



Buffalo  
Maritime  
Center

901 Fuhrmann Blvd.  
Buffalo, NY 14203

**Foundation & Business  
Friends of the Center**

Buffalo State College  
Philipps Bros. Supply, Inc.  
SUNY Research Foundation  
Wendt Foundation  
Buffalo State College Foundation  
Hahn Foundation  
Community Foundation  
(21 Century Fund)  
Buffalo Yacht Club  
Rotary Club of Buffalo  
Baird Foundation  
RCR Yachts

**Individual Friends of the Center**

**Partner**

Chris Andrie  
Dick Butz  
Jeff Gruszka  
Gary Kresser  
John Montague  
Dick & Sandy Wiesen

**Patron**

John Drenning  
Greg Grundtisch  
Bill Rogers  
Lee Takats  
Frank White

**Sustaining**

Harold Allen  
Walt Manalio  
Rod May  
Mike McGee

**Regular**

Doug Allen  
Larry Barclay  
Frank Becht  
Richard Bell  
Leonard Borzynski  
Dick Brennan  
Mike Clark  
Ollie Clark  
John Clauss  
Fred Cooley  
Patsy Cunningham  
John Deforge  
Rich DeGlopper  
Kevin Doherty  
Edward B III Eckert

Larry Fortunato  
Tom Freunheim  
Glen Gerspach  
Dick Grainger  
Charles Griffin  
Richard Kolbe  
Carl Koppman  
Steve/Pat Krzesinski  
Bob Lutz  
Paul & Nancy Markwart  
Bob Martin  
Candalene McCombs  
Brian McGowan  
Charles H. Jr. Meyer  
Douglas Meyer

Rob Mikulek  
Richard O'Connor  
Tom Owen  
Rich Rappold  
Robert J. Reilly  
Ronald Root  
Art Scheitheir  
Richard Stackowski  
Robert A. Stetzko  
Robert Umhauer  
David Van Denbergh  
Ray Voit  
Jack Writer



**Become a Member/Contributor**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Contribution: \$ \_\_\_\_\_

**2010 ANNUAL MEMBERSHIP LEVELS**

Regular Membership: \$60 / Sustaining Membership: \$100 to \$500

Leadership Membership: \$501 to \$1000 / Partnership Membership: \$10,000

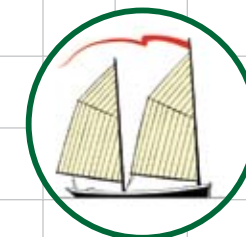
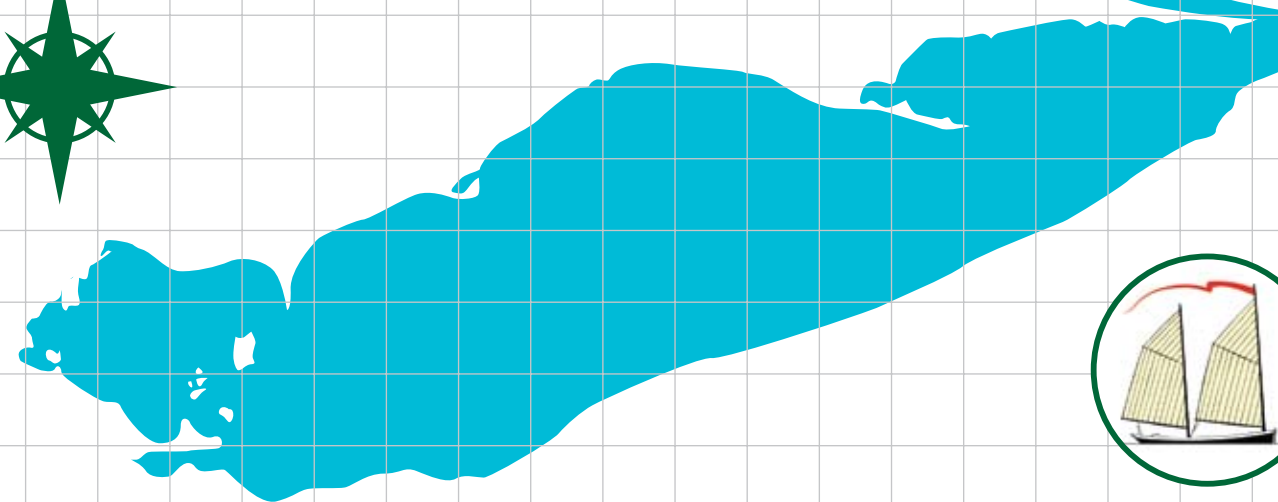
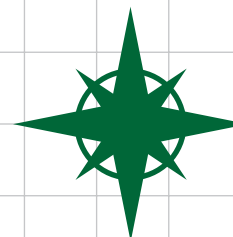
(Contributions over \$20.00 are tax deductible)



Please make checks payable to:  
Buffalo State College Foundation

Mail to:  
Buffalo Maritime Center  
901 Fuhrmann Blvd., Buffalo, NY 14203

# The CHART



The Newsletter of the Buffalo Maritime Center / Winter 2010 / Volume 2





# BUFFALO MARITIME CENTER

901 Fuhrmann Blvd., Buffalo, New York 14203  
info@buffalomaritimecenter.org

John Montague, Executive Director  
Richard Butz, Academic Program Director  
Walt Manalio, Facilities Director

### The Chart

Editorial Committee:

Chris Andrle, Candy McCombs, Chuck Meyer,  
Richard Wiesen

Graphic Design: Julian Montague

Contributors: Chris Andrle, Richard Butz,  
Gary Kresser, Chuck Meyer, John Montague,  
Frank White, Richard Wiesen

### The Maritime Center is open to the public

Tuesdays 10:30 am – 8:00 pm  
Thursdays 10:30 am – 8:00 pm  
Fridays 10:30 am – 6:00 pm  
Saturdays 8:00 am – Noon

## Course

Director's Letter.....	1
No Man's Land Boat.....	2
WNY Maritime Charter School Boat Building Program.....	3
Buffalo Maritime Center Provides Tours in the Buffalo Harbor.....	3
Return of the Buffalo Harbor Ferry.....	4
High School Sailing Program.....	5
An Adventure For the Whole Family.....	5
What Really Happened to the Caledonia?.....	6
Schedule of Classes 2010.....	7
Shop News.....	7
Wood Jointer Techniques.....	8
Friends of the Center.....	Back Page

## The Director's Page



### A Letter From The Director

With national attention on the Great Lakes and the revival of Buffalo's inner harbor and waterfront, the Maritime Center's mission could not be more relevant and timely. As this issue will attest, we have been engaged in exciting projects and programs off and on the water.

In addition to College boat building courses, six park boats were refurbished and were, with three newly built boats, launched for another successful summer's livery on Hoyt Lake. The Lake Erie shallop *Scajacuada*, the electric launch *White Electra*, and our No-Man-Land's ketch *O.K. Clark* were launched in June and berthed at the historic Erie Canal Commercial Slip. Added to this fleet was the original Buffalo Harbor Ferry (see article p.4). In company with the topsail schooner *Spirit of Buffalo*, we were able to give the general public a living image of what a revived historic inner harbor can be.

With great success our captains and crews offered free regular Wednesday sailings through September open to the public. In June we held a boatbuilding workshop at Canal side for families, followed in August by a display event at Canal side with a number of additional historic boats, sculling and sailing demonstrations, and public sailings of the *White Electra* and *O.K. Clark*. In September we participated in the Annual Antique and Classic Boat show on Grand Island, and in October, the national meeting of the Museum Small Craft Association at Solomons, MD., which we hosted last year.

In the meantime, the boat shop has been humming with activity. While several restorations and new builds are underway, the shop has also been the site of the regular College boat building courses, boat building courses for the Maritime Charter School, a youth sailing program for the Charter School for Applied Technology, a leadership training workshop, and a series of monthly presentations by our members on a wide range of maritime topics from lofting, drawing, using tools, and sewing sails.

Our Museum and historical research have forged ahead with Frank White's construction of a scale model Erie Canal Packet boat and Chris Andrle's discovery of the true fate of the War of 1812 Schooner *Caledonia*. We have also been pursuing the establishment of "a watercraft documentation center" under Federal guidelines assisted by our acquisition of new naval architecture software. Two significant historic boats recently joined our growing collection: a rare "Mang" boat from the

Niagara River, the tug's life boat from the Buffalo Harbor "Penobscot disaster," and six historic rowing shells from the West Side Rowing Club have also been added to our collection.

In the context of these positive developments and after twenty-one illustrious years as a part of Buffalo State College, after developing a minor in boat building and design, building over a thousand boats, publishing books, articles, running out-reach programs to youth and adults, performing historical research and amassing an impressive collection of historic watercraft, it is not without irony that the College has unfortunately determined that the Maritime Center no longer fits its educational or community mission.

We are at once disappointed by the College's position but at the same time appreciate the original creative incubator which the academic setting once provided and which made possible our present level of development. The official separation of the Center from the College will take place September 1, 2010, and as a newly established not-for-profit 501(c)3, the BUFFALO MARITIME CENTER, we will still seek to maintain a close relationship with the College in areas of common interest.

The challenges proffered by our coming independence have not restrained the pace of the Center's activities. In fact, the Center's release from the College's restrictions on fundraising in the community will allow the Center the freedom necessary to develop its full potential. This is truly a pivotal year for the Maritime Center, but it is a year filled with exciting challenges and opportunities.

Finally, we are delighted to announce that Theresa Ingram-Kuhar has joined our staff through AmeriCorps to help us on a number of levels, not the least of which is the organization of a program of "Boat Building for Women." As a six-year veteran Head Coach of the women's lacrosse team at Brown University, she brings to the Center great organizational skills, intelligence, enthusiasm, and energy. We would also like to welcome aboard Americorps ABLE member Davyd Moerler. Davyd is a U.S. Navy veteran, having served on a carrier. He is a Kung Fu black belt who runs a studio in the Northtowns. This winter and spring he'll be assisting Walt Manalio in the shop and providing leadership in our Charter School for Applied Technologies intern program.

– John Montague, Director

## Old Town Sailboat

When the 1930s era Old Town sailboat arrived in the shop, a number of us fell in love with its classic lines and adaptability. An ideal camp boat, it sails, rows and even accepts a small outboard. So it was obvious that we needed to preserve the original and build a replica for daily use. Bill Rogers, John Drenning, Walt Meyer, and I took the lines and began the project, which has gone on for about four years of Tuesday nights. As it progressed, Bob Martin and Larry Robinson joined us.

The original was built canoe-style with a canvas skin, but we decided to use the WEST System and cedar strips to create a lighter hull. And because the traditional cat rig was not terribly effective, we decided to rig it as a gaff-rigged sloop. We will see how that works. After sea trials in the spring, we will put the boat up for sale to raise funds for the Maritime Center.

– R.A. Butz



Photograph: R.A. Butz

# No Man's Land Boat

Our 26' No Man's Land Boat is a replica of the small, open, beaching, fishing boats used on the underside of Cape Cod in the late nineteenth century. These boats were built with the centerboard to one side of the wide keel so that they could be run up on a beach without filling the centerboard trunk with debris.

Our replica was donated to the Maritime Center by Bernard Springsteel in 1995. The boat had a small cabin that was severely crowded by the large centerboard trunk that divided the cabin almost in half. The cabin took up almost half of the cockpit space. The hull was skillfully carvel planked with battens covering each joint. The planking had dried and shrunk considerably, resulting in cracks and leaks between the joints. The centerboard trunk leaked very badly where it joined the hull, and the centerboard had warped and cracked to the point where it needed replacement.

The spars, sails, and rigging were in excellent condition, needing only a coat of varnish. Both main and mizzen sails were gaff rigged with booms. The small jib ran up the forestay, which fastened to a bowsprit.

An examination of drawings of the original No Man's Land boats revealed that they did not have cabins. We therefore decided to remove the cabin to allow seating for more passengers and to make the boat more closely conform to the original design. The centerboard trunk and centerboard were also removed and rebuilt due to the severe leaking.

After replacing the trunk, we replaced the floor boards, filling in the gap caused by the removal of the cabin walls.



The removal of the cabin also allowed us to replace the coaming, curving it all the way around the cockpit, as in the original boats. The removal of the cabin also allowed us to build seating around the whole front of the cockpit. This was built to match the seats behind the mizzen mast, which were left as they were built.

The extremely dry cedar planking had separated in many areas, so we caulked all of the seams with hemp and caulking irons, finishing the seams with a coat of 3M 5200. The boat was then completely repainted and the decking varnished.

Upon completion of the boat, we attempted to swell the planking by partially filling the hull with water, using a hose. Unfortunately, the hose was left on too long, and the port garboard plank was sprung causing a new leak. The plank was replaced and recaulked, and lead ingots were placed as ballast under the floorboards, replacing the sandbags originally used and compensating for the removal of the cabin.

The completed boat, renamed the *O.K. Clark*, after Ollie Clark, one of our longtime, dedicated members who worked on the boat, was docked at the Commercial Slip and sailed on Wednesday evenings, weather permitting.

We have found the boat to be comfortable, responsive, stable, and a great sailer in heavy air.

– Gary Kresser

# WNY Maritime Charter School Boat Building Program

This past school year, the Maritime Charter School located at 266 Genesee Street, Buffalo, NY participated in a boat building program sponsored by the Buffalo Maritime Center. Frank Zimmermann, a teacher at the school, Jessie Fendya, an Americorp staff member at the school, and Chuck Meyer from the Maritime Center worked with several Charter School students to build several 1" to 24" model six-hour canoes and two full size (15' canoes) and kayak paddles. The class was completed with a trip to the beach for an on-the-water rowing experience.

The two boats will be used in various school activities. Next fall, another group of students will build two Weekend Skiffs, designed by Drs. John Montague and Dick Butz.

We are also planning to expand this boat building program to students at the Charter School of Applied Technologies who completed a sailing program this past semester. Other schools and/or organizations are welcome to apply to the Maritime Center for participation in both the boat building and the sailing programs. Contact Chuck Meyer at 773-2515 or email at [chmsails@aol.com](mailto:chmsails@aol.com) for more information and costs.

– Chuck Meyer, Jr., Captain



# BMC Harbor Tours

## Buffalo Maritime Center Provides Tours in the Buffalo Harbor Area

Every Wednesday, weather permitting, the Buffalo Maritime Center provided free tours in the inner and outer harbor areas and special tours up the Buffalo river to 20 to 25 passengers. Over 400 people were treated to the wonders of Buffalo's waterfront. Three boats, the *White Electra*, a 28' electric-powered tour boat, the *Scajaquada*, a 28' shallop sailboat used in Lake Erie in the 1890s, and the *O.K. Clark*, a two-masted, No Man's Land sailboat originally built in New England, were used to take interested people for rides. The three boats were located in the Commercial Slip at the terminus of the Erie Canal.

In summer 2010, the Maritime Center is planning an extended schedule on Wednesday evenings and Saturday or Sunday afternoons. For further information or to schedule individual or group tours, contact the Maritime Center at 878-6532, email at [info@buffalomaritimecenter.org](mailto:info@buffalomaritimecenter.org), view our web site at [BuffaloMaritimeCenter.org](http://BuffaloMaritimeCenter.org), or stop by our facilities on Tuesday and Thursday afternoons and Saturday mornings at 901 Fuhrmann Blvd., Buffalo, NY 14203 and visit our museum and boat shop. We offer boat building classes for youths and adults throughout the year as well as sailing classes to high school students in the spring and summer.



Photographs: John Montague

# Return of the Buffalo Harbor Ferry

For the first time in most Buffalonians' living memory, a Buffalo Harbor Ferry was tied up at the Commercial Slip terminus of the Erie Canal. The ferry was perhaps the least conspicuous of the Maritime Center's collection of historic boats moored in the harbor this past summer, but certainly was not the least significant. This 16' boat not only represents over a century of Buffalo's tradition and culture, but it also represents a boat type as unique to the city as the Venetian gondola is to Venice.

The Buffalo Harbor Ferries were built as water taxis and lighters to carry people around the network of canals and waterways of Buffalo and to service ships across the harbor and at anchor offshore. Over sixty of these boats gathered at the foot of every major street, offering water taxi service for the sum of two cents or higher depending on the market. Young boys and old men performed the task in the rough competitive environment of the bustling harbor from the 1840s until the middle of the 1930s when bridges and outboard motors undercut them.

In most historic photographs of the Buffalo waterfront, one or more of these boats appear, weaving in and out of the steamships, barges and schooners. Yet, our extensive search failed to turn up a single surviving example. Nevertheless, by reversing the perspective of some historic photographs of the boats, in 1988 we were able to extract the plans and subsequently build a convincing first replica of the type, which now rests in the Buffalo & Erie County Historical Society.



Buffalo Harbor Ferries at the foot of Main St., 1906

What makes these boats unique is not so much the symmetrical hull alone, but the means of propulsion. Rather than rowing the boats in the traditional manner, a crotch or sweep was fitted at each end in which a 12' oar could be laid. By sweeping the single oar back and forth while making a figure eight motion with the blade, the boat was easily propelled. With the ferryman well out of the way of the passengers and cargo, the boat had greater load capacity. Also, its design allowed for it to be easily maneuvered in tight quarters. The boat could be easily spun on its axis, and in a crowded harbor the ferryman could simply walk to the other end of the boat without having to turn the boat around. At the same time, with its faired sides, the more heavily laden the boat, the more stable it became, and the better it tracked.

In the near future, we hope to be able to build several more of these ferries for a public livery in the inner harbor. Learning to "scull" a Buffalo Harbor Ferry takes some practice, but for those truly intrigued with the maritime history of Buffalo, learning to handle one of these boats promises to be "hands on history" at its best.

– John Montague

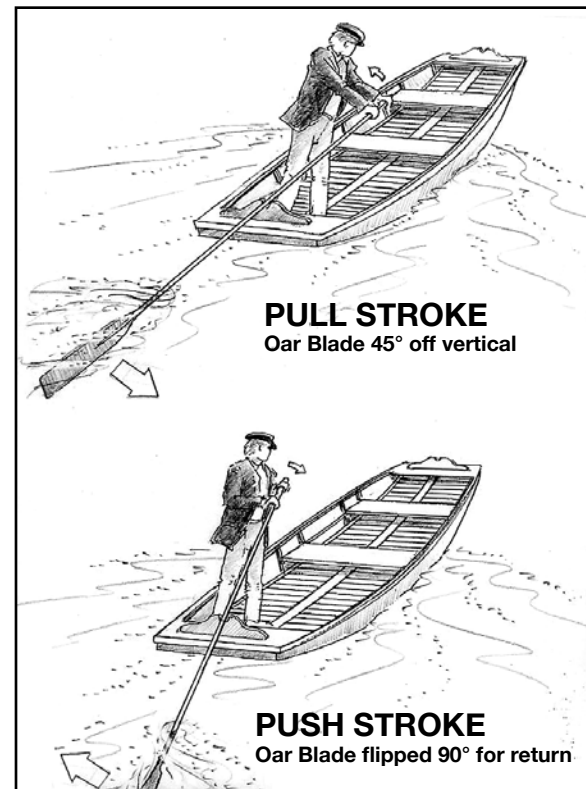


Illustration: John Montague



Photograph: John Montague

# High School Sailing Classes

A group of seven students and one teacher from the Charter School of Applied Technology (CSAT) became our first High School Sailing Class participants. Lectures were held at the Buffalo Maritime Center from February to April 2009. In May and June, on-the-water classes were held at the Niagara Sailing Club on Grand Island, using the club's sunfish and laser sailboats and some club member's boats.

Efforts to include the Buffalo Public School system did not materialize due to scheduling problems. We are hopeful that in 2010, we will be able to host another round of classes from CSAT and two from the Buffalo Public Schools.

One of the students from CSAT, Taryn Mogavero, enjoyed the sailing program so much, that she came to the Niagara Sailing Club Junior Sailing program held at the club from July 13th to July 17th. She became an excellent sailor and will help recruit students from CSAT for the September classes.

The Maritime Center and Niagara Sailing Club will work together to conduct additional sailing classes in Spring 2010. Sponsors are invited to help cover the costs of these programs and volunteers will be greatly appreciated. Interested parties and schools are encouraged to contact Chuck Meyer, (Captain) at 716-773-2515 or email him at [chmsails@aol.com](mailto:chmsails@aol.com) for more information. A college level sailing program is also available for interested college students.

– Chuck Meyer, Jr., Captain



# An Adventure for the Whole Family

Are you looking for a project that can engage the whole family, teach some valuable lessons, is fun, somewhat challenging, and earns a real prize that can be enjoyed for years? Or, are you newly retired, looking for the next challenge? Think about building a small good looking sailboat—it can be a rewarding journey to new understandings about everyone involved. You can do this!

The staff and experienced volunteers at the Buffalo Maritime Center can assist you in building the Hoyt Lake Skiff. This vessel is a flat-bottomed sailboat with a single sail that is safe and manageable in protected waters with two or three people aboard. It can be transported on the top of a car, and it can be built by a family in about 200 hours.

The skiff is made of wood, marine plywood mostly, and will be built in the Maritime Center facility at 901 Fuhrmann Blvd. The skiff is 11.5' long and 54" wide. The sides, bottom, rudder and dagger board are marine plywood. There is an oak transom and oak frames. The seats are clear white pine. Joints are sealed with 3M5200, and the surfaces are sealed with a two-part epoxy. The sprit sail is Dacron and is made by an excellent sail maker in Erie, PA. The final painting is something your family will do at home.

If you have modest experience with hand tools and small power tools, this project is within your reach. The Center will provide all materials cut to size, the use of woodworking tools, and the assistance of an experienced boat builder. The work sessions

can be flexible, but we recommend a regular schedule of four to six hours each week be set aside for building. An experienced boat builder will be on hand each session to assist you. The cost of \$2800 will be paid in three installments.

The Hoyt Lake Skiff is on display at the Maritime Center at 901 Fuhrmann Blvd. We are located at the NW corner of the building—just follow the signs. We suggest you call the Center 716 878-6532 to set up a time to visit and talk with a member of the staff or a volunteer.

– Dick Wiesen



Photograph: Dick Wiesen

# What Really Happened to The Caledonia?



Illustration: John Montague

Recently, reports of the discovery of a sunken schooner in Lake Erie and plans to raise it and place it on display in Buffalo have been noteworthy due to claims that the ship is the *Caledonia*, one of Commodore Perry's ships in the Battle of Lake Erie. No conclusive evidence has been found, but the identity of the ship plays a key role in determining its ownership.

If the sunken schooner really is the *Caledonia*, it boasts a storied history. Built in Amherstburg by the Provincial Government of Canada in 1807 for the North West Fur Company, it carried supplies for the British expedition that captured Fort Mackinac from the Americans soon after the outbreak of the War of 1812. In October of 1812, it arrived at Fort Erie only to be captured under the guns of the fort in a daring raid by U.S. Navy Lieutenant Jesse Elliot commanding about a hundred soldiers and sailors as well as a few private citizens from Buffalo. After its capture, the *Caledonia* lay in Scajaquada Creek until it could be safely moved to Presque Isle where it was refitted with three guns and was one of Commodore Perry's squadron during the battle of Lake Erie on September 10, 1813. After the end of the war, she was sold by the government to John Dickson of Erie, Pennsylvania, repaired, and renamed the *General Wayne*, under command of Capt. James Rough.

Ships that called regularly at Great Lakes ports usually left a record of their travels. In more recent times, newspapers and official records maintain a relatively complete record of activities on the lakes. In the early days, while surviving official records can be sparse, ships were fewer and more likely to be noted, often appearing in published histories, journals, travelogues and newspapers.

A preliminary search shows that, as the renamed *General Wayne*, the *Caledonia* made relatively few appearances, all occurring within the years 1816 and 1817, indicating that her post-war career was likely short – not surprising for a ship that had been through battle and fire in addition to the normal years of hard service.

On June 3, 1816, according to a deposition by passenger Ephraim Pentland, the schooner *General Wayne* was bound for Detroit when it was boarded by an officer and four men from the *H.M.S. Tecumseh*, apparently searching for British deserters. This was noteworthy at the time, being one of the acts that was the cause of the just ended war and an indication that nothing had really been settled.

According to several accounts, the *General Wayne* was off Manitow Island in Lake Michigan on June 30, 1816 and on July 4th, landed two companies of soldiers at Fort Dearborn, the future site of the City of Chicago.

The last appearance of the *General Wayne* is in the Journal of Thomas Dean who states that on October 6, 1817, "We spoke [from Detroit] in the *General Wayne*." And on October 7th, "We engaged passage on board the schooner *General Wayne* [bound for Buffalo], Captain Rough, and put our baggage and stores on board. We took deck passage for \$3 each, and lodged in the hold on the cable."

Newspaper and online reports say that "experts have suggested" that the sunken schooner could be the *Caledonia* without mentioning any experts by name or giving any evidence other than that the ship is old. At the time of her refitting in 1815, the *Caledonia* was reported to be 56 feet long while newspaper reports on the sunken schooner give a length of 85 feet. Also, the sunken schooner is apparently a wreck. Anyone can go online and search extensive and comprehensive lists of Great Lakes wrecks and find that the *Caledonia/General Wayne* is not listed, something that would be quite unusual, particularly for a wreck that involved loss of life and for a ship as notable as the *Caledonia*.

On August 26, 1818, the steamer *Walk-in-the-Water* began its maiden voyage from Buffalo, bound for Erie, Grand River, Cleveland, Sandusky and Detroit. She was a voracious consumer of firewood for fuel, carrying 20 or 30 cords at one time and burning more than a cord an hour, driving up the price of firewood at each landing. On her first voyage, some barns and fences were dismantled and used as fuel before local farmers became aware of the new source of income and began supplying firewood at her landings on a regular basis.

According to an article in the December 1934 issue of *The Beaver*, the journal of the Hudson's Bay Company, the *Caledonia* ended her career in Erie, Pennsylvania in 1818, the same year that the *Walk-in-the-Water* first arrived in Erie. The *Caledonia*, as the renamed *General Wayne*, was dismantled and sold for firewood and old iron, likely a victim of the sudden increase in the price of firewood that made her more valuable as fuel than as a ship.

– Chris Andrlle

# Bateau Building Project

The Buffalo Maritime Center is planning to build a replica wooden bateau representative of those that would have been in use on the Niagara Frontier during the 1796 to 1825 period both commercially and in the War of 1812.

These bateaux were used in the salt trade on the Niagara River. Porter, Barton & Co. ran them from Fort Schlosser to Black Rock on the American side, and the Canadians ran them from Chippewa to Fort Erie on the Canadian side. In Buffalo, they were used as lighters, transferring cargo from lake schooners anchored offshore. They were the only boats, other than bark canoes, that could cross the sandbar and enter Buffalo Creek prior to the creation of the harbor in 1820. These bateaux were also used in Lake Erie during this time period. They traveled along the south shore of the lake from Buffalo to Detroit using crude sails, oars and poles. They usually hugged the shore so that they could take shelter in the nearest creek in event of bad weather.

Unlike the military bateaux of the type built during the French & Indian or Revolutionary Wars that were built on the spot for use in a single campaign, this will be a commercial style bateau that would have been purchased by a customer from an established shipyard either in Schenectady or possibly even Black Rock.

Bateaux would have been seen traveling up and down the Niagara Frontier during most of the period of French and British control, but commercial use by Americans did not begin until after 1796 when the British transferred Fort Niagara. They continued in use up until the 1820s when they disappeared due to several factors. In some cases, they were replaced by the use of larger, more efficient Schenectady boats and Durham boats. The opening of harbors such as the one in Buffalo in 1820 allowed the use of still larger, decked schooners and sloops



Revolutionary War era bateau built at Fort Niagara by the Lake Champlain Maritime Museum in 2004. Photo by R.A. Butz.

on the lakes and ended the lightering business. The opening of roads and turnpikes, and ultimately, the Erie Canal in 1825 ended their use on the route between Albany and the Niagara Frontier.

As an example, the 1790s era Mohawk River bateau *Discover* built by the New York State Museum in 1991 is considered to be representative of this type of commercial bateau. Built after much research and consultation with small boat expert John Gardner, the *Discover* is now on display at the New York State Museum in Albany.

Construction is expected to begin in February 2010 in the Maritime Center boat shop at 901 Fuhrmann Boulevard on the Buffalo waterfront. Anyone interested in participating in this project, please contact Chris Andrlle at [cjandrle@verizon.net](mailto:cjandrle@verizon.net) or stop by the boat shop.

– Chris Andrlle



Bateau model under construction / Photograph: Chris Andrlle

# BMC Schedule of Classes 2010

## BEGINS JANUARY 26

TED 253 FUNDAMENTALS OF BOAT BUILDING, 3 credits: students choose from the following and pay tuition and cost of materials: (Offered through Buffalo State College)

- The Six Hour Canoe: a basic 15' plywood canoe intended for one adult who will sit facing forward kayak-style. \$325
- The Black Rock Skimmer: a fast rowing skiff. \$425
- The Week-end Skiff: a 15' skiff that can be rowed, powered or sailed. \$475 – \$575

## BEGINS FEBRUARY 2

### BOAT BUILDING FOR WOMEN:

a class structured to introduce participants to the safe and proper use of tools and materials as they build their own boat. They may choose from the following:

- The Six Hour Canoe: a basic plywood canoe intended for one adult who will sit facing forward kayak-style. \$600
- The Black Rock Skimmer: a fast rowing skiff. \$650
- The Week-end Skiff: a 15' long skiff that can be rowed, powered or sailed. \$950.00 – \$1450

Classes are on Tuesdays from 5:30 – 8:30 and run for 12 weeks.

## BEGINS FEBRUARY 4:

### BUILD YOUR OWN BOAT:

participants will choose from the following list and build the boat of their choice:

- The Six Hour Canoe: a basic 15' plywood canoe intended for one adult who will sit facing forward kayak-style. \$600
- The Black Rock Skimmer: a fast rowing skiff. \$650
- The Week-end Skiff: a 15' skiff that can be rowed, powered or sailed. \$950.00 – \$1450
- The Rob Roy: a 14' ultra-light kayak. \$1450
- The Mill Creek 13: a recreational kayak from Chesapeake Light Craft. \$1650

To register or for more information contact **Richard Butz:** [butzra@buffalostate.edu](mailto:butzra@buffalostate.edu) or 716-878-6017

### CANCELLATION:

In case of inclement weather we will try to notify you via email or you can call the shop before class to be sure it will be held.

### REFUNDS:

Once materials are allocated and cut refunds will be based on the cost of those materials. Boats left in the shop at the end of the session without express permission will be sold.

### HELPERS:

Participants are encouraged to bring family members or friends to assist them. However there is a limit of two helpers per boat with a minimum age of 11.

### SAFETY:

Participants will be instructed in proper tool use. Please bring safety glasses, ear plugs and dust masks to the first class.

# Shop News

- *The O.K. Clark*, the Buffalo Harbor water taxi, Scajaquada and White Electra have been removed from the Commercial Slip for the season and returned to the shop
- The Hoyt Lake boats were returned to the shop after a busy season and their annual refurbishment has been completed.
- The rehab team has been busy. Gary Kresser, Ollie Clark, Art Scheitheir, Will Stackowski and Bob Stetzko have recently completed work on one of the Center's Lightnings, refurbished the Yacht Club workboat, and are preparing to begin annual repairs to the *O.K. Clark*.
- Rod May continues work on the restoration of his 14-foot Penn Yan Trailboat.
- Dick and Gail Butz have finished the restoration of the Buffalo Niagara RiverKeeper patrol boat that was begun by the Antique and Classic boat group.
- Ray Voit and Jim Kolbe are in the process of making some modifications to the Trailcraft kit canoe.
- An Old Town sailboat replica has been completed and a second is under way. The first built by John Drenning, Bill Rogers,

Bob Martin, Peter Dow and Dick Butz, inspired a college Technology Education student, Joe Bella, to build one for himself.

- Fall semester college classes were completed with ten students enrolled. Nine boats were built, three Six-Hour Canoes, one Skimmer and five Week-end Skiffs.
- Plans are being developed for the construction of an 1812 era bateau this winter that will become part of the Erie Canal Harbor project. Dick Butz met with Lake Champlain Maritime Museum builders in October to check out their boat.
- Jeff Gruszka finished up his repair of the circa 1950 Burdette, which included replacement of the mahogany transom; sanding, staining and varnishing of the inner hull, seats, deck and rub rails; and sanding and repainting of the exterior hull.
- Larry Robinson and Ron Root completed a Ted Moores inspired strip canoe as a surprise wedding present for his son and new daughter-in-law who were married in September. Now they plan to build one for Ron.
- Bob Martin is working on his sailing dinghy *Wee One*, its second refurbishment in thirty years.

# Wood Jointer Techniques

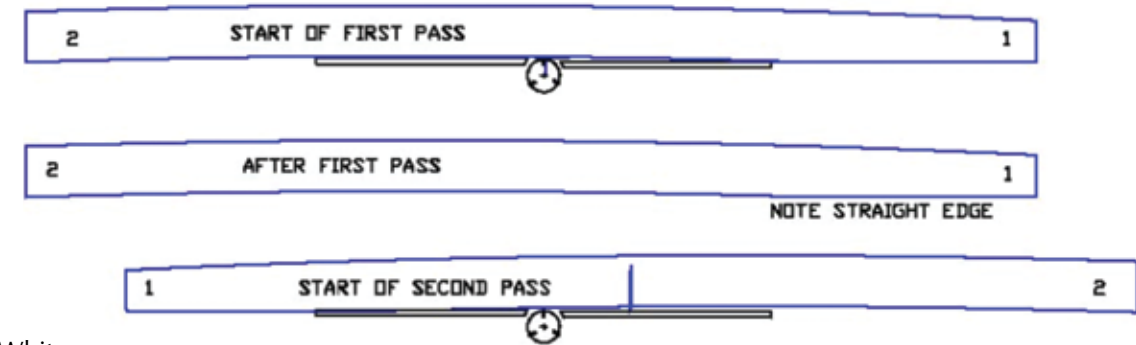
Have you ever tried to straighten a warped or bowed board before cutting into it? Or have you tried to put a taper in the board without making a ripping fixture? Here are a couple of techniques that allow you to do these using a jointer.

For the bowed edges, look down the edges for the concave edge and place it on the jointer midway in its length. You will have to manually swing the cutter guard out of position. Depending upon the amount of warp, lower the infeed-table (leading end). Make the first pass of the board. You will only cut the trailing end (End #1). Notice the straight edge; the edge at the center probably will not be touched. Flip the board around so that the flat edge (#1) just cut is lying on the outfeed-table. Run end #2 through the jointer. If the board is excessively bowed, you may have to repeat the first two steps, possibly readjusting the infeed-table.

1. If instead, the board edge is nearly trimmed, readjust the infeed-table and run the whole board through the jointer in the conventional manner. The opposite edge may then be straightened on a table saw, if need be.

2. If you are trying to flatten the width surface of the board, repeat the above steps using pusher tools to hold the piece flat onto the outfeed-table. When you are satisfied with the straightness of this surface, you may flatten the opposite surface using a thickness planer.

3. Now, if you want to taper or untaper the edge of a plank, set the edge of the board you do not want any narrower on the outfeed-table about an 1/8" to 1/4" in from its edge. The infeed-table should be set to about 1/16" or to the amount of material you want to remove from the trailing end of the board.



– Frank C. White



## The Griffon

Paintings and Limited Edition Prints by  
**John Montague**

available through **Meibohm Fine Arts**

478 Main St. East Aurora, NY / [www.meibohmfinearts.com](http://www.meibohmfinearts.com) (716) 652-0940

2192 Niagara St.  
Buffalo, NY 14207  
(716) 875-0500 FAX (716) 875-7578  
[mgr00073@westmarinestores.com](mailto:mgr00073@westmarinestores.com)  
**Jeff Gondek**  
Manager



**Analog out. 100% Digital in.**

TV is about to change. On February 17, 2009, television will switch from analog to digital. Look for your local DIRECTV dealer as a digital TV expert.

CALL TODAY for a hassle-free transition to 100% digital television!

Your local DIRECTV dealer is your one-stop shop for all your Digital Transition needs.

- 100% DIGITAL picture and sound.
- NO equipment to buy. NO start-up costs.
- FREE standard professional installation.
- #1 in customer satisfaction.

LOCAL CHANNELS INCLUDED: CBS, FOX, NBC, ESPN, CNN, USA

SHOW UP AND GET UP TO 45 OF YOUR FAVORITE CHANNELS

STARTING AS LOW AS \$2999

SATELLITE TV  
716-684-0106 Lancaster, NY  
support your local dealer