtaking design won't end. **We already have a deposit for *Hacker Dash Three* for next year's second-year students!**



Andy James



Joe Adam's Timeless, with her fire-breathing V-8 engine.



L to R: 2nd-year students Nic, Adam, and Gus attaching the battens on Hacker Dash Two.

# 2015 GLBBS SUMMER WORKSHOPS & ARTISAN CLASSES...

...vacation adventures to build unforgettable memories. Visit [www.glbbs.org](http://www.glbbs.org) for details or call us at 906-484-1081.

## METAL CASTING

by Dr. Dan Fields June 16 & 17 9:00 to 5:00



This is the seventh year for this very popular hands-on class in bronze or aluminum casting, held in Dr. Field's nearby foundry. *Maximum 6 students. Tuition: \$200 plus cost of materials.*

## Build your own CLC NORTHEASTER DORY

June 15-20 9:00 to 5:00

Lots of boat (17 ft.) for the money, with relatively few planks; thus takes less time to build. Fast under sail or with oars; ample stability for loads up to 800 lbs. *Tuition: \$800 (2nd student \$400) Kit: \$1450*



*Sail component: \$1099 lug rig / \$1199 sloop rig.*

## Build your own CLC EASTPORT PRAM

June 22-27

9:00 to 5:00

Simple, classic, elegant little boat to row or sail; also great as a tender.

*Tuition \$800 Kit: \$999 Additional sail component: \$899*



## Build your own CLC PASSAGEMAKER DINGHY

June 22-27

9:00 to 5:00

Easy to build and performs beautifully. Glides smoothly when rowing; very lively to sail; handles steadily with an outboard. Only 90 lbs., and a take-apart is available.

*Tuition: \$800 (2nd student \$400)*

*Kit: \$1325 Sail component: \$1099 lug rig / \$1199 sloop rig.*



## PADDLE MAKING by Matt Hohlbein

June 20 9:00 to 5:00

Build a handsome canoe paddle in just a day. This class is in conjunction with the Aldo Leopold Festival, at the same time in the Les Cheneaux Islands where Leopold, regarded as the Father of Conservation Ethics, spent his childhood summers.

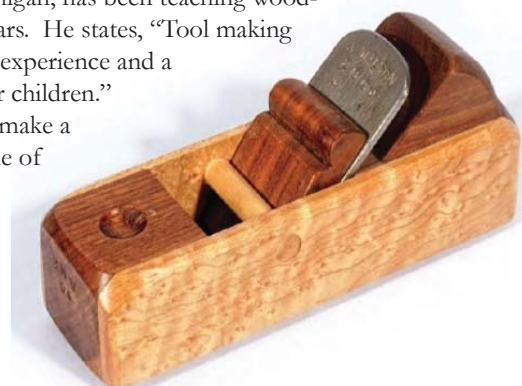
*Tuition: \$150 (includes materials)*

## MAKING WOOD TOOLS

by John Wilson June 25 & 26 8:00 to 4:00

Featured in *WoodenBoat* magazine, author and teacher John Wilson, of Charlotte, Michigan, has been teaching wood-working for 24 years. He states, "Tool making is an enlightening experience and a legacy to give your children."

Each student will make a wood-bodied plane of choice. *Tuition: \$225 (includes materials)*







## SHAKER OVAL BOX BASICS

by John Wilson

June 26 & 27 Fri. 6:00 to 10:00 p.m.

Sat. 8:00 to 4:00

John Wilson extends his visit to GLBBS to offer his expertise in making handsome Shaker boxes. He founded his company, *The Home Shop*, to supply the oval box trade worldwide. Students will be able to make a series of these.

Tuition: \$225 (includes materials)



## Build your own CLC ANNAPOLIS WHERRY

July 6-11

9:00 to 5:00

This wherry combines breathtaking grace with thoroughbred performance. It is unsurpassed as a rowing trainer, exercise boat, long distance cruiser, and open-water racer. Kit: \$1399

Tuition: \$800 (2nd student \$400)



## Build your own CLC OPTIMIST PRAM

July 13-18

9:00 to 5:00

One of the most popular sailing dinghies in the world as it is excellent for learning sailing, CLC developed this kit specifically for club racing, following Int'l. Optimist Club Plans.

Tuition: \$800

(2nd student \$400) Kit: \$1099

## KNOTS AND RIGGING

by Eric Standen

July 14-16

9:00 to 5:00

Eric Standen has

spent 11 years

crewing and maintaining rigging for Michigan Maritime Museum's tall ship, *Friends Good Will*. He will begin with basic knots, then whipping, splices, seizings, and grommets, before teaching rigging, hands-on, on GLBBS's 20 ft. sloop. Tuition: \$375



## Build your own TRAD SKIN-ON-FRAME KAYAK

by Matt Hohlbein July 20-25 9:00 to 5:00

TRAD Paddles and Kayaks owner, Matt Hohlbein, leads you in building a custom, ultra-light (30 lbs.) kayak of wood and ballistic nylon. Ideal for two persons to build. Tuition: \$800 (2nd person \$400)

Kits: 8ft.- \$650 10ft.- \$725

12ft.- \$800 14ft.- \$875 16ft.- \$950



## MARINE FINISHES & FINISHING

by Pete Mathews July 27-29 9:00 to 5:00

Pete Mathews shares his 30 years of experience in marine finishing by teaching both the theoretical and practical aspects of it, using traditional marine finishes. Tuition: \$375



**Build your own CLC  
SHEARWATER KAYAK\***

*July 27-August 1 9:00 to 5:00*

*September 7-12 9:00 to 5:00*

This is one of CLC's most popular touring kayaks due to its elegant lines and high performance. With a choice of three lengths, you can find the perfect one for your size and style of paddling.

*Tuition: \$800 (2nd student \$400)*

*Kit: 14ft.-\$1089 16ft. or 17ft.- \$1149*



**Build your own CLC  
WOOD DUCK KAYAK\***

*July 27-August 1 9:00 to 5:00*

*September 7-12 9:00 to 5:00*

Beautiful, easy to build, recreational kayak with big cockpit and ample stability for maximum comfort. Paddles well, with excellent speed and solid tracking. *Tuition: \$800 (2nd student \$400)*

*Kit: 10ft. or 12ft.-\$1049 14ft.-\$1099 14ft. double - \$1149*



**MARINE PHOTOGRAPHY**

*by Pete Mathews July 30 - August 1 9:00 to 5:00*

Accomplished marine photographer Pete Mathews shares his wealth of skills in this digitally-based course that offers solutions to the challenges of dealing with reflection and ever-changing light while photographing boats and waterscapes. *Tuition: \$375*



**CLASSIC HAND TOOL WOODWORKING**

*by Patrick Mahon August 3-7 9:00 to 5:00*

GLBBS Program Director Patrick Mahon explores the tools and techniques that were used to build everything from cathedrals to simple cabinetry, providing today's woodworker an efficient, satisfying experience. Visit [www.glbbs.org](http://www.glbbs.org) for class curriculum.

*Tuition: \$750 (includes materials)*



**Build your own CLC  
KAHOLO PADDLE BOARD**

*August 10-15 9:00 to 5:00*

The ultimate stand-up paddle board kit for neophyte boat builders. Very stable board and so good looking; next best thing to walking on water! *Kits: 12.5ft. or 14ft. \$899*

*(Larger board is great for hitchhikers!) Tuition: \$800 (2nd person \$400)*



**Build your own CLC PETREL SG KAYAKS**

*August 24-29 9:00 to 5:00*

Nick Schade's stitch & glue (SG) design for his hugely performing Petrel kayaks. Build either the speedy, narrower (17ft.) Petrel Kit - \$1350 or the fun, shorter (14ft.), recreational Petrel Play kit - \$1299.

*Tuition: \$800 (2nd person \$400)*

# THE POWER OF WOOD

*Dear Pat and Bud:*

I am truly excited and proud to be the new owner of the *Cedarville 26*. I wanted to send along this note to sincerely thank you both for coordinating our discussions from the date of my first inquiry. I also wish to thank many others in the area who played a material role in either enabling a life-long passion of mine, or exploiting a life-long weakness! Please share this letter with your Board, and others who support the Great Lakes Boat Building School, as you deem appropriate.

What began as a self-indulgent act of buying a beautiful wooden boat for myself, built by the students of the school, resulted in my acquisition of things of even greater value.

I first spotted the *Cedarville* on the Internet. I had no prior knowledge or awareness of the Great Lakes Boat Building School. I soon found myself speaking with Michel Berryer at Van Dam Custom Boats, who designed the *Cedarville*. Michel simply could not have been nicer, more helpful, and patient fielding questions from a total stranger on two occasions. He shared his knowledge and expertise, and his connection to the boat was that of anyone who has the ability to conceive of something in their mind and see it become a reality. Truth be told, I made my decision to purchase the boat after speaking with Michel.

Nonetheless, I thought it would be prudent of me to conduct a sea trial, as I had only been able to view the boat in a few available pictures.

You put me in touch with board member Mike Van Lokeren to coordinate my visit and sea trial the first weekend in October. Mike and I quickly identified a few people and passions we shared in common when we connected by phone.

I was very much looking forward to my visit. I grew up in Indiana. My father would rent a lakeside cottage in the summer in northern Michigan when he would get a week of vacation. Those weeks are among my most vivid childhood memo-

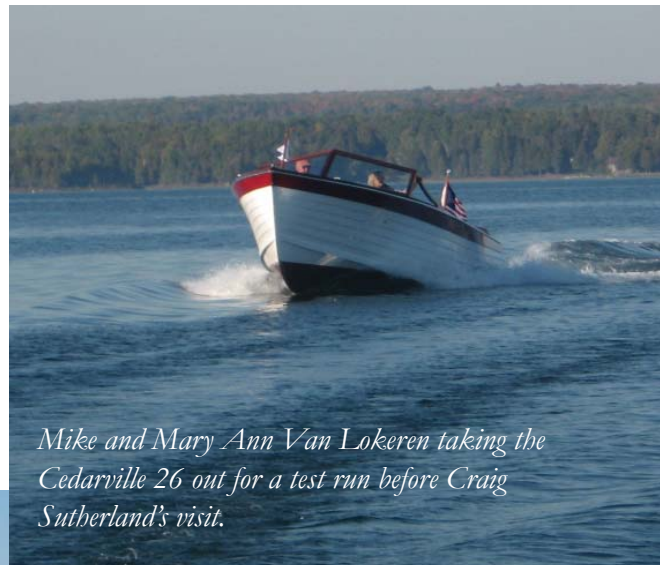
ries, and the birth of my passion for boats. I planned to make the drive along the lake and through the towns I had not visited since childhood over 50 years ago.

When I arrived in northern Michigan on a Friday, I met Mike at the Pellston Regional Airport. The weather was terrible. In fact, the weather made it impossible for Mike's wife, Mary Ann, to make a business trip scheduled for that day, which afforded me to the good fortune of meeting her as well.

We proceeded up to Cedarville, and I received a world class tour of the Islands. The Les Cheneaux area was all new to me -- and beautiful -- even on a cloudy, wet, blustery day. I was able to tour the beautiful school facility, and see the students actively at work on the various projects in process. As much as I appreciate the beauty of wooden boats, I haven't a clue --or the first skill set necessary -- to ever contemplate building one. But the mission of the school to perpetuate such skills and craftsmanship, and keep the world blessed by such works of art in a mass-produced world, is beyond admirable.

Ultimately, we arrived to find the *Cedarville* floating in a stately fashion in Mike's boathouse. The pictures did not

*continued next page*



*Mike and Mary Ann Van Lokeren taking the Cedarville 26 out for a test run before Craig Sutherland's visit.*



*continued from previous page*

do her justice. The boat was even more beautiful in person. And I think we enjoyed the best 20 minutes of boating weather in over a week during our sea trial.

Friday evening led to a very enjoyable casual dinner together, and unmatched hospitality at Mike and Mary Ann's home. After breakfast on Saturday, Mike took me on a wonderful tour of Harbor Springs, Petoskey, and Boyne City, where Peter Bowers came in on a Saturday to give us a quick, yet amazing, tour of all the projects in process at Van Dam Custom Boats. If perfection is achievable in custom wooden boat building, my money is on them to achieve it first.

I am also grateful to Tom Flood (whom I did not have the pleasure to meet) for making logistics for moving the boat around, including the trip to Boyne City, possible.

I can only assume Mike drew a short straw to dedicate so much of his time to my visit. But I nominate Mike to be our next Secretary of State. I think he may represent our best chance at world peace. Saying goodbye to Mike and Mary Ann after lunch on Saturday was, strangely, like saying goodbye to good friends, after just 24 hours together. I miss them already.

On my drive back to Traverse City, I was actually able to locate and drive by the cottage my father rented several years in a row. To my amazement, it was still there - over 50 years later. I parked the car and called my 91-year-old mother to let her know where I was standing at that very moment.

The *Cedarville 26* is now in the expert hands of Steve Van Dam and Michel, who have graciously made themselves available this winter to assist me with new seat cushions, naming the boat, a weather top, a mooring cover, new trailer, and a few other items before the boat makes her way to her new home on Lake Winnepesaukee in central New Hampshire in the spring. Anyone connected to the school, in any capacity, has an open invitation to give me a ring for a ride on the lake in the *Cedarville*, if ever in the area.



*Lori and Craig in his office, where the GLBBS burgee flies until Craig can attach it to the Lori's flagpole, when she reaches her new home on Lake Winnepesaukee in New Hampshire.*

I can assure you that many, many more will soon become aware of the Great Lakes Boat Building School when the season gets under way next year. And the burgee with the School's logo, designed by Paul Wilson, will forever fly on the bow of the *Cedarville*.

All in all, a trip to northern Michigan for a simple sea trial morphed into a magical weekend for me. It reconnected me to wonderful childhood memories. It afforded me an opportunity to revisit an area that is even more beautiful and special than I remembered. One could travel the world and be hard-pressed to find a better place to live.

More importantly, it introduced and exposed me to a wonderful community of people. The people with the vision, effort, and commitment to create the Great Lakes Boat Building School from thin air; the students with the passion to

learn the skills necessary to keep the art form alive; the experts like you, Steve, Michel, and others who volunteer and contribute their wisdom and expertise. People and places that will forever be on my mind every time I look at the *Cedarville 26*. Ultimately, even beautiful wooden boats are just "things." People make all the difference in life, and I met very special people.

Such is the power of wood. Everything that emanates from it is strong, beautiful, and long lasting. Fiberglass could never create such bonds.

Thanks again to all.

With very best regards,

*Craig Sutherland*

November 2, 2014

*Note: Craig has since named the Cedarville 26, Lori, to honor his wife. He and Lori are pictured here in his office, where the GLBBS burgee flies until the day the Lori reaches her new home in Lake Winnepesaukee in New Hampshire.*

## ***GLBBS Mission Statement***

*The Great Lakes Boat Building School teaches and inspires students in the art and craft of traditional and contemporary wooden boat building, which prepares them for productive and rewarding careers in the marine trades. We strive to contribute to the growth of each student as a person and as a craftsman to impart an appreciation of the maritime heritage of the Great Lakes and North America.*

**OUR SUPPORTERS...** be they our very generous membership and donors, hard-working volunteers, the staff members who go beyond the call, or just enthusiastic fans...complete the rest of the equation that makes GLBBS exceptional as a boatbuilding school. We are deeply appreciative of those families who have established memorial scholarship funds in the names of their loved ones, as these serve as testimonials to GLBBS's sustainable future.

Monetarily, just since the last *Stem2Stern* issue and the present, well over \$240,000 has been contributed. There will never be enough ways for each of you to be thanked, other than through the continually impressive results of everyone's efforts... particularly those of the staff and the students. - *The GLBBS Board of Directors*

## ANNUAL MEMBERSHIPS 2014

William Anshutz  
Nancy Ayres  
Pam and Bill Bachelor  
Renee and Stephen Barkel  
Bonnie and Roger Bauer  
Michael Bremer  
Barb and James Brewer  
Julie Broadbent  
Charlie Brown  
Carol and Norris C. Bryson  
Lois and John Bush  
Bertha and Richard Carr  
Susan and Jim Cheever  
Michael Claus  
Dorothy Cruickshank  
June & Mike Davis  
Elizabeth and Charles Denoyer  
Bonnie Mikkelsen and Tim DeWick  
Kent DeYoung  
Emil C. Doerr  
Lisa and Dale Dunn  
Jane and David Dunn  
Robert A. (Bob) Dunn  
Julie & John Dyle  
Nancy and Jack Edwards  
Mike Frappier  
Nancy and Hector Garcia  
Kress Goldner  
Bonnie and Russell Goldner  
Jeri and John Griffin  
Barb and Clint Groover  
Thomas H. Gunn  
Marianne Kost and  
Richard Gupman  
Martha and James Haines  
Brien Hanna  
Gordon Haskins  
Gayle and George Herron  
Mary & Ron Hill  
Robert Johnson  
John S. Karliak  
Mary & Lawrence Kitchens  
Kathryn F. and Norman E. Kitching  
John D. Kovach  
Bill Krempel  
Mary and Jim Krzeminski  
Lakeview Family Chiropractors, Inc.  
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Joseph S. Ross  
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Eric Seefeld  
James George Sergeant  
Helen Shoberg  
Barb and Kevin Smith  
Julie and Paul Smith  
Richard B. Smith  
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Sharon Blair Van Every  
Margaret R. Ward  
Carol and James Whitehead  
Scott B. Williams  
Donald E. Willman, D.O.  
Holly and Steve Wittman  
Karl Wixson  
Jesse Wolff  
**(August 15 to December 31)**  
Mary Baker  
David Bell  
Ed Berthold  
Val and Evans Cayce  
Barbara and Terry Chappell  
R. Leon Clinard  
Scott M. Cline  
William Frederic Cook  
Elizabeth Falor  
Daniel Fields  
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Thomas C. Goad  
Loretta and Gregg Gerken  
Barb and Clint Groover  
Marianne Kost and Richard  
Gupman  
Colleen and Robert Haven  
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Peggy and John Hotchkiss  
Ann Iverson  
Robert Johnson  
James Lawler  
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Beth and Bill Schmidt

Barry Shantz  
Frank Taylor\*  
Joe Vallee  
Julie and Howard Veneklasen  
Regina and Stephen Wells  
Don Williams  
Marvin R. Wortell  
*\*contributed twice in 2014*

## ANNUAL MEMBERSHIPS 2015

Arthur Curtis III  
Janet and Bill Emerson  
Dr. James Gunn  
Mary Jo Haertel  
John D. Hilliard  
Mary and Tom Layher  
Patricia and Frank Mensing  
Kristina and Frank Olson  
Jacquelyn and Lester Stiner  
Debra and Michael Wagner  
Lisa Wilson  
Jesse Wolff  
John F. Young

## August 15, 2014, to March 15, 2015 DONATIONS

Maureen and Jim Adgar  
Nancy Ayres  
Margaret and J. Bruce Ball  
Sue and Jason Bowlby  
Mike Cameron  
Nancy and Jack Edwards  
Bud Paris  
Tom Flood  
Harry Fountain  
Suzi and Ed Garner  
Mary and Jim Krzeminski  
John McDonald  
Bonnie Mikkelsen  
Clas Nilstoft  
Linda F. Noyes  
Lori and Craig R. Sutherland  
Michael Van Lokeren

## Les Cheneaux Community Foundation Annual ASK

Susan and Peter Allen  
Rosemary and John Ashworth  
Ethel Autore  
Madge and Jim Berryhill  
Barbara and James Brewer  
Mary and Richard Burney  
William Calhoun  
Susan and James Cheever  
Beth and Robert Christians  
Mr. and Mrs. James R. Dunn  
Audrey and Robert Fisher  
Mary and Stuart Galbraith  
Judy Hamel  
Shauna and J. Parker Hall  
Beth and Brien Hanna  
Frances and Mark Herdon  
Jean and Kip Horsburgh  
Ellen Horween

Judith and Kevan Langner  
Olivia Maynard  
Sandra McGinnis  
Anne and Frank Morgan  
Margaret Patrick  
Margaret Pittman  
Dr. and Mrs. Joseph Pysh  
Margaret and Robert Russell  
Chris and Linda Schepperly  
Martha Tassier  
Lynda and Gerald VandeVusse  
Joyce and Henry VanderWerp  
Nancy and Richard Van Hala  
Mary Ann and Michael Van  
Lokeren  
John M. Walker  
Bernice Weiss  
Susan and Ron Whitaker  
Jan and Allen Williams

## SPECIAL CONTRIBUTIONS

Les Cheneaux Community  
Foundation  
Horween Family Trust  
\$5,000 scholarship for Caleb  
Gulder  
Les Cheneaux Lions Club  
\$1,000 scholarship for Caleb  
Gulder  
Connie and G. Russell Lincoln  
\$10,000 toward pledge for  
Capital Campaign 2015-2017  
Connie and Henry Mast - \$5,000  
sponsorship of printing/ mailing  
current issue of *Stem2Stern*  
Kelly and Kevin Smith\*  
donated 3-bedroom house  
West Systems - \$2500 resin

## FOUNDATIONS/GRANTS

Antique and Classic Boat Society  
\$5,000 for scholarship  
The Broughton Fund - \$10,000  
Lenore Follansbee Broughton  
Stacy and Camm Broughton  
for the establishment of the  
Henry Clay Wisner Scholarship  
Fund\*  
Hagerty Education Foundation  
\$5,000 for Scholarship  
Highfield Foundation  
\$5,000 for 1st-year scholarship  
Janet A. Carrington Foundation  
\$40,000  
Midland Area Community  
Foundation  
Arlene and Ross Thompson  
Fund  
\$500 for scholarship

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Oak Lodge Foundation  
William O. Hunt  
\$10,000 for scholarship  
Linda F. Noyes Charitable Lead Trust  
\$5,000 for scholarship  
Nicholas Noyes Foundation  
to honor Lisa Carrington Bohn  
for 10 years of service - \$10,000  
Renaissance Charitable Foundation  
Mark Prendeville - \$250 grant

#### HONORARIUM

*In appreciation of Connie and Russ  
Lincoln* - Martha Harding

#### MEMORIALS

*In memory of Elaine Altmaier*

Robert W. Smith

*In memory of Dorothy Cruickshank*

Paula and Ronald Cruickshank

Robert W. Smith

*In memory of Wayne Fordis*

Faye and Alan C. Smith

*In memory of Elizabeth "Beppie" Ingram*

Nancy and Jack Edwards

*In memory of Joyce Neff\**

Susan Neff Bridenstine

Linda and Randy Cunningham

William D. Farill

Albert L. Haslam

Dianna Hlavaty

Amy Kahler

Christopher McCloskey

Joy and Fred McCord

Cecil and Bill Neff

Carolyn and John Neff

Faye and Alan C. Smith

Rocky Nob Boat Works

R. Thomas Riggle

Patricia and John Walters

Dianne and Smith Wilson

Allison and Michael Zampetti

*In memory of Joanne Walker*

Jane and John Favret

*Tommy Mertaugh Memorial Scholarship*

Kerri and Fred Smith

*Duke Harding Memorial Scholarship*

The Britton Fund

William D. Buss

Suzanne and Barry Doggett

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Shirley and William Nook

Grange Petersham

Richman Brothers Foundation

Robert W. Smith

Judy and Donald R. Williams

Janet R. Wolf

*David Van Lokeren Memorial Dock\**

Michael Van Lokeren



## Joyce Neff 1941 – 2015

That beautiful, infectious smile... that friendly, welcoming, special friend died after a year-long struggle with cancer. She passed away on February 17th at 73 years of age. A Funeral Mass was celebrated February 21, at Sacred Heart Catholic Church in Milledgeville, Georgia. Joyce was a native of Detroit, Michigan. She and her husband, Tom, owned the marina in Port Huron, Michigan, for many years. They were co-chairpersons of the Port Huron Boat Show on the Black River every September for 17 years as members of the Michigan Chapter of ACBS. Detour, Michigan, was their home for a few years before settling on Lake Sinclair in Milledgeville, Georgia, the last 15 years. As members of the Blue Ridge Chapter, they founded the boat show on Lake Sinclair, hosting it for several years. - *by Mary Flood*

## The Kevin Smiths donate house to GLBBS

Last October, **Kevin and Kelly Smith** of Murfreesboro, Tennessee, donated a **three-bedroom house with a large garage** to the Boat School. Kevin has been visiting Les Cheneaux for 52 years, and he and Kelly own a third-generation family summer home in Cedarville. They have **"admired everything the school has been doing for the community" and wanted to help build the school's success.** The garage went into immediate use for boat storage and the house will be rented to two boat and culinary school students in April. **Thank you, Kevin and Kelly, for a great addition to GLBBS!**

## Henry Clay Wisner Scholarship Fund

The Henry Clay Wisner Scholarship Fund has been established by **Stacy and John Camm Broughton and his mother, Lenore Follansbee Broughton, to honor his great, great grandfather,** one Les Cheneaux Islands first, if not the first, seasonal residents. **Henry Wisner** was a prominent Detroit attorney who had **graduated from the US Naval Academy and served in the US Navy for 11 years,** almost nine of which were spent entirely at sea. He built a little hunting cabin on what is now known as **Wisner's Point in Hessel in 1880.** In Camm's words, "He had three daughters who all married men who equally loved the islands. We would like the scholarship to be named the Henry Clay Wisner Scholarship in honor of our ancestor who made it possible for his descendants, and their extended families, to live in and enjoy the Les Cheneaux area. **We would very much like to support the local community that we are so dependent on and appreciative of."**

## In memory of Captain Dave

\***Michael Van Lokeren** made a contribution of \$10,000, in his late brother's name, **David Van Lokeren,** to be used as the GLBBS staff felt most appropriate. The school dock has needed to be replaced for some time, the use of which has been so important to students and faculty, as well as summer program attendees. The timing is ideal with the newly formed **Les Cheneaux Chapter of the Traditional Small Craft Association,** which was promoted by **The Les Cheneaux Rowing Club and GLBBS.** The rowing club is taking advantage of **the Aldo Leopold Festival weekend** this coming June 19-21, to stage their first **Les Cheneaux Raid.** There will be sailing, paddling, and rowing races, a picnic on Government Island, a show of non-motorized boats, a tour of the Boat School and opportunities to try out some student-built boats. According to Mike, David Van Lokeren's favorite boating activities were in small craft. Needless



*Painting of David Van Lokeren  
by his brother-in-law Jim Fox*

to say, it was easy for the staff to decide that **Mike's memorial gift could not be better spent than on a new docking facility,** which will be named the **David Van Lokeren Memorial Dock,** and ready just in time to kick off Les Cheneaux Raid! (*see next page*)

## Les Cheneaux Chapter joins Traditional Small Craft Association

Founded last September, with the assistance of GLBBS staff member, Bud McIntire, it joins two other chapters in Michigan, and is now one of 30 chapters of the national Traditional Small Craft Association. Originally founded by John Gardner of the Mystic Seaport Museum, it is an association of people who like to work on and build traditional small craft. **The Les Cheneaux Chapter is the only one that is provided space by and receives technical guidance from a wooden boat building school, namely GLBBS.**

Membership includes Jim Berryhill, founder of Les Cheneaux Row and former summer instructor at the school, Laurel and Mike Jellison, GLBBS Associate Board co-chairmen, Bud McIntire, Dave Barnes, Wayne Barry, boat school student Gus Bell, Tom Flood, Jack Gardner, Kress Goldner, GLBBS instructor Andy James, Randy Kaminski, and Brian Johnson.

With its upcoming, **inaugural Les Cheneaux Raid in June**, as a part of the Aldo Leopold Festival, chapter members hope to see it grow into a larger, small craft festival in the years to come. The Chapter is encouraging anyone who shares its passion to feel free to join.

Of note, the TSCA Chapter in South Haven, Michigan, built the oars for the whale boat.



*Left: The Catspaw dinghy in its rescue state. It was built by Paul Wilson some years back, eventually finding a resting place by his garage. The TSCA Les Cheneaux Chapter members decided to take it on as their first restoration project. They worked all winter long, using the boat school facility for the project, with members steaming the ribs and doing all the finishing as well. The “extreme makeover” was proudly displayed at their booth at the 25th Quiet Waters Symposium” in East Lansing, Michigan, this March.*



## GLBBS Board of Directors Prepares to Launch 3-Year Capital Campaign in July

### Editor’s Note:

Due to circumstances beyond our control (namely the flu!), we were not able to publish the Winter issue of *Stem2Stern*, which is why this Spring issue is a bit heftier in size. But it is also all for the good as we are preparing to launch a three-year Capital Campaign in July to raise \$1,200,000 to place GLBBS in a completely sustainable position.

This issue is devoted to many of the exceptionally positive things that have happened to the school, particularly over the past two years, in establishing its fine reputation, not just nationally but internationally, and to secure its future for posterity.

GLBBS stands out for the following reasons:

- Exceptional quality of instruction.
- Provides the student the most for his or her dollar, in both student/teacher ratio and through its programs.
- Most complete first-year program in boat building.
- Top quality commissions built in the second-year program.
- Highest percentage of employment upon graduation in the industry.
- Only wooden boat building school in the Mid-West.
- Only organization in the country to have built boats for two National Historic Landmark vessels, and the two oldest ships afloat in the world.
- Substantial Summer Workshop Program that draws participants from all over the country and notably helps fund the school’s operating budget.
- Has markedly strengthened the local economy.

In other words, in the less than ten years since the school’s beginnings, it has achieved way beyond anyone’s dreams in making a positive difference, far and wide.

