WoodenBoat School Campus

Our Working Waterfront

Mountain Ash Student Housing

Farmhouse Student Housing

WoodenBoat School Workshops
Welcome to our 2020 course catalog. This year marks the 200th birthday of Maine and WoodenBoat School’s 40th anniversary. It promises to be an exciting year!

Brooklin, Maine, has always been a center for boatbuilding and sailing, and the tradition continues to this day here at WoodenBoat School. As you read through this catalog, you will discover a wide variety of course offerings that may just present the opportunity, or even challenge, that you’ve been looking for. Our beautiful 64-acre “saltwater campus” provides an environment unmatched in its ability to allow one to experience great boats, plenty of peace and quiet, and a wonderful camaraderie amongst other like-minded souls. Each week, our community of students, faculty, and staff is as diverse and friendly a bunch as you could imagine—all ages and from all walks of life, with all levels of boatbuilding, woodworking, metalworking, crafting, and boating experience. It’s an amazing place!

All of our “hands on” classes are small and intimate, allowing each student the chance to receive plenty of personalized attention. Our faculty is comprised of skilled professionals and master craftspeople who are more than willing to share their expertise with you.

WoodenBoat School exemplifies tradition, creativity, life skills, and the opportunity to learn through our hands. I’m quite confident that your time spent with us will be filled with exciting memories, and that your first visit will bring you back to our campus for more in the years to come. WoodenBoat School just might enrich you in ways that will surprise you. There’s only one way to find out! Got a question? Just give us a call or email our office and you will receive a prompt response. Sincerely,

Rich Hilsinger
Director
### COURSES AT A GLANCE

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### 2020 Schedule at a Glance

- Sailing
- Kayaking
- Rowing
- Boatbuilding and Woodworking
- Related Crafts
### AUGUST

- **26–1**  
  - Fundamentals of Boatbuilding  
    - with Bob Fuller  
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- **2–8**  
  - Marine Painting & Varnishing  
    - with Gary Lowell  
    - page 30

- **9–15**  
  - Blockmaking  
    - with RJ Lavalle  
    - page 26

- **16–22**  
  - Computer Design  
    - with Clint Chase  
    - page 14

- **23–29**  
  - Elements of Sailing II  
    - with Jane Ahlfeld & Gretchen Snyder  
    - page 4

- **30–5**  
  - Row, Row, Row Your Boat  
    - with Havilah Hawkins  
    - page 11

- **6–12**  
  - Elements of Sailing II  
    - with Martin Gardner & Rich Naple  
    - page 4

- **13–19**  
  - Sailing the ELLEN C. WELLS  
    - with Mike Erkkinen  
    - page 7

- **20–26**  
  - The Catboat  
    - with Martin Gardner  
    - page 7

### SEPTEMBER

- **26–1**  
  - Fundamentals of Boatbuilding  
    - with Thad Danielson  
    - page 12

- **2–8**  
  - Building Half Models  
    - with Al Ross  
    - page 13

- **9–15**  
  - Elements of Boat Design  
    - with Paul Gartsde  
    - page 14

- **16–22**  
  - Stitch- and-Glue Boatbuilding  
    - with John Harris  
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- **23–29**  
  - Introduction to Woodworking  
    - with Bill Thomas  
    - page 25

- **30–5**  
  - The Rope and Canvas Sailor  
    - with Eric Stockinger  
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- **6–12**  
  - Elements of Sailing II  
    - with Jane Ahlfeld & Gretchen Snyder  
    - page 4

- **13–19**  
  - Elements of Sailing II  
    - with Martin Gardner & Robin Lincoln  
    - page 4

- **20–26**  
  - Sailing the ELLEN C. WELLS  
    - with Mike Erkkinen  
    - page 7

- **2–8**  
  - Building Half Models  
    - with Eric Dow  
    - page 13
**How to Choose the Best Waterfront Course for You**

We receive many inquiries from individuals who are thinking about joining us on the water, yet are unsure which course(s) to choose. While there are certainly different things to consider, we're confident that we can help you choose the best course to suit your needs.

All of our Sailing courses focus on becoming a sailor, which means much more than just learning to sail. Each course takes a “hands-on” approach, and the majority of class time will be spent in boats on the water. Our instructors are fine sailors themselves, each possessing good judgment and a knack for instilling confidence in a positive environment. Our classrooms are beautiful wooden sailing and rowing craft that are a pure joy to step aboard. Our waters offer some of the finest sailing and cruising in the world.

WoodenBoat School's Sailing Program has something for everyone, beginner to experienced. A wonderful introduction to the art of sailing is our very popular ELEMENTS OF SAILING course, offered throughout the season. For very practical reasons, step two could be repeating ELEMENTS with another set of instructors. It is easy to forget information from one season to another, especially if you don’t have access to sailing where you live. The next step would be ELEMENTS II. Our CRAFT OF SAIL, SAILING THE ELLEN C. WELLS, OPEN-BOAT CRUISING, SAILING GLADIATOR, and THE CATBOAT course selections get more experienced sailors out on an exciting array of larger sailing vessels. And, for those folks looking for a unique “liveaboard” experience, we offer COASTAL CRUISING SEAMANSHIP and TALL-SHIP SAILING AND SEAMANSHIP.

You’ll also find excellent opportunities to gain experience in rowing, kayaking, and coastal navigation. So, take your time and read through these pages slowly. Keep in mind that we’ll be glad to help you with any decisions that may prove difficult; just give us a call. Choosing the appropriate course brings not only the exhilaration of learning new skills, but the satisfaction of time well spent for everyone involved.

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**Elements of Sailing I & II**

*Learn-to-sail courses that emphasize seamanship, instill confidence, and are fun.*

**Elements I**

Jane Ahlfeld & Arista Holden — June 21–27 (Women Only)
Jane Ahlfeld & Arista Holden — June 28–July 4
Martin Gardner & Sue LaVoie — July 19–25
Jane Ahlfeld & Gretchen Snyder — August 2–8
Martin Gardner & Rich Naple — August 16–22
Jane Ahlfeld & Anna Yoors — August 23–29

**Elements II**

Geoff Kerr & Annie Nixon — July 5–11
Sue LaVoie & Gretchen Snyder — July 26–August 1 (Women Only)
Martin Gardner & Robin Lincoln — August 9–15

Since early in WoodenBoat School’s history, we’ve had the great pleasure and satisfaction of introducing thousands of students to the joys of sailing. Our ELEMENTS courses continue to be among our most popular offerings, often bringing students back, year after year, for more sail training. Anyone can learn to sail, but these courses cover much more than that; our experienced instructors immerse each student in the art of seamanship. Our emphasis is on the skillful handling of small craft and building confidence in one’s abilities. These come from practice, and more practice.

Under the calm and knowing guidance of our seasoned instructors, you’ll learn the essentials—sailing dynamics, boat rigging and spars, and safety precautions—followed by practical lessons on sailing techniques. Daily hands-on exercises and drills will take students through getting underway, maneuvering through the points of sail, keeping a course, tacking, returning to a mooring and dock, and much, much more.

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**Elements II Qualifications**

Becoming a sailor takes time (more than one Sailing course, we can promise), and it takes work. To ensure that you not find yourself “in over your head” in our ELEMENTS II course, we ask that you have recently completed our ELEMENTS I course, or have equivalent experience: you should feel reasonably comfortable sailing a small boat from a mooring or dock, and returning her safely, using crew to help. Improving your sailing skills will ultimately increase your enjoyment of the sport. If you have any questions regarding your abilities, please give us a call.

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Tuition: $825
Coastwise Navigation
Knowing where you are on the water.

Arista Holden — June 7–13
Jane Ahlfeld — June 14–20

Except in the smallest bodies of water, the sailor is helpless if he or she lacks the age-old skills of piloting and dead reckoning. The goal of this course is to give students a really thorough understanding of, and facility with, coastwise navigation—approaching it both “academically” and on the water.

You’ll start with charts, the fundamental tool of the navigator. Modern charts present an incredible amount of information, and to really utilize it all—to continuously visualize the connection between the chart and your spot on the water—takes skill and experience. Your instructor will help you acquire both. You’ll learn about symbols, scales, specialized charts, and more.

You’ll examine compasses—types, azimuths, lubber lines, the confusions of deviation and variation. Parallel rules and dividers will become your friends as you learn the techniques of plotting courses, LOPs, and fixes. You’ll move on to more advanced procedures such as running fixes, compensation for set and drift, bow and beam bearings, circles of position, and the six-minute rule.

You’ll go boating a lot in this course, putting your lessons into practice and getting skillful with the tools. You’ll use traditional and reliable instruments like the compass and leadline, and you’ll get your hands on electronic devices like depth-sounders and GPS.

The beauty of this course is that it provides the ideal blend of the theory and practice of coastal navigation. By week’s end, you should be able to enjoy the niceties of piloting and relax more with your boat on the water.

Tuition: $825

Note: The course will include a day with marine electronics writer, and former WoodenBoat School director and instructor, Ben Ellison on his 37’ lobster yacht GIZMO. On an all-day voyage from Camden to WoodenBoat, you’ll learn about many aspects of modern navigation, marine communications, and safety equipment.

“Your COASTWISE NAVIGATION course exceeded my expectations. Jane Ahlfeld pulled together so many aspects of navigation for us. I wanted to integrate the pieces I was familiar with and add to them and that definitely happened. A great week!”

M.S., Cambridge, Massachusetts

“Your ELEMENTS OF SAILING course was excellent! I learned so much more than just operating the boat—navigation, rules of the road, safety, knots, and lots more. Sue Lavoie and Martin Gardner put me at ease while learning something new.”

C.K., Riverton, Connecticut

“I loved the camaraderie in our ELEMENTS OF SAILING II course. I learned so much during the week and gained a lot of confidence.”

A.T., Belford, Massachusetts

“I loved ELEMENTS OF SAILING. I enrolled basically intending to learn safety issues while my husband captained but fell in love with sailing. Our instructors were great teachers—patient, fun, and encouraging.”

L.A., Charleston, South Carolina

“This was a great experience for me – my most challenging undertaking in the last decade. When I signed up for ELEMENTS OF SAILING I had no idea that we would cover so much in just 5 days! Having been exposed to so many sailing skills, I will definitely be more comfortable out in a boat. Thank you for a great week.”

P.P., Brooklin, Maine

“I took your ELEMENTS OF SAILING II course because I wanted to feel more comfortable in a Herreshoff 12½ and to be able to get in any similar type boat and understand how it worked. Both of these goals were met. An amazing week on the water!”

C.D., Brooklyn, New York

Celebrating 40 Years of WoodenBoat School
SAILING

Craft of Sail
Learn and enjoy big-boat sailing with a master.

Onboard the 32’ Yawl ARROW
John Correa — June 28–July 4
Robin Lincoln — August 30–September 5

Onboard the 39’ Yawl MISTY
Queene Foster — July 5–11; July 19–25

Onboard the 36’ Ketch PRUDENCE
Hans Vierthaler — August 9–15
Arista Holden — August 23–29 (Women Only)

CRAFT OF SAIL is for folks who have some experience in big boats but who want to improve their skills on the water, particularly in the context of a cruising-sized vessel. Subjects include sail theory, hull and rig balance, helmsmanship, piloting in clear weather and fog, approaching and leaving floats and moorings, knots and rigging, man-overboard strategy, handling ground tackle, crew management; and, with those of our vessels that have power plants, maneuvering under power, and the rudiments of auxiliary engines and navigation instruments.

The seaman aspires to the mastery of many subjects, but the essence of the craft of sail is sea sense: the ability to tune in to a boat, the weather, and the crew, and apply good judgment so that all work together harmoniously. Our instructors understand this, and they will help you to acquire that sense by sharing their own experiences and by encouraging you to think and feel a boat through various real and “what if” situations. With a maximum of five students, there is plenty of opportunity to ask questions and try tricks at the helm.

There are numerous sailing schools out there, but few offer experience in cruising/charter-sized vessels like these—and none that we know of offer instruction by such experienced sailors on such lovely yachts.

Tuition: $950

“Arista Holden gets an A+++! She was supportive of each person’s needs and personality. She’s incredibly knowledgeable and thrilled to share and teach all. Arista was exhuberant, inspiring, and patient. I always felt very safe and confident in her abilities. I learned so much in your CRAFT OF SAIL for WOMEN course!”

C.O., Philadelphia, Pennsylvania

Designed and built by Brion Rieff in the Spirit of Tradition class, this clipper 32’ yawl has proven to be a fast daysailer and an excellent weekender. Launched in Brooklin in 1999, ARROW has been a regular fixture on Blue Hill Bay, Eggemoggin Reach, and other local waters. A versatile craft, she is able to perform in a variety of conditions and promises to be a great learning experience while sailing intercoastal waters of Maine. She carries a medium sized jib with roller furling; a traditional main; and two asymmetrical spinnakers. Sporting a spacious cockpit, she is every bit as sensitive to sail as she is lovely to look at, and if ever there were a representative boat to prove that a thing of beauty is a joy forever, this yawl would be a leading candidate.

MISTY is one of the famed 39’ Concordia yaws built at Abeking and Rasmussen in Germany for the Concordia Company of New Bedford, Massachusetts. Designed by Ray Hunt and Waldo Howland in 1939, the 39s served as family cruisers and successful bluewater racers, and are known for their intricate construction details, beautiful proportions, and grace on the water. MISTY spent 45 of her 52 years on the Great Lakes in the care of one loving family who raced her successfully. She’s received excellent care over the years, and has never needed a major rebuild. Her layout and details are original. Her yawl rig provides many lines to pull to adjust her sails to perfection. MISTY is easy to sail in nearly all conditions, because none of her sails are too large to handle.

PRUDENCE is a 36’ Nereia ketch designed by L.F. Herreshoff. Low slung, with clipper bow and raked masts, she’s exciting to look at, and a joy to sail. Built in 1972 with mahogany planks on oak frames, a mahogany laid deck, and varnished cabins and caprails, PRUDENCE recalls that pre-war era we now call “classic.” Setting forestaysail, main, and mizzen, she carries 673 sq ft of dacron sails. Add a balloon jib and mizzen staysail, and you have almost 1,000 sq ft! As Herreshoff describes her, “She’s a real little ship. I believe she will prove to be very able and comfortable as well as quite a little faster than one would suppose.”
2020 COURSES

Sailing the ELLEN C. WELLS
The care, feeding, and sheer joy of sailing a small schooner.

Mike Erkkinen — July 26–August 1; August 9–15

For many, boating is a special experience. It provides excitement, fun, relaxation, a needed break from a stressful lifestyle, and a great deal of satisfaction to countless folks of all ages the world over. However, the water poses a different environment than lots of us have grown accustomed to, and this has been known to intimidate and frustrate many an inexperienced and experienced sailor. These weeks with owner/skipper Mike Erkkinen on board his 45’ schooner ELLEN C. WELLS will enable you to better understand your surroundings and to sharpen your skills afloat.

Throughout the week there will be plenty of basic seamanship skills to discover. In addition to the sailing of this vessel, you will learn about standing rigging and running gear; understanding a traditional rig and what it will and won’t do well; shortening sail; light-air sailing; anchoring; mooring pickups; and safety. You’ll discuss simple and expedient strategies to deal with challenges that tend to happen on the water. This could be challenging anchorages, touching the bottom, foul winds and tides, fog and other types of difficult weather, dealing with a comatose engine, and all manner of other things that happen when you least desire them.

The environment aboard a traditional sailing vessel, far different from that of a modern craft, requires all on board to work directly with all of their surrounding elements. This week is a perfect opportunity to learn anything and everything about handling a small schooner, and WoodenBoat School is very pleased to have the chance to offer it to you. Prior sailing experience required for this course.

Tuition: $950

The Catboat
The pleasures of a distinct American sailing craft.

Martin Gardner — July 26–August 1

Catboats have been around forever and are as much a part of America’s history as the Model T Ford or the Wright Brothers’ first flight. These shallow-draft, broad-beamed, centerboard boats with a single mast right up in the bow have played an important role among American working and pleasure craft.

This course combines practical skills with some fun, relaxed voyaging. We’ll use catboats large and small. We’ll rig them, sail them, reef them, and moor them. We’ll learn how to let them take care of themselves, to self-steer, and heave-to. We’ll pick exciting destinations for day trips, sail to them, anchor, and explore local waters and islands. We’ll cover all the basics of seamanship with particular emphasis on navigation, using tools ranging from the lead line to the iPad.

Catboats lend themselves to relaxed sailing, and we’ll make a point of soaking up the beauties of the Eggemoggin Reach and other local waters as we cruise under plenty of canvas. Prior sailing experience required for this course.

Tuition: $825

“Martin Gardner was first class! He presented an excellent course on catboats and I feel very fortunate to have been in his class. The number of boats we got to sail on was amazing!”

P.A., Lee, New Hampshire
SAILING

Sailing GLADIATOR

Lessons aboard an historic 32’ Friendship sloop—a traditional American sailing craft.

Andy Zuber — August 16–22

One of the many interesting facts about the Friendship sloop is that it was originally a very popular and successful workboat in Maine waters and then, after disappearing for almost half a century, it returned as a popular pleasure craft in the first decade of the 20th century. GLADIATOR was designed and built by Alexander McLain in 1902 in Bremen, Maine, and after years of service as a fishing boat and pleasure craft in Maine and Chesapeake Bay waters, she returned to Friendship, Maine, where she was extensively rebuilt by the Zuber family from 1982 to 1987. Since then, GLADIATOR has sailed a great deal of the Maine coast and raced successfully with the Friendship Sloop Society, winning many sailing regattas. With nearly 1,200’ of canvas, she provides all who sail her a hearty taste of traditional seamanship. With plenty of lines and sails to handle, she has the feel of a real vessel under way and is fun to sail!

During this five-day course, Capt. Andy Zuber will guide students through the lessons of handling a mid-sized sailboat. Each morning will begin with the crew meeting on board to discuss the forecasted weather and sea conditions, winds and tide. Together, the goals of the day will be outlined along with a review of the previous day’s experiences. Then sails will be hoisted, and off you’ll go. Throughout the week, you will navigate and voyage to as many pristine destinations on local waters as we can squeeze in. The days will be filled with hands-on exercises including navigation, sail handling, lines and rigging, safety at sea, reefing, heaving-to, sailing off and up to moorings, and anchoring. And, yes, lots and lots of sailing! While under sail, you will be able to apply your small-boat sailing techniques and gain larger-boat sailing experience. As each day winds down, you’ll sail back to the school’s waterfront and bask in the rewards of spending an exciting day under a full spread of canvas on a beautiful, traditional sailing vessel.

Tuition: $950

“SAILING GLADIATOR was one of the most enjoyable courses I have ever taken! I wanted to transfer what knowledge I’d gained in small boat sailing/handling and see what it was like moving up to a larger boat. Learned lots!”

R.W., Abingdon, Virginia

GLADIATOR is a true, original Friendship sloop built in 1902 in Bremen, Maine. Designed by Alexander McLain, she measures 32’ on deck, has an 11’ beam, and draws 6’. She fished in the Gulf of Maine until 1927 before being converted to a pleasure sailing craft. GLADIATOR sailed in the Chesapeake region in the 1930s through the late ‘60s. Bill Zuber then purchased her in 1967, brought her back to Friendship, Maine, in 1972, and, along with his son Andy, extensively rebuilt her from 1982 to 1987. A distinguished member of the Friendship Sloop Society since 1967, GLADIATOR has won several Sloop Races, as well as The Chowder Cup and the Retired Skipper’s Race. Carrying nearly 1,200 sq ft of sail, she is a fun boat to sail and may be the perfect vessel in which to gain a better understanding of the art of seamanship.

SAILING

The 46’ sloop ELSKOV was designed by K. Aage Nielsen, built by renowned A. Walsted’s Baadevaerft in Thuro, Denmark, and launched in 1969 as the fourth TIOGA for Bradley Noyes of Marblehead, Massachusetts. The Noyes family’s second TIOGA, a 72’ ketch built in 1939, is now called TICONDEROGA and is one of the most-recognized classic yachts in the world. ELSKOV has a remarkable pedigree. She also has a remarkable voyaging history: under her previous owner, Finley Perry, she made several high-latitude voyages, the most ambitious of which was a trip to the Norwegian archipelago of Svalbard in 2003. She is now owned by WoodenBoat magazine editor Matt Murphy and his wife Holly, who cruise with their three children and offer her for charter (visit www.charterclassics.me for details). With her double-planked mahogany hull, spacious and comfortable interior, large peninsula galley, two cabins, and berths for seven, she is an ideal yacht in which to learn coastal cruising seamanship.
Tall-Ship Sailing and Seamanship

Learn numerous skills and sail handling aboard the schooner MARY DAY.

Capt. Barry King & Jane Ahlfeld
July 26–August 1

WoodenBoat School invites you to join Jane Ahlfeld and Capt. Barry King for a week of experiential instruction aboard one of Penobscot Bay’s legendary tall ships, the schooner MARY DAY. Launched in 1962 and rebuilt during the winter of 1999/2000, the schooner is 90’ on deck, 125’ sparred length, displaces 96 tons, and carries 5,200 sq ft of canvas with more sails than any other windjammer on the bay. She is a big, pure sailing vessel, designed and rigged along the lines of a traditional coasting schooner, but built with comfort and safety in mind.

During this unique, “hands-on,” team-oriented course, students will have the opportunity to become integral members of the MARY DAY crew. Topics covered will include general seamanship, coastal navigation, and marlinespike seamanship. Students will be divided into teams to learn the skills that every sailor needs aboard any vessel. The crew of MARY DAY will expertly guide you in trimming and handling sails, steering, plotting a course, stitching a ditty bag, and going aloft (optional) to stow the topsails. On Friday, students will take command and utilize the skills they have been learning during this unique week.

The rhythm of shipboard life provides a unique environment to experience the sights, sounds, and smells of the Maine coastline. Most importantly, Barry and Jane bring humor, joy, and a relaxed atmosphere to the sailing experience. Join Barry, Jane, and the crew of the MARY DAY for a great week under sail discovering the workings of a traditional sailing ship.

Tuition: $1,295
Note: This is a six-day course that begins and ends in Camden Harbor, Maine. All reservations should be made through the schooner’s office at 800–992–2218; www.schoonermaryday.com. There is space available for friends of participants who would rather not take part in the hands-on sail training.

Coastal Cruising Seamanship

A week’s cruising on the coast of Maine aboard a classic.

On board ELSKOV
Hans Vierthaler — August 16–22
Queene Foster — August 30–September 5

Over the years we’ve learned that the best way to discover the pleasures and develop the skills of cruising under sail is to sail off in the right boat with the right skipper. This season we are again proud to offer an exciting liveaboard course onboard a beautiful classic vessel.

ELSKOV is a beautiful example of a bluewater sailing vessel, and a great boat on which to learn about sailing. She’s designed to provide the maximum of comfort and seaworthiness and can accommodate students in a safe, spacious manner.

Both of our instructors hold 100-Ton USCG licenses and have spent most of their lives as members of the wooden boat community. Queene Foster is a seasoned, proven, enthusiastic sailor who has spent a good portion of her life sailing and living aboard boats. Hans Vierthaler has spent over 25 years sailing the coast of Maine and running a charter business. Both Hans and Queene will create a custom-tailored course in which you will be patiently coached toward the next level in your sailing career—whether it be skippering a vessel on your own, or crewing with increased confidence, competence, and enjoyment. Everyone shares in the responsibilities of the cruise, including skippering, navigating, and cooking. There’s time, too, to savor the pleasures that cruising is all about—feeling a well-found vessel moving through a seaway, experiencing the peace and freedom of life at sea, and slipping into quiet anchorages each night. There might even be opportunities to row ashore and explore some of the beautiful islands that are part of Maine’s gorgeous coast.

This is a rare opportunity to learn anything and everything you wish to about the complex subject of big-boat cruising, and we’re very pleased to have the chance to offer it to you. Sign up for a truly great adventure under sail! Previous big boat sailing experience is a prerequisite for this course.

Tuition: $1,600

“Thank you for a wonderful honeymoon experience. We will never forget sailing down Eggemoggin Reach with Queene Foster or searching for fairy houses on Buckle Island. We met so many nice and talented folks on campus. WoodenBoat School is friendly, welcoming, homey, and beautiful. We absolutely love coming!”

B.R., Pittsfield, Massachusetts

“Your facilities, staff, and program are excellent, and I am extremely pleased I made the effort to get here. A wonderful experience!”

D.C., Blackburn, Australia
Open-Boat Cruising

The skills for adventuring.

Geoff Kerr — August 2–8

Beach cruising is an exciting step beyond daysailing. Maybe you’d like to cruise the Maine Island Trail, participate in the annual Small Reach Regatta, or do some extended cruising. With simple skills, basic equipment, and modest boats, one can spend an overnight or an extended expedition voyaging in reasonable comfort, relative safety, and engaging adventure. Doing so in a trailerable, beachable boat opens up dazzling parts of the world to exploration and enjoyment. This course is designed to introduce you to beach cruising with hands-on experience using time-tested boats, gear, and techniques.

This course will be based onboard NED and SWIFTY, two of Iain Oughtred’s versatile Caledonia Yawls. Instructor Geoff Kerr will share his knowledge gleaned from many years of sailing and camp-cruising with NED in Penobscot Bay and beyond. You will learn and practice a wide variety of real-world cruising skills and tactics. Days will be filled with trip planning, keeping an eye toward weather, tides, and currents; practical navigation using a chart and compass; rowing, sailing, reefing, and beyond; anchoring, beaching, and getting ashore; communications; and safety.

Each day will start with a planning session for that day’s adventure, choosing a destination and routes to maximize adventure and your opportunities to stretch your experience. You’ll land frequently, with a major stop midday for lunch, island exploration, and the chance to try to keep your boat where it belongs. These island sessions will also allow for demonstrations and discussions of provisioning, camping gear and strategies, and access to and stewardship of beach cruising grounds. Afternoon return passages will be by different routes, taking full advantage of the wonders of Penobscot Bay and the ever-changing conditions. Students will return to campus in time for dinner and to recharge for the next day. All you’ll need to bring with you are your enthusiasm for small-boat sailing, your sense of adventure, and your foulweather gear (just in case). A list of personal gear and clothing will be provided upon registration.

Tuition: $825

Note: You should come to the course with at least intermediate sailing skills. We’d also like you to realize that while this is not a survival course, it will be an active one. We’ll be planning and making daily passages, rowing and sailing as it happens, come sun, rain, fog, or calm. We’ll be in and out of boats repeatedly, with wet feet and no docks. It might be hot, it might be cold, it might be wet…it will be fun.

“Geoff Kerr was excellent. He’s extremely knowledgeable about cruising in small boats, very competent, and caring. He imparted a wealth of information and practical experience. OPEN-BOAT CRUISING was absolutely what I was looking for and needed. Totally enjoyable!”

R.R., Purcellville, Virginia

Alumni Work Weeks

MAY 17–23 • MAY 24–30

Each year we traditionally mark the opening of our summer season with two weeks in the spring in which a number of our alumni come to Brooklin to help us open our doors. Alumni give us a week or two of their time and talent, and we return the favor with a week’s room and board, plenty of appreciation, and a few surprises thrown in to boot. There’s plenty to do on our waterfront, in our shops, and at our dorms.

It’s also a wonderful week of camaraderie with folks getting back together in this beautiful setting to relax, talk boats, and share stories. Call after January 3rd if you’d like to be added to the lottery list. We’ll pull names in March for these two popular weeks.
Row, Row, Row Your Boat

*Human power on the water.*

**Havilah Hawkins — August 2–8**

This course will give students the opportunity to get out on the water in fine style at low cost. Recreational rowing in traditional craft is making a strong comeback these days. Instructor Havilah Hawkins, a lifelong waterman, will use a variety of human-powered boats to take students across open water to coves, creeks, and islands out back of nowhere, exploring places where large sailboats and powerboats dare not go. Along the way you’ll learn healthful (and potentially life-saving) skills that will increase one’s strength and endurance, yet will prove gentle to joints and muscles. Anyone who can get in a boat can learn to row. This week you’ll learn how to row correctly.

You’ll row fine traditional pulling boats, dories, prams, peapods, flat-bottomed skiffs, and try out other designs. No matter what previous experience you bring to the course, technique can always be improved. You’ll learn to keep as comfortable as possible since rowing is supposed to be fun. A variety of rowing strokes will be covered and practiced, including the art of sculling—that is, how to propel a boat by working a single oar over the transom. We’ll also look at safety equipment, tides and wind, simple navigation and charts.

Havilah will cover the history and evolution of rowing craft and designs. Students will have access to the WoodenBoat Research Library where your instructor will explain how to read and understand hull-lines drawings. What makes a suitable boat? How does one choose proper oars, oarlocks, and accessories? How is thwart placement determined? There are a lot of folks out there who think of rowing as “work,” to be avoided if at all possible. This week with Havilah Hawkins will be enlightening and enjoyable as we debunk that myth and discover the joys of messing about in small boats.

**Tuition: $825**

“Haddie Hawkins was excellent! He’s very knowledgeable and passionate about boating. The course on rowing was so informative and enjoyable that every single student improved their skills by weeks’ end.”

R.S., Potomac, Maryland

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Elements of Coastal Kayaking

*Expert guidance for enjoying paddling in all types of water.*

**Nick Schade — July 19–25**

Selecting an appropriate kayak; safety skills; basic gear and equipment; transporting kayaks; paddling strokes; launching and landing; nautical charts and navigation; capsize and recovery skills; and better understanding of weather and sea conditions are a sample of the many topics covered in this fully comprehensive course. Good fun and a great education!

Note: Kayaks, paddles, sprayskirts, and life jackets will be provided by the School, but students are welcome and encouraged to bring their own if desired.

**Tuition: $825**

Note: Students should be in good physical condition, have reliable balance and agility, and the ability to enter and exit kayaks from beach or rocky shore.

“Nick Schade was great and your ELEMENTS OF COASTAL KAYAKING course went way beyond my expectations. As someone who had only kayaked recreationally a half-dozen times, I came to the course with a sophomoric idea of it. I wanted to learn techniques and safety in a cold water environment and I got it and lots more. An invaluable course!”

T.M., Brooklyn, New York

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“We look forward to our WoodenBoat School stay every year. It is such a beautiful spot with very interesting people and excellent courses. Spot on for WoodenBoat School.”

K.D., South Ryegate, Vermont
How to Choose the Best Boatbuilding Course for You

The key to deciding which class best suits your needs is to carefully read each course description, which incorporates much information about the course’s content and level of experience. We’ll also be glad to help you with any questions you may have after reading this catalog, and if need be we can put you in contact with our instructors. Choosing the right course means that you will be satisfied, appropriately challenged, and among others whose goals and abilities are similar to yours. Keep in mind that having some previous hand tool/woodworking experience will result in a much richer experience for anyone interested in one of our boatbuilding courses. For those lacking this experience, we highly recommend taking our INTRODUCTION TO WOODWORKING course or a basic carpentry class in your hometown before signing up for one of our boatbuilding classes.

For those of you looking for a great introduction to traditional wooden boat construction, we recommend: FUNDAMENTALS OF BOATBUILDING, INTRODUCTION TO BOATBUILDING, and BUILDING THE SWAMPSCOTT SAILING DORY. If you are interested in a certain type of construction, there is plenty to choose from. You’ll find various courses in the following construction methods: plank-on-frame, plywood-epoxy, strip-plank, stitch-and-glue, and much, much more. You’ll also find a wide variety of courses in which a class or individuals will build canoes or kayaks. A fair number of students are interested in taking a series of courses, with a goal of becoming more proficient or even working toward a career in boatbuilding.

We suggest considering the following sequence: LOFTING; FUNDAMENTALS OF BOATBUILDING; BUILDING HALF MODELS; ELEMENTS OF BOAT DESIGN; then one or more courses that focus on a particular design or type of construction. Many of our shop courses are designed for beginning, intermediate, or experienced woodworkers; a wise choice based on skill level can determine how much you may benefit from the course. Again, take time to read each course description carefully.

Fundamentals of Boatbuilding and Advanced Fundamentals of Boatbuilding

The theory and practice of classical boatbuilding.

Fundamentals of Boatbuilding

Greg Rössel — May 31–June 13; June 28–July 11
Pat Mahon — June 14–27
Warren Barker — July 19–August 1
Bob Fuller — August 2–15; September 13–26
Thad Danielson — August 16–29

Advanced Fundamentals of Boatbuilding

Taking it one step further.

Greg Rössel — August 30–September 12

Fundamentals of Boatbuilding is the core curriculum of our boatbuilding courses and one of our most popular offerings. This series deals generally with the whole craft of boatbuilding, specifically with wooden boats, and most specifically with plank-on-frame small craft.

We tend to build challenging boats in these classes—round-bilged, carvel, and lapstrake-planked types—because if you can build one of these, you can build almost anything. Ideally, each class will start one boat, work at planking another, and finish a third. The emphasis is always more on learning than on pushing through a project. Each session combines daily discussion periods with an abundance of practical work. You’ll start out discussing boat plans and design, and how to develop a project plan.

Lofting will follow (see LOFTING, as follows, for a complete treatment of this subject). From there, it will be a steady stream of boatbuilding lessons—tools, body plans, types of construction, planking methods, steam-bending, lamination, woods, fastenings, and much, much more.

ADVANCED FUNDAMENTALS is designed for experienced individuals looking for ways to continue their education and taking the “next step” in working on more complex designs and projects. Daily lessons will include scarfing, interior and exterior joinerwork, sparmaking, centerboard installation, and various other details. This course is a wonderful complement to any earlier boatbuilding exposure you may have sampled. Previous boatbuilding/woodworking experience is required.

Tuition: $1,275 (two-week course)

“Greg Rössel is outstanding. He’s a fabulous teacher with lots of practical information to share. Greg is among the best instructors I have ever had. A wonderful two weeks.”

I.M., Halifax, Nova Scotia, Canada
Lofting
Making sense of all those lines and numbers.

Greg Rössel — June 21–27; August 23–29

Without question, lofting is an essential skill for the boatbuilder. Once you’ve mastered it, you can at least start to build any boat for which there are plans. Moreover, you’re going to be able to interpret plans and better comprehend the shape of the vessel, and what the building process will be. Lofting takes time and concentration, and a good teacher really helps (see WoodenBoat Nos. 110 and 111).

In this week you’ll discuss the written material that Greg has developed, build half models, and—in teams—loft several small craft. Tables of offsets, diagonals, buttock lines—all will be demystified and will become the wonderful tools they are for understanding, discussing, and building boats.

This course is meant to dovetail with the two-week FUNDAMENTALS OF BOATBUILDING course which Greg will also teach.

Building Half Models
The practice and pleasure of carving half models.

Al Ross — August 9–15
Eric Dow — September 20–26

There are few products of woodworking as exciting to behold as a well-done half model. It reveals the character of the boat it represents at a scale that can be admired at a glance and appreciated for a lifetime. Half models are a wonderful way to remember a boat of the past or dream about one of the future.

Half-hull modeling is both a practical way to enjoy woodworking with limited time and tools, and a tangible way to grasp the intricacies of boat plans. To carve and mount a half model yourself is to forever capture a design in three dimensions.

In this week of hands-on participation, you’ll explore the tools, techniques, and materials for half-model making from lines plans; the woods; the glues; the tools; the paints and varnishes. Students will have access to the extensive model plans collection at The WoodenBoat Store. Eric and Al also encourage folks to bring lines drawings of their own boat or favorite designs.

Besides creating one or two models of your own, you will learn a lot about boat plans and gain a feeling for the long tradition of half-hull modeling—and go home with the ability to build more on your own.

Tuition: $825
Materials: $145

“Al Ross has superb skill as an instructor, He presented solid instruction, numerous ‘tricks of the trade’, how to recover from a mistake, and always encouraged each student, all at a comfortable pace. In addition to ‘how to,’ I was hoping to receive some modeling strategy and process, and that was very much part of the course.”

J.S., Berwyn, Pennsylvania

“Bob Fuller was awesome! Very attentive and a wealth of knowledge. FUNDAMENTALS OF BOATBUILDING was very helpful in understanding wooden boat construction and the various processes that are involved.”

D.B., Hilton Head Island, South Carolina

“My FUNDAMENTALS OF BOATBUILDING course enabled me to learn a great deal about process, construction, techniques, tool use, and the interconnected nature of the various steps of boatbuilding. Thad Danielson was amiable, very knowledgeable, and made the two weeks both interesting and very enjoyable.”

J.U., Chicago, Illinois

B.G., Green Cove Springs, Florida
Elements of Boat Design

*Learn the principles and process—then practice on your own design.*

**Paul Gartside — August 9–15**

If you have ever wished you could design your own sailboat, powerboat, rowboat, or canoe, then here's a course for you. Boat builder and designer Paul Gartside will take you step-by-step through the principles of boat design, and efficiently lead you from an initial idea to a workable set of plans with reasonable confidence in the outcome. If you come with your own concept to work through, so much the better; otherwise Paul will help students without a specific plan come up with some interesting ideas to work on.

This is a paper-and-pencil course, working at the drawing board with the traditional tools of curves and battens. While most designers use computers these days, Paul still draws all plans by hand and from a teaching point of view feels this is the best approach. Theory will take place with blackboard sessions and will be applicable regardless of your experience and current practice.

Students need not have any previous experience with boat design or mathematics; just a keen interest in boats will do. Although there will be some simple calculations, the main focus will be on understanding the concepts and principles that play a part in boat design and in developing an eye for aesthetics. In spite of modern technology, designing boats is still as much an art as it is a science. The eye and judgment of the designer are still the most important ingredients in any design.

On Monday, you will discuss your initial ideas with Paul and learn how to begin a drawing on your own, using some basic drafting skills. Paul will spend the remainder of the week mixing theory and practical sessions with as much practical drawing time as possible. You'll work toward a deepened understanding of how a hull interacts with wind and water, and of the compromises that must be made in every design in order for the finished boat to be best suited to its purpose. With only five days to work together, no one is going to come away with a complete set of plans under their arm, but depending on the group, it should be possible to get some projects pretty well fleshed out and the steps to completion clearly defined. If we can leave each student with enough basic knowledge to design a good-looking boat that performs well, and a burning desire to go ahead and start on another, then we will consider this course a success.

**Tuition: $825**

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Computer Design

*Understanding capabilities and advantages of the computer in your own boat design work.*

**Clint Chase — August 2–8**

What is the computer-aided design (CAD) program called Rhino that is so popular with designers? How does one use it to model a boat on a computer? What all is needed to cut with a CNC machine? By the end of this course with designer/boatbuilder Clint Chase, you will have a better appreciation of these essential questions and some of the answers. Moreover, you will end up with a toolbox full of computer skills and a 3D model of a boat hull. Clint will share his unique knowledge and skills in bringing boats to life from Rhino to the shop floor.

The week will be busy but fun as you learn the many facets to drawing your own boat design on the computer. Everyone will be starting with an existing lines plan—perhaps one you’ve drawn in the **ELEMENTS OF BOAT DESIGN** course or on your own. You can also start with a refined lines sketch of the boat of your choosing. The boat can be any hull type, but for learning computer design, a simpler hull form like a multichined or lapstrake hull is easiest for the beginner. Whatever plan you choose, it must come to class scanned into your laptop as a JPEG file. This is our starting point.

As the week progresses, we will virtually build a 3D model of the hull and deck of your design. Students will learn to navigate in Rhino and become proficient with its tools and the list of commands that enable the lines to take shape on the screen. Demonstrations and discussions of the basic and more subtle aspects of computer lofting, 3D modeling, hydrostatic calculations, creation of layouts and CNC cutting files, and problem-solving will flow together through the week. You’ll print your work on a large-format printer on Friday, and we’ll visit a nearby shop and see how a boat kit can be cut on a large CNC router.

Everyone in the class will be bringing a variety of experience and knowledge and a willingness to help each other so each student leaves with new friends and the fundamentals of computer design.

**Requirements:** You will need a MAC or PC laptop that is within 10 years of age; 4MB RAM; video graphics capability; and a free 90-day trial version of Rhino 5 loaded and ready to go. Minimally, a 15½" screen size is recommended, as is a comfortable mouse with pad. Students should have solid experience with lofting or drafting table. WoodenBoat School's **LOFTING** or **ELEMENTS OF BOAT DESIGN** course provide excellent prerequisite information for this **COMPUTER DESIGN** course.

**Tuition: $825**
Building a Swampscott Sailing Dory

An exercise in traditional wooden boat construction.

Graham McKay — September 6–19

Here we offer another in the long line of traditional dory courses that we’ve presented over the years. Led by noted dory historian, educator, and master builder Graham McKay, students will build a round-sided sailing dory common to 19th-century fishermen using traditional methods. John Gardner’s The Dory Book will be the reference text and you’ll loft the boat in place and build by “eye and feel.”

Over the two weeks, students will construct the 18’ dory along with requisite sailing gear including the centerboard and trunk, rudder, and rig. The round-sided nature of the sailing dory makes for a more time-consuming building process requiring careful spiling and scarfing of planking stock. Only a minimal amount of epoxy and modern materials will be used.

Starting from square one, students will build the bottom, all the frames, stem, and transom on workbenches. Cross-cleats are then attached to the bottom followed by trimming and beveling the bottom plank edges. The dory will be built right-side up. After the setup has been braced and shored all around, fairing battens will be attached and we’ll be ready to begin planking. The shape of a dory is largely governed by the natural bend taken by wide boards of uniform thickness. Graham will demonstrate lap widths, cutting gains, scarfing, and fastening, and these will be daily exercises as the dory takes shape. Interior joinery and assembling the spars, rudder and tiller will keep everyone busy during the second week.

Each student will experience the entire construction process from beginning to end and leave with the confidence to take on an exciting dory project on their own.

Tuition: $1,275 (two-week course)

“Graham McKay is a highly effective instructor—patient, skilled, knowledgeable, and talented in his ability and willingness to instruct and explain. He also creates an atmosphere that is welcoming, engaging, and relaxed.”

C.M., Falls Church, Virginia

Building the McKenzie River Dory

A captivating week building boats with craftsman, historian, and author Brad Dimock.

Brad Dimock — July 19–25

With the 2008 publication of Roger Fletcher’s Drift Boats & River Dories, these highly maneuverable shallow-draft boats have undergone a great surge in popularity. Originally designed as fishing boats on Oregon’s McKenzie and Rogue rivers, river dories have found admirers on shallow fishing streams and whitewater rivers around the world.

In the late 1940s Woodie Hindman created the archtypical McKenzie River dory: the 16 Double-ender with Transom. This elegant design has proved excellent for rowing in swift shallow or whitewater streams, and handles well with a small outboard motor for flatwater and lakes. Students will be building this dory as a traditional plywood-on-frame boat, but assembling it in the more modern free-form method without forms or strongback.

Brad Dimock has been building, rowing, repairing, restoring, and researching river dories in the Grand Canyon and the West for four decades. He’ll begin this course by having students loft the design and expand the frame patterns, then create the frames, transom, and stem. You’ll also scarf together sheets of marine plywood into full 16’ side panels and floor. By mid-week, students will assemble the hull and begin installing chines and gunwales. By Friday, the class should be busy fitting seats, flydeck, and floorboards, and applying the last of the oil and paint. With luck, you’ll float her on Saturday! A lucky winner of the lottery will take her home for the cost of materials.

During the week you will gain the knowledge and skills to build your own McKenzie River dory, her larger cousin the Grand Canyon Dory, or any number of other similar craft. You’ll learn lofting, scarfing, fabricating parts, free-form assembly, and outfitting, as well as many of the arcane arts you’ll use along the way. You’ll use a minimum of fancy tools, relying more on adaptation and improvisation. Brad will also cover maintenance, storage, and repair.

Tuition: $875

Note: This is a six-day course ending Saturday afternoon.

“Brad Dimock – a true gentleman, artisan, accomplished dory man and boatbuilder/innovator. He’s just a great person to be around, to talk with, to learn from, and to be inspired by.”

A.C., Bourne, Massachusetts
Building a 15’ Aspøya Faering
The traditional approach to lapstrake construction.
F. Jay Smith — June 14–27

The Norwegian faering was well established by the beginning of the Viking era as the finest hull form for exploring, trading, and fishing along the rugged coast of western Norway. As early as 800 A.D., Norse boatbuilders had developed a keen understanding of the forest as a valuable resource for shipbuilding. Blacksmiths and shipwrights collaborating with weavers and seamen gave birth to the Viking Age.

This course emphasizes the traditional use of hand tools such as axes, drawknives, and spokeshaves. The five-strake, four-oared faering will be fastened with hand-forged iron rivets, roves, and nails. Plank laps will be sealed with wool yarn and pine tar. Sawn frames and oarlocks will be treenail fastened. Northern white pine planking will be steam-bent. Building “by eye” with a plumb bob and shoring beam, students will become well-versed and confident in their ability to create an elegant, functional double-ender without the need and use of construction molds.

Introduction to Boatbuilding
A one-week primer on building small boats.
John Karbott — May 31–June 6; June 28–July 4; August 30–September 5

There are many individuals who would like to build their own boat but don’t know how to get started. Many first-time builders have run into problems understanding the process of what to do first and, as a result, soon get intimidated and the idea loses momentum. John Karbott, professional boatbuilder and instructor, invites anyone interested in wooden boats and woodworking to join him in any of these three six-day courses focusing on the skills and techniques used in basic boatbuilding. No prior boatbuilding experience is required, simply a desire to learn. If you want to build a good-looking, simple sailing skiff, John can help you get started and guide you through the step-by-step procedures to taking on and completing such a project on your own.

Students will build two skiffs combining marine plywood, white oak, and Northern white cedar. The course will start with understanding boat plans and lofting, and proceed through scarfing, framing, planking, and interior joinerwork.

As the skiffs take shape through each week, John will lead discussions in small-craft design, selecting a suitable design for the amateur builder, setting up a one-man shop, proper hand and power tool usage, and much more. Whether you have a hankering for traditional skiff construction or are simply looking for a perfect introduction to wooden boat construction, you will thoroughly enjoy this week with John.

Tuition: $875
Note: This is a six-day course ending Saturday afternoon.

“John Karbott was outstanding. Though my expectations were quite high, INTRODUCTION TO BOATBUILDING exceeded them. John always kept us informed on what we needed to accomplish and was always there to provide detailed individual instruction.”

J.F., Virginia Beach, Virginia

“I just wanted to thank you for a most enjoyable learning experience. I will recommend your school to anyone interested in learning how to build boats. INTRODUCTION TO BOATBUILDING definitely exceeded my expectations!”

M.GH., Guelph, Ontario, Canada
Fine Strip-Planked Boat Construction

A guide to building small boats with wood strips and epoxy.

**Nick Schade — June 14–20**

If you want to build a lightweight, rugged, and beautiful small boat, combining thin strips of wood with epoxy and fiberglass will make a car-toppable, low-maintenance, and gorgeous vessel. Nick Schade has been building strip-built boats for over 30 years. He has written two of the standard texts on the subject, *Building Strip-Planked Boats* and *The Strip-Built Sea Kayak*, and his efforts have guided thousands of people through building their own boats using the popular strip-planked method.

In this six-day course, students will explore this method of construction while building two very different boat designs created by Nick—an Adirondack Guide Boat and the microBootlegger Sport sea kayak. The microBootlegger Sport is a 15'5 x 23” sea kayak with beautiful lines suitable for exploring lakes or heading out to sea. The Guide Boat is Nick’s own design based on the H. Dwight Grant guideboat VIRGINIA documented by John Gardner in 1963. Nick’s interpretation incorporates the older recurved stem pattern into a boat that rows easily and can carry a good load. You’ll be using standard strip-planking methods that do not include ribs, so the interior will be clean and smooth.

Students will gain experience in a wide variety of techniques involved in this modern boatbuilding process. We will be putting emphasis on the “fine” aspect of the class title, striving to create a beautiful boat with matched strips and careful craftsmanship.

Throughout the week, Nick will take time to discuss the many variations on the strip-building process that students can use in their own boat-building projects. After a week of fun work, we’ll step back to admire two stunning boats that will be raffled off to two lucky students.

**Tuition: $875**

Note: This is a six-day course ending Saturday afternoon.

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Stitch-and-Glue Boatbuilding

Learn introductory and advanced modern plywood boatbuilding techniques suitable for simple or heavy-duty boats.

**John Harris — August 9–15**

The “stitch-and-glue” construction method is the easiest way to build a boat, as tens of thousands of amateur boatbuilders will testify. The approach, which emphasizes the use of epoxy adhesives and strategic fiberglass reinforcement combined with marine plywood, is ideal for first-timers. But like so many things, it’s easy to do but hard to do well. This class is about how to do it well.

The stitch-and-glue techniques date back to the advent of modern adhesives in the 1960s. The basic process involves prefabricated plywood parts, which are stitched together with loops of wire, then glued with epoxy to create rigid and seaworthy hulls. The process dispenses with lofting, elaborate molds, and much of the complex joinery of traditional wooden boat building.

While the method is beloved of amateurs, in recent decades professionals have seized on this type of construction as a way to create beautiful free-form hull shapes with amazing strength and light weight. While still benefiting from the speed and ease of stitch-and-glue boatbuilding, pros deploy sophisticated techniques that result in optimized structures and glittering finishes.

This year’s stitch-and-glue class will assemble a replica of the Gislinge Boat—a 7.7-meter rowing and sailing craft. The original was probably built for a Danish Chieftain around the year 1130, and excavated from a farm field in Denmark in 1993. It's not a Viking ship, but a recent descendent. Designer, boatbuilder, and instructor John Harris chose this project because the construction techniques of these elegant Scandinavian vessels share remarkable similarities with stitch-and-glue boats of the 21st century. Then, as now, the monocoque hulls are assembled from pre-shaped planks, without a mold. Instead of oak planking and bog-iron rivets, our Gislinge Boat will be assembled from computer-cut marine plywood with wire stitches and epoxy.

Whether you’re building your first boat, or looking to learn the advanced tricks that the professionals use to get “showboat” finishes, this one-week class will advance your abilities to work with wood, epoxy, and fiberglass. And the boat we build together will be raffled off at the end of the week to one very lucky student!

**Tuition: $825**

“John Harris possesses superb boatbuilding knowledge and was very effective in transferring all of that to each and every student. STITCH-AND-GLUE BOATBUILDING exceeded my expectations and was most enjoyable! Thank you.”

J.T., Tampa, Florida
**Traditional Wood-and-Canvas Canoe Construction**

The art of the canoe with a master builder.

**Rollin Thurlow — June 21–27**

Cedar-and-canvas canoes are more popular than ever. Not only are they wonderful to look at and a pleasure to build, they also perform quite well. This construction method permits a clean, sharp entry and a subtle shape that is difficult to achieve with aluminum or fiberglass. The century-old technology of clenching thin planks to steamed frames and then covering the hull with a tight canvas skin yields an amazingly flexible and rugged craft. And the ingenious forms developed years ago by companies like Old Town and E.M. White make the building process relatively quick and easy.

Rollin Thurlow has been building and using, writing and teaching about wood-and-canvas canoes for years. The instructor will lead you through the complete construction of three traditional Maine Guide canoes, the 17’ Atkinson Traveler and a 15’ Willow; and a traditional Maine fishing canoe, the 15’ square-sterned Kingfisher.

You’ll start by steam-bending the clear cedar ribs onto the two forms. While they cure, you’ll make up ash thwarts and pre-bend the stems and gunwales. Then comes the fitting and fastening of the planking—a good chance to practice hand-tool skills in a very satisfying process. Working this thin cedar is a real pleasure.

At week’s end, you will canvas the canoes in the traditional manner, using the “envelope” method, stretching the canvas drum-tight, tacking it in place, and filling the outside weave with a special compound. Between steps, there may be time to carve your own paddle—a fascinating project unto itself. Three students will leave this course with a new canoe nearly ready for paint and varnish; all will leave with knowledge and experience of what is probably the most indigenous of American boatbuilding techniques, a process directly evolved from birchbark canoes and still very much alive today.

**Tuition:** $875

Note: This is a six-day course ending Saturday afternoon.

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**Introduction to Cold-Molded Construction**

Everything from approaching the project to techniques and materials.

**Mike Moros — August 30–September 5**

For years cold-molded wood construction has been used successfully in building small sailing dinghies, competitive rowing shells, cruising sailboats, rugged multihulls, and swift powerboats. The technique involves laminating together layers of wood veneers or very thin planks to create a hull that is watertight, extremely strong, and lightweight. Blend these noteworthy features together with a relative ease of boatbuilding, and you have a method of construction that is a very popular choice among professional and amateur builders alike.

The object of this course will be to see and learn firsthand exactly how the professionals take on a cold-molded project and how smaller builders can incorporate professional systems into their own styles. Mike Moros will lead this course, one that has been requested time and time again by a large number of alumni and interested public.

We have chosen Joel White’s 12’6” Catspaw dinghy for oar and sail design as the main class project, which should provide students with a close look at much of what you need to know in building laminated wooden boats. Daily discussions will cover material choice, handling, tooling, costs and time, and application techniques. Topics that will receive individual attention include epoxy resins, health and safety, fastening systems, spiling, planking, vacuum-bagging, trimming, and fiberglassing.

Mike promises that this will be an energetic week with plenty to do, so come prepared to roll up your sleeves and put in six full days. For anyone contemplating the cold-molded approach for their own boat or, perhaps, to add to their boatbuilding business services, this course will be invaluable.

**Tuition:** $875

Note: This is a six-day course ending Saturday afternoon.

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“Mike Moros was an outstanding instructor for our INTRODUCTION TO COLD-MOLDED CONSTRUCTION course. He was incredibly knowledgeable and I enjoyed his teaching style and all of the ‘real world’ examples he provided. The course helped reinforce things that I only had a basic understanding of.”

R.D., Highlands Ranch, Colorado
Glued Plywood Lapstrake Construction

All the advantages of this practical method of construction.

Geoff Kerr — August 23–September 5

The Vikings knew it 1,000 years ago: lapstrake boats just look right! The sweep of a well-modeled sheer accentuated by nicely lined-off plank laps catches even an uneducated eye.

Epoxy-fastened plywood lapstrake construction is a modern building method with many advantages over traditional styles. This type can create lighter, stiffer, and stronger boats that better stand up to trailering and require little maintenance, yet maintain all the romantic aesthetics and fine performance of their traditional cousins. For all of these high-tech advantages, the skills required are still those of the boatbuilder—lofting, spiling, planking, sparmaking, and so forth. In this two-week class we’ll combine our group efforts to scratch-build a 15’ Beach Pea rigged for sail and oar.

The once ubiquitous peapod is as evocative of coastal Maine as the lobsterboat or the Friendship sloop. The multipurpose double-enders were once used for everything from tending traps and motherships to conveying the family to church. Designer Doug Hylan has surmounted the difficult challenge of creating an attractive, lightweight, stable, and fine-performing version in glued lapstrake plywood construction.

The class will explore plans, lofting, and moldmaking, then get right to it, laminating stems and setting up the building frame. We’ll then get out and mount the bottom board and plank the hull, learning the secrets of the rolling bevel and cutting gains. After planking, we’ll sheathe the bottom in fiberglass, and mount the outer stems and a keel strip to beef her up for beaching and trailering. Once the hull is done, we’ll turn it over and work on fitting out the interior with rails and breasthooks, floor timbers and seat risers, thwarts and stern sheets, mast partners and floorboards. Bench work alongside the hull will include building spars and fabricating the centerboard, trunk, and rudder.

In addition to all this classic boatbuilding, the project will expose students to the broad world of epoxy construction techniques as well as the practical uses of modern marine plywood as “natural” lumber. The knowledge and skills gained here will prove applicable to a wide variety of boats by numerous designers, not just the Beach Pea.

Instructor Geoff Kerr brings 25 years of experience in epoxy-plywood construction to the course, and he has taught similar classes here at WoodenBoat School featuring other designs such as the Caledonia Yawl and Coquina. While turning out a commissioned Beach Pea at his Two Daughters Boatworks shop in 2014, Geoff realized that it is the perfect design for a class; just right in scale and complexity and a great boat to go home with a lucky raffle winner at the end of the two weeks! Previous woodworking experience is a requirement for this course.

Tuition: $1,275 (two-week course)
Wooden Boat Repair and Restoration Methods

Strategies and techniques for common wooden boat repairs.

Walt Ansel & Matt Morello — July 19–August 1

The repairing and rebuilding of wooden boats is a journey that can provide great personal satisfaction. In the process, you’ll become familiar with your boat’s intricate construction details, and come to appreciate the careful craftsmanship that transformed the original raw timber into the boat you love. Conquering the complications of “bringing her back” can be more rewarding than building new, especially when the result is to return a classic to its calling—sailing, cruising, rowing, or fishing.

Wooden Boat School has been offering this course for many years, and we’ve tackled a number of interesting, sometimes challenging, boat projects including a 24’ steam launch, a 25’ Henry Scheel centerboard cruising sloop, and a 13’ catboat. This season we offer students the chance to join master shipwright Walt Ansel and boatbuilder Matt Morello for the repair of an original Herreshoff 12½ built in 1928 (hull #1087) and a Cape Cod catboat.

During these two weeks, Walt and Matt will give several talks and demonstrations covering boatbuilding tools, appropriate woods, fastening, caulking, and tool sharpening. Careful disassembly, another important repair and restoration skill, will be taught and practiced. For anyone who’s looking at their own repair projects, these two weeks will be enlightening.

Tuition: $1,275 (two-week course)

Runabout Repair and Restoration

Making them beautiful again—keelson to varnish.

Gary Lowell — August 23–29

The design and manufacture of wooden runabouts earlier in this century was one of the high points in the history of American boatbuilding. These boats are still lovely and exciting, and very much appreciated today. Fortunately, many of them still exist, though quite often they sit forlorn in boatyards or barns, awaiting the loving hand of a restorer.

So Wooden Boat School is happy to present this course for aspiring runabout rebuilders. Gary Lowell knows restoration as a busy professional in his North Carolina boat shop.

In this course students will examine obvious deficiencies and more subtle problems. Gary will explain each detail of the restoration process and develop a work schedule. Students will learn about materials and sources of supplies, and woodworking and finishing techniques, both traditional and innovative. There will also be opportunities to try your hand at various phases of repair and replacement of hull parts and joinery work, renovation of electrical and mechanical systems, and preparation for and application of paint and varnish.

Gary has designed this course to help the restorer become self-sufficient and resourceful, able to complete an existing project or to find and fix a needy craft, and ultimately to enjoy the satisfaction and value of bringing one of these beauties back to life.

Tuition: $875

Note: This is a six-day course ending Saturday afternoon.

“Wooden Boat School provides a superb opportunity to learn and meet others with similar interests in a beautiful setting—all at a very reasonable price.”

J.W., Deep River, Ontario, Canada
Small-Boat Joinery

Paying attention to details.

Greg Bauer — September 6–12

Here’s a week that promises to be a fulfilling and challenging one with plenty of opportunity to learn how to build, fit, and install the intricate parts required to fit out small boats. Participants in this course will continue interior work on several cold-molded boats begun by students in previous classes—Bill Garden’s Tom Cat and Joel White’s Catspaw Dinghy. The joinerwork of a small boat is particularly exacting because there is nowhere to hide slipshod work; nowhere to bury rough joints out of sight.

Veteran boatbuilder Greg Bauer will teach you how to create elegant parts and gorgeous, tight-fitting joints for a boat you’ll be proud to varnish. The course is designed to be a follow-up to some of our traditional boat construction and plywood/epoxy hull building classes and very useful to anyone completing a small boat. Many of the acquired skills and techniques can be transferred to big boats as well. Greg will start the week describing how to organize a project as complicated as finishing a boat. Students will learn how to work from boat plans and drawings. The versatility of accurate patterning of parts will be described and demonstrated.

Boatbuilder’s Hand Tools

Making, restoring, and using traditional tools of the trade.

Harry Bryan — June 7–13

In spite of the ever-increasing number of power tools in the woodworking/boatbuilding trades, the foundation of the boatbuilder’s skills is still largely dependent on the use of hand tools. Hand tools bring you in close contact with wood, enabling the user to get to know and work with its grain structure.

Good work with hand tools depends largely on the craftsman’s ability to create and maintain a truly sharp edge. An accurate system for creating the correct initial bevel is fundamental to this process. Each student will be required to fit out small boats. Participants in this course will continue interior work on several cold-molded boats begun by students in previous classes—Bill Garden’s Tom Cat and Joel White’s Catspaw Dinghy. The joinerwork of a small boat is particularly exacting because there is nowhere to hide slipshod work; nowhere to bury rough joints out of sight.

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You’ll learn about making curved parts by epoxy laminating and steam-bending. The importance of precise measurement and layout will be explored in depth, as well as how to accurately scribe and fit parts such as the breasthook, quarter knees, floor timbers, bulkheads, thwarts and keel, skeg and deadwood. You’ll learn how to use epoxy, other glues, and bedding compounds and become familiar with woodworking in three dimensions with no right angles in sight.

Working at the bench or in the boat, you’ll refine your skills and techniques with a wide variety of boatbuilding tools, both stationary and handheld. Greg will share many tips, tricks, and jigs to make each job easier and faster, as well as good looking—all of this while being conscious that the painter/varnisher, spar builder, rigger, and hardware installer are looking over our shoulder to see how we have left things for them.

Note: This course will cover a lot of material and be fast-paced. It is not intended to be an introductory woodworking/boatbuilding class. Therefore, previous woodworking and/or boatbuilding experience is required.

Tuition: $875

Note: This is a six-day course ending Saturday afternoon.
Build Your Own
Northeaster Dory

The elegance of a traditional workboat in stitch-and-glue construction.

Dillon Majoros — July 26–August 1

This very popular John C. Harris design uses Chesapeake Light Craft’s patented LapStitch™ process, which yields boats of 19th-century appearance but 21st-century weight and durability. Many years after the first CLC LapStitch™ models, the 17’ Northeaster Dory enjoys numerous refinements for faster, easier, prettier, and stronger construction. Just as in the original dories, we begin with a sturdy flat bottom, erect frames, and then add planks in a single day. A handsome timber rail adds stiffness, and the structure is further reinforced with epoxy and fiberglass. Solid timber seats feature alternating Spanish cedar and cypress strips, which will look great under varnish. All plywood is marine-grade okoume.

The impulse for this new design was the desire for a fast but safe and dry rowing craft, for exercise during Maryland winters on the creeks near John’s Kent Island home. Simple and sturdy, the dory can live in or out of the water, ready to go in any condition of wind and wave. Dories are great load-carriers, and the Northeaster Dory is no exception. The maximum payload is 800 lbs.

By the end of this exciting week, hulls will be assembled, ready for sanding and painting at home. If there’s time during the class, those who elect to add the traditional dory sailing rig may get started on that option. Come join Dillon and experience the satisfaction of building your very own beautiful dory.

Tuition: $875 (partner: $425)
Materials: Row – $1,931
Sail (Sloop) – $3,540  Sail (Lug) – $3,435
Note: This is a six-day course ending Saturday afternoon.

Build Your Own
Stitch-and-Glue Kayak

Versatile, durable, easy-to-build designs for both the recreational and serious kayaker.

Eric Schade — June 7–13; August 16–22

Is there a perfect kayak? You can’t have an all in one kayak. For speed, you want a hull that is long and narrow. For comfort, you want a broad beam and a big cockpit. For maneuverability and ease of handling, a short kayak is desirable. Artful compromise is the mark of good design, and Eric Schade has a number of beautiful kayaks that may just fit your bill. Students who register for this very popular course will be able to choose among the following designs: the 14’6” Shearwater Sport, the Shearwater 16 or 17, and the Wood Duck series.

The Shearwater Sport is Eric’s most versatile traditional kayak. It offers the perfect compromise of light weight, sharp West Greenland handling, effortless cruising speed, and an extra-large cockpit for comfort. And it’s more than fast enough to accelerate onto waves for surfing. The Shearwater 16 and 17 are great-looking, performance-oriented touring kayaks, perfectly suited to the experienced paddler. The Shearwater designs feature a cambered deck and a West Greenland-style hard-chined hull. The Wood Duck 10, 12, and 14 are all compact, easy-to-launch, recreational kayaks built for comfort and speed. With big cockpits and ample stability, they are ideal for exploring inland waterways, fishing, or just having fun with your kids.

All of these designs are built from a Chesapeake Light Craft kit using the most advanced wood-composite techniques. Stitch-and-glue plywood construction of computer-cut panels makes the assembly very user-friendly. The structure is carefully and neatly reinforced with epoxy and fiberglass for use on rocky beaches. During construction, Eric will explain options for outfitting the boats with seats, backrests, foot braces, hatch covers, and deck rigging. At the end of the week each kayak will be ready for sanding and paint or varnish. On Saturday afternoon you’ll be taking home a beautiful, new boat along with plenty of new skills and shop tips you can use on many future wood-epoxy composite boatbuilding projects.

Tuition: $875 (partner $425)
Kit Prices: Shearwater:  Sport – $1,530
16’ – $1,488  17’ – $1,530
Wood Duck:  10’ – $1,350  12’ – $1,386
14’ – $1,509  Double – $1,519
Note: This is a six-day course ending Saturday afternoon.

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Wood Duck:  10’ – $1,350  12’ – $1,386
14’ – $1,509  Double – $1,519
Note: This is a six-day course ending Saturday afternoon.

“Eric Schade was superb. His ability to mentor and assist students building 7 kayaks was unbelievable! I was amazed that he remained so patient throughout the week and found solutions to any problem that arose.”

G.R., Waltham, Maine

2020 WoodenBoat School | 207–359–4651
Build Your Own Annapolis Wherry
Experience the ultimate in a recreational, open-water pulling boat.

Geoff Kerr — June 28–July 4

In this six-day course, each student will build an Annapolis Wherry from a Chesapeake Light Craft kit. The wherry is designed after the graceful 19th-century livery boats used on the River Thames. She is, however, lighter and slimmer, combining breathtaking grace with thoroughbred performance under oars. She is designed around a sliding seat and, in the hands of an experienced oarsman, cruising speeds easily reach 5 to 7 knots. The Annapolis Wherry may be unsurpassed as a rowing trainer, exercise boat, long-distance cruiser, or open-water racer.

The boat is made of 6mm okoume plywood with 9mm okoume plywood frames, thwarts, and flotation tanks. Outwales, breasthook, and quarter knees are solid mahogany. The Annapolis Wherry is built using the LapStitch™ construction technique. By using precision-rabbeted, computer-cut plank shapes and frames which double as molds, a CLC LapStitch™ kit boat is wired together just like a stitch-and-glue kayak. When glued with small epoxy fillets, the planks create a stiff and strong hull that will last for 50 years.

At the end of an absorbing week, students will learn about stitch-and-glue basics, including epoxy work, fiberglassing, laminating, along with painting and varnishing your completed boat at home. Building a LapStitch™ boat is easy, but assembling an 18’ boat in a week means a tight schedule, and you’ll be spending plenty of time in our shop. It will be an exciting week, with an outstanding boatbuilder to guide you through your project!

Tuition: $875 (partner $425)
Materials: Single – $1,778 Tandem – $1,856
Note: This is a six-day course ending Saturday afternoon.

Build Your Own Sassafras Canoe
LapStitch™ construction of a 12’ or 16’ lovely, featherlight double-paddle canoe.

Dillon Majoros — July 5–11

Imagine a boat so light that you can put it on your shoulder and stroll casually down a wooded trail, carry it to a hidden lake or stream, or paddle it with almost no effort. That was the idea behind the original “trapper” or “pack” canoes. Chesapeake Light Craft’s new series of 26-lb Sassafras lap-strake canoes carries on the tradition, but with modern building methods.

Though the Sassafras can be carried or paddled by a youngster, she’ll hold a 255-lb load. The canoe tracks well, is easy to turn, and is stable enough for fishing and camping. Like many traditional canoes, the Sassafras has a symmetrical bow and stern. This allows a solo paddler to sit facing “backward” on the forward seat for better trim. Her slightly rounded hull offers more speed and responsiveness than many of the plastic or glass boats you may have paddled. Her hull is slightly rockered—not for maneuvering in whitewater, but rather to reduce wetted surface area—making her almost effortless to paddle.

Drawing on instructor John Staub’s expertise and encouragement, students will build their own canoe using 6mm okoume plywood, trimming it with sapele and Honduras mahogany, and covering it with fiberglass cloth on the bottom. Watertight flotation compartments will be finely fitted at the bow and stern. As the boat nears completion, ash-caned seats and thwarts will be added and final details addressed.

As with all of our courses in which students build their own boat, this week will be a busy one with some evening work being required. But the time spent will be well worth it. As students head down the road for home at week’s end, they’ll each be leaving with a beautiful new creation they’ve built themselves, guaranteed to turn heads and bring years and years of pleasure.

Tuition: $875 (partner $425)
Materials: 12 – $1,302 16 – $1,614
Note: This is a six-day course ending Saturday afternoon.
**Sparbuilding**

*Learn the steps to building both solid and hollow spars.*

**Bruce MacKenzie — July 5–11**

Wooden spars are a sight to behold and complement almost any harbor in which they are found. This week with boatbuilder Bruce MacKenzie will guide you through the process of building solid and hollow spars. Building your own mast and boom, combined with fabricating some simple hardware, is a wonderful project that can save you money, and bring you the satisfaction of doing it yourself.

One of the projects undertaken by students in this course will be a mast built using the eight-stave, bird’s-mouth method used by many boatbuilders for its simplicity and strength. You’ll also turn out, for other boats, some solid-wood spars that will require little or no gluing and can be easily shaped with hand tools.

We will start the week talking about wood selection, cutting scarf joints, building a spar bench, gluing up with epoxy, and sharpening hand planes. Time will be dedicated to looking over plans and having a real understanding of how masts function and are supported.

Throughout the week, Bruce will touch on other spar construction techniques. Different spars as well as hardware details will be discussed. Time will be spent on the water looking at how different rigs work in their environment. This should lay the foundation for whatever rig style you choose. The course will close with a few coats of varnish and a discussion of maintaining your new rig for years to come. This week promises to be a full one, so come ready to make plenty of shavings and turn out beautiful wooden spars.

**Tuition:** $875

*Note: This is a six-day course ending Saturday afternoon.*

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**Woodcarving**

*Introductory techniques for first-time carvers.*

**Reed Hayden — July 19–25**

Professional boatbuilder and woodcarver Reed Hayden offers students new to carving a stimulating look at decorative woodcarving during this week. Whether you are a casual hobbyist or a devoted craftsman, this week promises each participant very satisfying results using basic carving tools and woodworking skills.

Reed will introduce a variety of carving and woodworking techniques including design and drawing, incised lettering, low and high relief carving, overlays, three-dimensional projects, router work, and gold-leafing. All of these procedures will enable students to produce elaborate carvings as well as integrate them into marine and residential applications.

One of the first projects will be a motif sign. Coupled with this exercise will be a decorative carved shell. Both of these projects will help the student develop a “good eye” toward visualizing various shapes and forms. As one’s carving skill and experience develop, so does that “good eye.” Having brought the motif sign to a point where it is ready for paint, students will be encouraged to explore other techniques. These may be incorporated into a project of their own design. Reed will provide plenty of examples of his own work and others for reference.

If you’ve ever had the ambition to design and carve, this week might be just what you’ve been waiting for. Complete with design advice, tool and wood selection, carving instruction, and finishing techniques, Reed’s helpful course should provide immense satisfaction and inspiration.

**Tuition:** $825

**Materials:** $102

“Reed Hayden was excellent! The carving course was an amazing combination of group presentations and one-on-one instruction. Learning the basics from a master carver was great and having some more experienced students in the course showed us beginners what was possible in the future.”

— M.A., Kalamazoo, Michigan

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“First off, I want to thank you and your entire staff for what was an excellent week there. I am impressed with the warmth of the staff, the beautiful location, the school facilities, and even the mosquitoes that would accompany me on my walk to and from breakfast each day from the Farm House. My goals for the class included learning about the details of construction of the canoes and how to execute that construction, and to gain confidence in my own limited skills to be able to put them to use here in Oregon repairing/restoring the four canoes that I own. My goals were not only met, but exceeded.”

— J.S., Philomath, Oregon
The Essentials of Fine Woodworking
Building a dovetailed utility box with a focus on traditional hand skills.
Mark Whitcomb — June 21–27

There are as many approaches to designing and making boating projects as there are woodworkers. In this six-day course with woodworker and furnituremaker Mark Whitcomb, students will learn the intricacies of fine joinerwork in a project that will combine elegance with utility.

Mark will present students with an array of four projects to choose from; a sample of each will be on hand. Each student will choose the design they want to build and the types of woods they’ll incorporate into the piece (pine, cherry, walnut, and mahogany). The project will incorporate hand-cut dovetails and other types of essential woodworking joints.

Mark will first introduce students to the components of designing and laying out the project. He’ll then move on to wood selection, coping with wood movement, types of joints, and the correct procedures for gluing up material. Mark will also offer extensive instruction in the sharpening, tuning, and use of planes, chisels, and other tools.

During the week, students will practice the step-by-step process of cutting dovetails by hand and crafting the parts of the design they’ve chosen. Practice is the most essential component to mastering craftsmanship. In this course you’ll learn from your mistakes and successes, and, above all, learn from your hands.

Mark will also discuss finishing, although time may not allow for any applications of oils, varnishes, or paint during the course.

It will be a very informative week with a very talented craftsman that everyone, even longtime woodworkers, will find enjoyable. And at week’s end, each student will take home a beautiful, handcrafted piece that will last a lifetime. Previous woodworking experience is required.

Tuition: $875
Materials: $110

“INTRODUCTION TO WOODWORKING went well beyond what I had hoped for and was right on target with my level of experience. So much great information and hands-on experience was packed into the week. Thoroughly enjoyed your personable, knowledgeable staff and our instructor Bill Thomas who was amazing!”

P.S., York, Maine
Blockmaking
A step-by-step guide to fashioning traditional blocks.

RJ Lavallee — August 2–8
Anyone who sails knows how instrumental blocks are to maintaining control over sails and helm. They come in many sizes and configurations—singles, doubles, fiddles, tiny blocks, large blocks, huge blocks—and serve different purposes, from topsail sheet blocks on square-riggers to flag halyards.

Blocks were so important they were one of the first commercial processes to be mechanized at the end of the 18th century. Until then, blocks were constructed by hand. In British Navy yards in the mid-18th century, entire buildings were dedicated to blockmaking. In this course, RJ will convert WoodenBoat School’s East Bay classroom to become the school’s very own blockmaking shop.

Students will begin with the basics—cheeks, swallows, spacers—of traditional block construction, including creating the templates for individual blocks, and choosing and preparing wood for the process. RJ will guide students through making two single 6" blocks intended for use with rope stropping: one a “made block” where individual elements of the block are fashioned and then fastened together, and the other a “cut block” where the block is formed from a single, solid piece of ash. Students will also make a third block, a 5” single block fastened with metal stropping hardware, which will become part of WoodenBoat School’s rigging inventory used to maintain the school’s fleet.

Like all woodworking projects, blocks need to be finished. RJ will show students where to cut stropping grooves, drill holes for reinforcing threaded rod and sheave pins, and work through choices about staining and finishing. To varnish, or not to varnish, that is the question, but students will be varnishing at least one of the blocks.

Tuition: $875
Materials fee: $122
Note: This is a six-day course ending Saturday afternoon.

Building a Classic Sea Chest
A project designed with the woodworker and boatbuilder in mind.

Mike Erkkinen — September 13–19
The sea chest, like the treasure chest or toy chest, seems to hold an implied promise of something great inside. When properly proportioned and constructed with care, this simple and elegant container can bring utility and enjoyment to generations.

This “hand tool” course will cover both the practical aspects of joinery and woodworking, and explore the rich connections between joinery, craftsmanship, and the lure of the sea—and how these things can enhance the human spirit. The degree of satisfaction that is derived from using a hand “edge” tool is largely dependent on the quality of the edge. Thus, we will be spend time sharpening, talking about sharpening, and exploring different systems and methodologies to maintain edges in optimal condition.

There are two joints that will be the focus of this project. The first one is the humble and elegant dovetail. This sea chest (26” long, 17” deep, 14” high) might contain over 100 of them, depending on what size dovetails you lay out and how you count them. The other main joint is a mortice and tenon. This is the true “meat and potato” joint that is the mainstay of cabinetmaking and timber framing. Getting comfortable with these two joints, executed easily with hand tools, will give you a very solid grounding in the practice of traditional joinery.

We’ll also do some stuff that you might not have done before, like using a mortice plane to mortice hinges, drilling holes and clocking screws with a gimble, and cutting dadoes with a plane.

We encourage you to prepare for this course by working on sharpening, getting comfortable with hands saws and chisels, and practicing dovetails and mortice and tenon joints on your own prior to the class. This will allow you a better chance of finishing your chest in the class, and give us a chance to answer technique questions that you unearthed by trying things on your own.

This promises to be a busy, informative week that everyone, even long-time woodworkers, will find enjoyable. Each student will have the opportunity to understand why wood can be such a wonderful building material and to grow as a woodworker. And at week’s end, each will take home a nautical and handsome piece of furniture to last a lifetime.

Tuition: $875
Materials: $159
Note: This is a six-day course ending Saturday afternoon.
Build Your Own Plank-Constructed Pond Yacht

A Vintage Marblehead-class pond yacht designed for radio control.

Bruce Richter — August 23–29

In this course each student will begin the construction of his/her own pond yacht. This type of small boat originated in 1932 using minimal design requirements of 50” LOA and 800 square inches of sail. The class of boat known as Vintage Marblehead (VM) is still actively sailed today under the guidance of the U.S. Vintage Model Yacht Group. When fully rigged the boat is over 7’ tall, which makes it quite impressive from shore. The boat can be easily dismantled for transport.

The course boat NORUMBEGA was designed by former instructor Thom McLaughlin. Construction of this pond yacht will pleasantly challenge and inform students in planking practices similar to those used in building full-sized boats. Students will make decisions based on blueprints and developing an eye for form. During this week, the boat will be planked, faired, and the fin and rudder will be fabricated. Bruce will also discuss the steps that follow to complete the boat—decking, rigging, electronic installation, and painting.

Students who have started construction of their VM model in previous years at WoodenBoat School are also welcome to participate in this course to finish their boat. This week will be an excellent opportunity for further guidance. This will provide inspiration to those individuals just beginning their boat and to view firsthand the final steps in construction.

Tuition: $875
Materials: Pond Yacht I – $385, includes CNC cut molds, strongback, keelson, planking, fin, and rudder.
Pond Yacht II – $169, includes material to finish the boat other than sails, fittings, and electronics.

Note: This is a six-day course ending Saturday afternoon.

“Bruce Richter was an excellent instructor. He taught the pond yacht course in a knowledgeable, caring, and professional manner.”
T.S., Wilbraham, Massachusetts

Pond Yacht Restoration

Restore/complete your own pond yacht and get it ready for sailing or display.

John Stoudt — July 5–11

There are various models and pond yachts out in the world in need of repair or restoration. The boat may have been a family heirloom, a model you found in an antique shop or at a flea market, or a project that you began but couldn’t find time to complete. If you happen to have such a boat, this week with John Stoudt will present you with the opportunity to evaluate your model and determine a plan for its restoration and completion. The work might include repairing a damaged hull, building a new rig, making fittings, repairing a vane gear, getting the electronics working, installing new electronics, or re-rigging the boat. An unfinished boat could have a planked deck built and installed, hatch openings framed, hatches built and fitted, spars constructed, electronics installed and set up, or the rig built and installed. A display and travel stand could also be built. And there may even be the chance to establish a waterline and paint the model to your specifications.

Students may bring any type of pond yacht, especially those rigged for remote control. Some older self-steering boats could be reconfigured for remote control sailing or the self-steering mechanism could be repaired. If you have any questions about the boat or model you have, you can contact the instructor through the WoodenBoat School office.

John Stoudt will consult with each student prior to the course to develop an understanding of your boat and plan of work. Together you will determine what materials and supplies you will need to bring along and what John will make available. He will have other materials and parts on hand for the unexpected. A final plan for the restoration and/or completion of your boat will be established on the first day of class. Each morning, the students and John will evaluate where they are, how they have progressed, and how to proceed. Come spend a week at WoodenBoat School and develop a passion for models that is both fun and rewarding!

Tuition: $875
Materials: The fee will be determined on your boat, the work involved, and the materials, parts, and supplies used during the course.

Note: This is a six-day course ending Saturday afternoon.

“As a retired professor, I immediately realized that John Stout was a particularly caring and supportive instructor. He provided meticulous instruction, daily progress reviews and lots of individual attention. He also brought enough parts and tools to deal with any contingency and was very generous in sharing them.”
B.R., Scarsdale, New York
Patternmaking for Custom Hardware

*Learn the skills to plan, design, and build a pattern.*

**Bob Fuller — July 26–August 1**

Patternmaking is one of the most important cornerstones of metal casting. The pattern is basically an enlarged copy of the part you want in metal. It is not a mold, or a negative shape of what you want. It is a positive form, usually made of wood, from which a mold is made.

This class will provide a view into the lost art of patternmaking. You will explore the relationship between patternmakers and foundrymen in creating wood patterns for casting custom bronze hardware. You will discuss the metallurgy of various bronze alloys and the factors that need to be considered in designing an accurate pattern—shrinkage, draft, dimensional stability, and coring to successfully cast a piece of hardware. Most boatbuilders/woodworkers have in their kit a complete selection of tools that would enable them to practice pattern work. Your instructor will present a few others that have been developed specifically as patternmaking tools, including inside-sharpened chisels and gouges, cove and barrel planes, and a pattern hammer.

Each student will have the opportunity to create patterns for hardware such as cleats, rudder hardware, or nautical décor. This promises to be an exciting week for anyone interested in the finer points of woodworking.

**Note:** Students must have adequate experience using hand tools including carving tools, such as gouges and chisels.

**Tuition:** $825  
**Materials:** $132

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Bronze Casting for Boatbuilders

*The process of patternmaking and casting custom hardware.*

**Michael Saari — August 16–22**

If you are a professional or amateur boatbuilder, in a small or large operation, working on traditional or modern craft, power or sail, wood or even plastic, one thing you always have to consider is the matter of hardware. Boatbuilders are often in need of special bronze fittings that are either not available off the shelf or must be cast at great expense.

This course with Mike Saari will introduce the basics of patternmaking, sand molding, and bronze casting. Students will learn how to build an inexpensive furnace and all the tools necessary to cast hot metal using sand-casting technology. Even if you don't want to do your own casting, you will learn enough about design and patternmaking to minimize the cost of having a commercial foundry make your castings.

In this hands-on, introductory course, each student will make a pattern of his or her design to cast original hardware from start to finish. Anyone who has ever lost an oarlock will appreciate learning how to make copies of original hardware. Students will learn foundry safety practices and resources for supplies. Last, but not least, students will learn how to finish off their castings.

**Tuition:** $825  
**Materials:** $290

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*“WoodenBoat School is an invaluable resource. I’m so grateful that such a community can be maintained. The friendships with like-minded people are a godsend. And to have access to such a beautiful oceanside campus in such an intimate way is a joy.”*  
T.M., Brooklyn, New York
Metalworking for the Boatbuilder and Woodworker

A survey of tools and techniques.

Erica Moody — August 9–15

This highly useful course will provide students the opportunity to review and practice various metalworking techniques for copper alloys and stainless steel, geared toward assisting the professional or amateur woodworker and/or boatbuilder in fabricating or repairing metal parts needed for their projects. We will briefly look at types of metal used in the marine environment and their properties and uses, and review tools and techniques to work them in simple ways without the need to set up a fancy metal studio in that spare corner of your shop or garage.

Techniques covered will include silver brazing, soldering, drilling and tapping, forming, and finishing methods, as well as heat-treating for toolmaking. Suggested class projects will be to start and finish your own forged bronze and tool-steel scribe/marking tool to use in class, and a pair of bronze chart dividers and/or a small bevel gauge. Students may also bring marine-related parts to repair or fabricate (with advanced approval), or just practice.

No previous experience is necessary. This is a chance to clarify metalworking questions, and start building the skills and confidence to gain that satisfying feeling from being able to repair, replace, or custom-make your own deck and hull fittings, cabin hardware, tools, or beautiful accessories and gizmos. Materials will be included for the suggested class projects. Students will have the option to purchase other materials at the start of class if desired.

Tuition: $825
Materials: $155

“Erica Moody was superb! She’s an experienced professional who could clearly explain and demonstrate the needed skills to complete various projects – a rare combination!”

J.E., New Braunfels, Texas

Blacksmithing for Boatbuilders

An introduction to traditionally forged ironwork for marine projects.

Doug Wilson — June 14–20

The time-honored craft of blacksmithing is alive and well. This captivating, five-day course, taught by master craftsman Doug Wilson, will expose students to the principles of the craft, focusing on hot-forging steel. Students will learn fundamental hand-forging processes and then have the opportunity to create useful items. No power tools will interfere with your understanding of the forging process.

Do you need a special tool or would you like to restore an old one? Can it be fixed, or will you need to replace the original? How about steel hardware? The lessons learned here will apply to both ornamental forge work and tool making with high-carbon steels. The mysteries of hardening and tempering will be addressed, and students will learn to properly heat high-carbon tools of their own making.

As students become more confident in basic blacksmithing skills during this course, they’ll move on to designing and making individual pieces to take home. The promise of success in this course will be limited only by the talent and enterprise of the beginner, and not by the lack of expensive or elaborate equipment and materials. And as students find themselves becoming more confident in their blacksmithing skills over time, they will discover, with pleasure and satisfaction, that they have become their own teacher.

Tuition: $875
Materials: $237

Note: This course will be held at Doug Wilson’s shop located in Little Deer Isle, a short drive from WoodenBoat School.

“Thank you for running such a useful and enjoyable school. I will definitely be returning!”

N.S., Cornwall, Ontario, Canada
Making Friends with Your Marine Diesel Engine
An introduction to evaluating small marine diesels.
Jon Bardo — May 31–June 6; September 20–26

Realizing that the diesel engine powers the world, we are offering this course to provide you an in-depth view of the small marine diesel engine. Despite their apparent complexity, diesels are quite simple machines that can be given an almost indefinite lifespan by painless preventive maintenance techniques and proper operation. Jon Bardo has had over 40 years of experience troubleshooting and rebuilding diesel engines from 16 hp to 2,400 hp, and has tailored a course that will meet the immediate needs of each student and his/her own engine.

During the week, students will be presented with a wide array of hands-on demonstrations and lectures designed to cover the care and repair of the small marine engine. Fuel systems, cooling systems, lubricating systems, electrical systems, exhaust and intake systems, and more will all be explored and thoroughly explained in layman’s terms. Mechanical problems are almost always the result of some human weakness or deficiency, and Jon will create a “survival guide” for owners of diesel-powered watercraft to properly maintain their own power plants and extend the lives of the engines.

Tuition: $825

You’ll get plenty of grease under your fingernails in this course as your instructor details correct operation of your engine from start-up to shutdown. Students will have a great chance to find out what to look for in troubleshooting common problems, and which repairs you can do yourself and which should be done by a professional mechanic. And if you should need repairs, Jon will teach you how to find and deal with a mechanic, and how to tell if you’re being taken care of or being taken for a ride. If you are one of the many boat owners who are interested in improving your understanding and ability and gaining confidence in dealing with your motor, then come join Jon Bardo for a fascinating look at the marine diesel.

“Your course on marine diesel engines was invaluable as I’ve just purchased my first diesel. It was a great confidence builder and Jon Bardo was top notch as an instructor.”

T.L., Atlantic Highlands, New Jersey

Marine Painting and Varnishing
The art and science of finishing prep work to final coat.
Gary Lowell — August 2–8

Painting a boat is not simply a matter of opening a can and dipping in a brush—especially if you want the job to look decent and last well. Marine finishing requires a lot of careful preparation, good technique, and an understanding of a bewildering array of products.

Gary Lowell packs a great deal into this one-week course. He starts with the preparation of the surface—the key to a fine finish. Too many good coats of paint do little more than emphasize a rough hull, and too many fine hulls have been damaged by the misuse of power tools. You’ll work with a variety of grinders, sanders, and scrapers on a variety of wooden boat parts. You’ll develop the feel needed to make these tools work for you, not against you.

Tuition: $825

“Your course on marine diesel engines was invaluable as I’ve just purchased my first diesel. It was a great confidence builder and Jon Bardo was top notch as an instructor.”

T.L., Atlantic Highlands, New Jersey

“A week at WoodenBoat School is a week out of ordinary time. This was my second year attending a course and it was as magical as the first! Thank you.”

C.T., Brentwood, New Hampshire
Rigging
Principles and practices; tools and traditional techniques.

Pete Marshall — June 28–July 4

Beyond its obvious value to such people as boatyard workers and bluewater cruisers, a working knowledge of good rigging is useful and enjoyable, sometimes even crucial, for anyone involved with boats. This week with Pete Marshall, professional boatbuilder and rigger from Bainbridge Island, Washington, will prove indispensable to all those interested in gaining a fuller appreciation of rigging design and layout along with many do-it-yourself rigging operations. From splicing to mooring lines, from leather chafe protection to mast tuning, from fixing deck hardware to inspecting and maintaining a rig, students will have plenty of “hands-on” opportunities to come away with a broader understanding of rigging.

Pete’s course will be based on a thorough discussion of traditional rigging design and layout. It will lean toward the traditional rig with some modern concepts added to the mix. Using WoodenBoat School’s fleet, along with boats in neighboring Center Harbor, you’ll examine and inspect a variety of rigs. A wide assortment of rigging tools, wire, line, and hardware will be used and compared, and students will be kept busy throughout the week practicing splicing, serving, seizing, and a variety of useful knots. At the conclusion of this week, all participants will have a better understanding of marlinespike seamanship and how to create safe and effective rigging.

Tuition: $825
Materials fee: $75

Surveying of Wooden Boats
Developing a trained eye for boats.

Pat Mahon — June 7–13

To be truly qualified to survey wooden boats and yachts requires a tremendous diversity of experience and expertise. Our instructor spent years working on boats before teaching marine surveying. Pat has years of building, repair, and educational experience, and WoodenBoat School is pleased to provide a forum in which he can pass on some of his hard-earned knowledge.

This course will meet for lectures and discussions, but much of the teaching is done by field work. You will go through boats at local boatyards learning how to look, where to look. You will focus on wooden boat design and construction, the hows and whys of success and failure. You will explore the methods for detection of current and potential problems with rot, corrosion, fractures, and joint failures—how they might be fixed, and how they could have been prevented. You will learn to look at boats in differing terms of the owner, the potential buyer, and the insurer. And you’ll discuss the actual business of surveying—writing reports, liability, dealing with owners and brokers.

Our marine surveying courses have been very popular since the school began. Students range from insurance agents with an obvious need to understand what makes a boat safe, to U.S. Coast Guard inspectors, to boatyard managers and brokers wishing to provide better customer service and more accurate estimates, to amateurs with shopping plans in mind, and, of course, to people currently working, or thinking of working, in this demanding profession.

Tuition: $825
The Art of Woodcuts
An intriguing woodworking project for the beginning or intermediate woodworker.

Gene Shaw — August 30–September 5

Woodcut printmaking is a relief-printing art technique in which an image is carved into the surface of a block of wood, with the printing parts remaining level with the surface while the non-printing parts are removed, typically with gouges, knives, and chisels. The technique was created in about 1400 in Europe and, throughout time, has gone through various levels of technical and artistic development among woodworkers around the world.

Gene Shaw, artist and master woodworker, has designed this captivating course for individuals interested in learning how to create black-and-white woodcut prints. On Monday morning, Gene will review students’ image ideas, help select an appropriate wood block, and show how to transfer the image onto a block. An introduction to cutting techniques, blade-sharpening, tool tune-up, and making a straight knife from a simple hacksaw blade will round out the day. During the week, work will be done on both soft and hard woods, plywood, or linoleum blocks. There will also be an introduction to various papers, inks, and brayers. Printing will be by hand using a traditional Japanese barren (of several types) or a bamboo paddle, the instructor’s favorite.

Around mid-week, a trip to a nearby gallery that exhibits woodcuts and wood engravings by a number of local artists will be planned to expose students to a wide variety of styles.

Anyone interested in woodcarving and woodworking will be fascinated by this week with Gene, a very talented craftsman and artist. By the end of the course, everyone will have achieved a solid foundation for designing and producing high-quality woodcut prints in a small space using quality tools and materials.

Tuition: $825
Materials: $66

“Gene Shaw is a master woodcut artist who possesses a terrific disposition as an instructor. He had the right mix of instruction, demonstration, and individual monitoring. A great class overall!”

D.B., Stevenson Ranch, California

Bent-Wood Box Making
A rewarding woodworking project steeped in tradition.

Bill Jordan — September 6–12

Before modern kitchen and household storage systems, there were bentwood boxes. Colonials readily adapted local wood to the design and construction of bentwood boxes, and New England whalers fashioned round boxes out of materials at hand. The Shaker communities of the early 1800s elevated box making to a whole new level fashioning oval, painted pre-Tupperware utilitarian storage containers. Today, the bentwood box is a beautifully fashioned and finished keepsake box ranging in size from small ring boxes to ones that can be used as coffee tables.

Instructor Bill Jordan will begin the week with a history of bentwood boxes in America. Bill will then demonstrate the various hand tools and stationary shop equipment that students will use during the course. Over the five days, each participant will complete a set of five nesting Shaker-style boxes, one small serving tray, and a special WoodenBoat School Class Box with a hand-carved whale on the lid. In addition, students will see examples of Colonial-style boxes and, time permitting, build one together with their own forms and templates to continue box making at home.

Box making can be a gateway to boatbuilding. Bending wood is typically a part of wooden boat construction. Bentwood boxes are held together with small tacks and clenched-nailed, much like small lapstrake boats. Handles can be attached to boxes with the same rivets and techniques used in small-boat construction. Small hardwood pegs secure the bottoms and tops of bentwood boxes, just as trunnels do in certain wooden boat construction, and boxes can be finished in spar varnishes and paints to give them a nautical feel and look.

“The thought that I could bend wood was intriguing. The realization that I could bend wood into a beautiful gift was rewarding. But when I started making boxes and experienced how relaxing it was, that sealed the deal.”

Bill Jordan

Tuition: $825
Materials: $159
Introduction to Canvaswork
Project design, tools of the trade, industrial machine stitching, materials, and lots more.

Ann Brayton — September 20–26

Ann has been running her very successful canvaswork business out of the family barn in Brooklin, Maine, for close to 25 years. Her reputation as an exceptional canvasworker (specializing in custom interior and exterior boat cushions) leads many of the area boatyards and boat owners to her doorstep each year with orders in hand. We are fortunate to be able to offer students the chance to work alongside Ann learning the basics of this valuable skill.

Canvaswork is one of those traditional crafts that have been part of the boat owner’s world for centuries. Sails, protective covers, seabags, even clothes were once made out of canvas by a ship’s bosun. These days, the availability of new synthetic fibers has drastically changed the landscape for those producing marine canvaswork, though many techniques remain the same. Students in this course will learn the ins and outs of working with a wide range of these materials that are on the market today.

Students will begin the week learning to use the industrial sewing machines we’ll have on hand for this course, followed by an introduction to all the various fabrics and foams available to the canvasworker. We’ll then look at the other tools of the trade, and learn how to install grommets, zippers, and other fastenings. The course will cover how to make various styles of boat cushions ranging from simple cockpit cushions to beveled V-berth cushions, and as time permits, students will learn to make other useful canvas projects, such as covers, bags, tool rolls, etc. Everyone will discover the step-by-step procedures in designing a project, choosing materials, and proper cutting and assembling to produce quality work that you will take pride in. Most canvaswork projects involve simple sewing techniques that are easy to master with plenty of practice, even if you’ve never done any sewing before. Students are welcome to bring their own projects to work on during class but must discuss their ideas with Ann prior to this week.

There is much satisfaction to be achieved from producing your own canvaswork, not to mention the financial savings involved. After this week in the loft with Ann, you’ll head home with confidence, a new awareness in working with fabrics, a completed project or two, and a seabag full of new skills.

Tuition: $875
Materials: $58

The Rope and Canvas Sailor
Practical marlinespike and hand-sewn canvas projects for small boats.

Eric Stockinger — August 16–22

Hervey Garrett Smith’s classic 1953 book, The Arts of the Sailor, is the inspiration for Eric Stockinger’s introductory course on traditional rope and canvas work. While many people have an interest in learning how to sew canvas with a sailmaker’s palm and needle, there is little practical instruction available, and even less information on where to find good, modern substitutes for tools and materials once used by sailors aboard tall ships. Here’s a great opportunity to gain some of those skills, and plenty of information on knots and ropework as well.

The week will begin with the fundamentals of palm and needle sewing, discussions of tools and various materials, and basic marlinespike rope work. Students will work on several projects throughout the course. Everyone will make their own ditty bag and canvas bucket.

Most “fancy” knots have humble and practical origins aboard ships. Eric will show you how to create useful items that will look good and feel at home on a small wooden boat. Students will make a rope fender, a Monkey’s Fist heaving line, and other small undertakings such as lanyards, mats, Turk’s Heads, bracelets, etc. Eric will also discuss rope-stropped blocks, as well as other options for rigging small boats.

At the conclusion of the week, each student will come away with a good set of basic tools, the knowledge to use them, and, hopefully, the inspiration to take on other projects for their boat or around the house.

Tuition: $825
Materials: $105

“Eric Stockinger is an excellent instructor, one of your very best. His temperament, preparation for the class, and overall attitude is unsurpassed.”

M.S., Caribou, Maine
Marine Photography
Techniques and tips for getting that perfect digital shot on and around the water.

Tyler Fields — July 26–August 1

Photographing classic yachts can be challenging. Photography along the coast of Maine is certainly no exception, but does offer many of the most beautiful backdrops in the Northeast. Continually changing lighting and environmental conditions offer unique opportunities for photographers of all skill levels to capture dramatic images. How to make the most of these opportunities is a test every photographer faces.

A regular contributor to WoodenBoat magazine, Tyler Fields comes to our campus to teach a unique marine photography course focused on wooden boats, both on the water and in the shop. This course will cover the complete process from choosing the right gear, DSLR camera basics, understanding exposure and composition, through to your final post processing workflow.

In both classroom sessions and time in the field, this course will help photographers of all skill level improve their photography.

Students are required to bring their own digital cameras, whether point-and-shoot models, DSLR, or mirrorless. With the convenience of digital photography, the class will be able to review the student's photographs daily. Each morning the class will meet in the classroom to review the previous day's work and prepare to cover new ground. While classroom time is important, the backbone of this course will be time spent taking photos with your instructor and on your own. The stunning WoodenBoat School waterfront and campus, Eggemoggin Reach, and numerous local boatbuilding shops will provide a wealth of photogenic material. The challenge and pleasure of the week will be to capture it all with your camera!

Tuition: $825
Coastal Maine: Plein-Air Watercolor

Coastal Maine plein-air in watercolor and mixed media.

Amy Hosa — September 6–12

Create simple, yet dramatic watercolors that capture the essence of Maine's rocky coast and details of life along the shore. Each day you'll travel to a new location—a boatyard, a quaint town and lobster wharf, pine-covered islands, beaches with granite ledges, shells, and seaweed. Amy’s focus is on keeping the level of detail simple, the composition interesting, and the watercolor washes fresh and lively. Daily multiple step-by-step demos range from basic drawing and brush techniques, to shading for volume, color mixing, composition, and perspective...even tips on how to fix mistakes. Students will also receive individual attention and demos as they develop their work. Novices focus on the basics, while experienced individuals are given challenges and advanced demos to experiment with techniques. All levels of experience are welcome. www.amyhosa.com

Tuition: $825

Su Johnson will explore various painting techniques to guide each individual using the medium of watercolor. We'll examine perspective, design, composition, color harmony and brushwork. So, bring your paints, paper, brushes, and good sense of humor to capture images of this beautiful area on the coast of Maine. Whether you arrive with experience or are a beginner, we'll work together to craft the information that inspires you through watercolors.

Tuition: $825

The Maine Coast in Pastels

Develop your creative potential with expert guidance from a pro.

Beth Varkala — July 19–25

Come learn to paint the beauty of Maine in a relaxed, fun environment where personal expression is nurtured and encouraged. Painting with pastels is a great medium for a beginner student. Pastels provide instant gratification with their vibrant colors and the immediacy of results.

During the week we will explore various pastel techniques, color theory, and color mixing. Each day will begin with a demonstration and group discussion. We will then venture out to various locations to paint plein air. We'll render the personal connection we experience with the beauty of the outdoors into an eye-pleasing composition. Our day will wind down with a friendly, constructive group critique and discussion of the day's results.

Personal attention will be given to each participant, allowing students to grow and develop their artistic skills at their own individual pace. This class is for the beginner and intermediate artist.

Tuition: $825

Amy Hosa is a true artist, both in terms of demonstrations and explanations, as well as a remarkable fount of patience. Her flexibility was a real gift.”

D.B., Brooklin, Maine

Celebrating 40 Years of WoodenBoat School
JOIN US AT WOODENBOAT SCHOOL FOR FAMILY WEEK!

More and more families these days want to add a learning component to their vacations. We are excited to offer this special opportunity for you to share a unique experience with your children and/or grandchildren. All the courses are fun, educational, and great family projects. And your family will have memories for a lifetime. Contact us for details.

Classes run from July 12–18. CHOOSE AMONG THE FOLLOWING:

**Build Your Own Jimmy Skiff II**

*with John Harris*

The Jimmy Skiff II is a stable, lightweight 13’ utility dinghy that rows beautifully, sails fast on all points, and handles great with a small outboard (2-3 hp is plenty). It’s a great family boat for days on the water fishing or gunkholing and weighs only 120 lbs. The Chesapeake Light Craft computer-cut kit makes it a perfect project for first-time builders.

*Tuition: $875 (partner $425)*

*Materials: Rowing version: $1,825  
Sailing version: $3,218*

*Note: This is a six-day course ending Saturday afternoon.*

**Build Your Own Wood Duck Kayak**

*with Eric Schade*

Bring your tools and work clothes, and build your very own 10’ or 12’ Wood Duck recreational kayak, a very cool boat suitable for novice paddlers and fun for those with more experience. Starting with computer-cut marine plywood parts, your kayak will be glued together using epoxy, and sheathed with fiberglass for strength. Bring your enthusiasm and your desire to try something new and exciting!

*Tuition: $875 (partner $425)*

*Materials: 10’ – $1,350  12’ – $1,386*

*Note: This is a six-day course ending Saturday afternoon.*

“Your ELEMENTS OF SAILING course was a great foothold to the art of sailing. It was just what the doctor ordered for our family and I’m so looking forward to starting a new life in sailing with the entire family!”

S.M., Brooklyn, New York
Build Your Own 10’ Compass Skiff

with Clint Chase

The Compass Skiff is a beautiful and stable 10’ outboard skiff that is a delight to enjoy out on the water. Designed by boatbuilder/educator Clint Chase, the skiff is easily built from a kit consisting of marine plywood and solid wood parts, a construction manual, and a full set of plans. A great Family Boatbuilding project!

Tuition: $875 (partner $425)
Materials: $2,505

Note: This is a six-day course ending Saturday afternoon.

Learn to Sail

with Annie Nixon & Sue LaVoie

Introduce your family to a sport they can enjoy for the rest of their lives! Under the calm and knowing guidance of Jane and Gretchen, students will quickly learn that sailing is safe, fun, and builds self-reliance, encourages respect for the environment, and offers numerous rewards that come from being challenged out on the water. Your classroom for the week will be our safe and exciting fleet of Nutshell prams, Shellback dinghies, and Haven 12½s. This will be an awesome five days on the water!

Tuition: $825

FAMILY WEEK COURSES

FAMILY WEEK courses are designed for families with school-aged children between 10 and 15. Adults and children must participate in the same course.

NOTE: Room and board is half price for children this week.
Can’t Make It to Brooklin, Maine?

We’re very pleased to be working with John Harris and the good folks at CHESAPEAKE LIGHT CRAFT in Annapolis, Maryland, and, once again, to be able to offer courses at their excellent facility.

www.clcboats.com

Tuition for each of these courses is $875 (partner $425)

At Chesapeake Light Craft Shop, Annapolis, MD

www.clcboats.com

<table>
<thead>
<tr>
<th>March 23–28</th>
<th>Build Your Own Stitch-and-Glue Kayak</th>
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<tbody>
<tr>
<td></td>
<td>with Eric Schade</td>
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<tr>
<td></td>
<td>Materials: Shearwater Sport – $1,405</td>
</tr>
<tr>
<td></td>
<td>16’ – $1362</td>
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<tr>
<td></td>
<td>17’ – $1,405</td>
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<tr>
<td></td>
<td>Wood Duck 10’ – $1,225</td>
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<td></td>
<td>12’ – $1,260</td>
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<td></td>
<td>14’ – $1,384</td>
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<td>Double – $1,394</td>
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<thead>
<tr>
<th>April 13–18</th>
<th>Build Your Own Annapolis Wherry</th>
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<tbody>
<tr>
<td></td>
<td>with Geoff Kerr</td>
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<tr>
<td></td>
<td>Materials: Single – $1,654</td>
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<tr>
<td></td>
<td>Tandem – $1,732</td>
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<thead>
<tr>
<th>April 27–May 2</th>
<th>Build Your Own Jimmy Skiff II</th>
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<tr>
<td></td>
<td>with Dillon Majoros</td>
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<tr>
<td></td>
<td>Materials: Row – $1,701</td>
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<tr>
<td></td>
<td>Sail – $3,265</td>
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<tr>
<th>May 25–30</th>
<th>Build Your Own Northeaster Dory</th>
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<tbody>
<tr>
<td></td>
<td>with Andrew Schroerer</td>
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<tr>
<td></td>
<td>Materials: Row – $1,807</td>
</tr>
<tr>
<td></td>
<td>Sail (Lug) – $3,318</td>
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<tr>
<td></td>
<td>Sail (Sloop) – $3,424</td>
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<tr>
<th>September 14–18</th>
<th>Build Your Own Sassafras Canoe</th>
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<tr>
<td></td>
<td>with Andrew Schroerer</td>
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<tr>
<td></td>
<td>Materials: 12’ – $1,175</td>
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<tr>
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<td>16’ – $1,490</td>
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<thead>
<tr>
<th>September 28–October 3</th>
<th>Build Your Own Annapolis Wherry</th>
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<td></td>
<td>with Geoff Kerr</td>
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<tr>
<th>October 19–24</th>
<th>Build Your Own Northeaster Dory</th>
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<tr>
<th>October 26–31</th>
<th>Build Your Own Stitch-and-Glue Kayak</th>
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STUDENT QUALIFICATIONS

The main requirement for participation in WoodenBoat School courses is the desire to learn. Our students range from novices to seasoned professionals. Our classes are small, and there is a lot of opportunity for one-on-one teaching, so that usually a wide range of students can enjoy and profit from the same class.

However, there are a few courses for which we expect a certain minimum skill level, and that is stated in the individual course descriptions. Also, we encourage students, particularly novices, to do a little prep work for their courses. We will send tool lists and reading lists along with your course confirmation. **The more familiar you are with the subject and the tools, and the more questions you have, the more you’ll get out of the course.** If you have any questions about the suitability of a course for you, please call Rich Hilsinger.

Finally, it is a real help to the instructor to know something about his/her students ahead of time. **Please enclose with your application a description of your relevant experience and expectations.**

REGISTRATION

Registration is complete upon receipt by WoodenBoat School of an application form and the necessary deposit(s), and our confirmation of same. If a course is already full, you will be put on a waiting list and immediately notified when there is an opening.

You may wish to call WoodenBoat first to make sure that there is room in the course you want. Call 207–359–4651 Monday through Friday, 8:00 to 4:00; ask for Rich Hilsinger or Kim Patten. If we have an opening, we can reserve it for you while you get your application in. This is an especially good idea in late spring and summer. **Note: Many programs at WoodenBoat School are GI Bill® approved.**

TUITION, DEPOSITS, REFUNDS, WITHDRAWALS, and CANCELLATIONS

We ask you to deposit one-half of your total costs along with your application. **The balance due must be paid one month before class begins.** Your deposit, less a $100 fee per course, will be refunded in the event that you must cancel and do so at least one month prior to the beginning of the course. Deposits will be refunded in full to students who cancel three business days after registering for a course.

If your notice of cancellation is received between 15 and 30 days prior to the course, your tuition is not refundable, but can be credited toward future courses later in the season. If you must cancel less than 15 days before the course, we cannot refund or credit your money.

In case of emergency or insufficient number of registrations, WoodenBoat School reserves the right to cancel a course and return all deposit money. Because of this policy, we strongly urge you to buy refundable airline tickets or flight insurance. WoodenBoat School will not be responsible for any loss on nonrefundable airline tickets. There is a 10% discount on tuition for all alumni (with a few exceptions).

HIGH SCHOOL/COLLEGE STUDENT DISCOUNT

Current high school and college students are eligible for a discount of 50% off the listed course tuition for classes in Brooklin.

SCHOLARSHIP PROGRAM

The school has a one-third tuition scholarship available for all courses in Brooklin. These are awarded to people who could not otherwise afford to participate in our courses, with preference given to people who are working in the marine trades and to students contemplating a career in the marine industry. Scholarship recipients will be assigned periodic tasks in the shop, in the kitchen, and on the waterfront.
TRANSPORTATION
WoodenBoat School is approximately 250 miles from Boston by car, and 150 miles down east by boat. Airline service is available to Bangor, and WoodenBoat can provide transportation from there for an additional fee. Please notify us two weeks in advance if you need to be picked up at the airport. Details of this will be sent to you with your course confirmation.

ACCOMMODATIONS AND COSTS
Staying at the WoodenBoat accommodations is recommended by us and by former students. Evening socializing and boating become, in effect, an extension of the courses, and add immeasurably to the School experience.

We have a number of rooms in both the Farmhouse (next to the Shop) and in the Student House on Naskeag Road. The rooms are doubles, not fancy, but clean and airy. Bathrooms are shared by several rooms, and students bring their own sheets, soap, and towels. Family members are welcome as space permits, but pets are not. Guests may take room and board with us depending on space availability.

We also have campsites available on the WoodenBoat property. Again, these are quite basic, with no electrical outlets or tent platforms, but in a pleasant location. Campers have their own toilets and shower facilities. Pets are not allowed in the campground.

Our kitchen and dining hall are located in the Student House (originally the Mountain Ash Inn). The cuisine is American with some gourmet treats. Ingredients are fresh, portions are hearty, and service is buffet style.

For students taking a single-week course, room and board extends from Sunday dinner through the following Saturday’s breakfast. For students in longer courses, room and board runs from the Sunday on which the course commences until the Saturday morning following the last day of the course. Weekend meals are light and continental.

Maine can be on the chilly side during late spring and early fall. We recommend that you pack warm clothing and throw an extra blanket or sleeping bag in the car. Bring a bike if you have one—it’s a great way to get around Brooklin.

Double Room: $297/week (per person)
Single Room: $496/week (limited availability)
Meals: $270/week
Campsites: $175/week (limit 4 people)
Mooring: $175/week

Note: If you reserve a room with us and decide to cancel this reservation, you must notify us two weeks prior to the start of the course to receive a full refund. Lodging/meal prices include tax where applicable.

COURSE MATERIALS AND TOOLS
Any materials that go home with a student will be charged at our cost. In the several classes where every student works on his/her own project, we have noted the usual material costs in the course description. Material prices include tax where applicable.

You will be sent a list of the hand tools you will need for your course as specified by the instructor, as well as suggested preparatory reading.

Winners of boat raffles will be responsible for paying material costs before leaving Brooklin.

ARRIVAL TIME AT WOODENBOAT
Your course begins with dinner at 6:00 p.m. on Sunday, followed by a general meeting and an introductory session with your instructor. The Sunday dinner is for all students, whether or not they are taking board with the School. You may arrive at the School anytime you wish on Sunday. You will find room assignments and other information posted in the entryway of the Student House. The School Director will be at the Student House at 5:00 p.m. to meet you. Most classes end on Friday evening. Students are asked to depart on Saturday morning. If your course ends on Saturday, you have your room/campsite for Saturday night.

First day of registration is
January 2, 2020 at 8 a.m. EST.

Phone lines, email, and faxes will be very busy—we ask for your patience.

When calling, please be ready with info regarding course selection, accommodations, and a credit card for your deposit.

We recommend that you think of alternative weeks/courses in the event your first choice is not available.
Please register by phone, mail, fax, or email.

<table>
<thead>
<tr>
<th>Desired Courses</th>
<th>Date</th>
<th>Tuition</th>
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**Tuition**

**Accommodations** *(see page 36)*

**Meals** *(see page 36)*

**Material Cost(s)**

**TOTAL COSTS**

50% Deposit

Balance Due

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**ACCOMMODATIONS DESIRED:**

While we make every effort to assign applicants their first choice in accommodations, due to space limitations we may need to assign a student to a shared room. (Please indicate your first and second choice.)

<table>
<thead>
<tr>
<th>FIRST CHOICE</th>
<th>SECOND CHOICE</th>
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- Please indicate the nature of any food allergies, disabilities, or special needs:

- Please describe below any previous experience that relates to the course(s) you wish to attend. What do you expect to gain from the course, and how do you intend to use it? *(Feel free to use additional paper.)*
Be sure to join us again in Mystic Seaport, Mystic, Connecticut, for our 29th Annual WoodenBoat Show. Step aboard beautiful wooden boats large and small, watch demonstrations by expert craftsmen, dream about your next boat. In the words of one show attendee: "The boats were so beautiful, I almost walked off the end of the dock!"

www.thewoodenboatshow.com