

WoodenBoat School

Waterfront Information and Safety

This pamphlet is **mandatory** reading for anyone wishing to use our waterfront. In addition, one must attend our weekly waterfront orientation, usually held at lunchtime on Mondays on our waterfront, weather permitting.

Our waterfront is a treasure. It's an amazing place to learn about and enjoy boats. We love it, but we also worry about it. What follows is our best thinking on how to use this part of WoodenBoat School safely.

Some of what we have written here about safety and local conditions may sound dire. The plain fact of it is that boating is somewhat dangerous, and this is particularly true of small boats on the coast of Maine. But the rewards are great! This area is a fantastic place to explore by boat, and we have some great boats to do it in. So please don't let our cautions scare you away. Take advantage of this opportunity, but take it *seriously*.

There are a lot of details to learn and skills to master in order for you to make the best of this facility and to use it properly and safely; but above all there are three concepts you should keep in mind:

- The water here is **COLD**, and will drain the energy out of a person quite quickly. Therefore, capsizing a small boat is very serious business.
- Except for our seamanship courses, our waterfront is not a teaching/learning situation. Boat use is always supervised, but users must be responsible for themselves, their crew, and our boats at all times. **KNOW THE LIMITS OF YOUR ABILITY, AND STAY WELL WITHIN THEM.**
- Our fleet of small craft was not chosen for its suitability to this sort of public use. These boats are not necessarily rugged, simple to use, or unsinkable. There are some interesting and lovely boats here, but they require that you **treat them with care and respect**.



RULES & PROCEDURES:

1. You must read this pamphlet before using any of our boats.
2. Life jackets are *mandatory*. By law they must be on board. Our policy states that life jackets must be worn *at all times*.
3. Our boat sign-out system must be observed. Whoever is going to be skipper signs the boat out and is responsible for the boat until it is returned.
4. Please have our boats back on their moorings 1/2 hour before sunset.
5. Be certain the boat has all mandatory equipment as appropriate to boat and proposed use before leaving the dock or mooring—chart, pump or bailer, anchor, compass, fog horn. Also take extra clothing.
6. Know your actual boating limits, the location of ledges, and the weather outlook.

7. Boats and equipment must be returned to their proper places, clean and tidy.
8. No alcohol or smoking allowed in our boats.
9. Before using our boats, please read the **HYPOTHERMIA ARTICLE** on our Boathouse bulletin board.

CONDITION OF USE:

We strive to match sailboat users' skills and experience with the boat and prevailing conditions. Therefore, we require that you obtain permission—for *each use*—from the waterfront staff member who is on duty.

Closed waterfront: From time to time our waterfront may be closed to all boating or sailing. This will be indicated by a prominent sign on the Boathouse bulletin board.

Boating limits: Folks may use our boats anywhere in "WoodenBoat Bay"—an area bound by a line connecting the mainland to the eastern Torrey Island, Little Babson

Island, Babson Island, the western tip of Hog Island, and back to the mainland at the southwest corner of Naskeag Harbor. Note that the entire area is **within sight of WoodenBoat's dock**. Please do not venture around our bordering islands. See Chartlet.

Moorings: Please try to return boats to their designated moorings. Stow sails and gear as you found them. And please be sure your boat is *secure* on its mooring!

WATERFRONT FACILITIES:

Our waterfront is comprised of the Boathouse, wharf, and a wide array of small boats. On the main level of the Boathouse is a public gathering room and kitchen, and a private staff living area. There is a public restroom behind the boathouse. The lower level is where boat equipment is stored. Here you will find life jackets, weather radio, charts, and safety equipment, as well as oars, spars, rigging, bailers, pumps, etc. Our bulletin board and sign-out system can also be found in this part of the Boathouse. All this makes the Boathouse a pretty busy area, so we ask everyone to use an extra measure of care, neatness, and responsibility. WiFi is available at the Boathouse.

The wharf and float are our springboards to action. There is limited space at the float and it can get pretty rough there, so the front side is reserved for loading and unloading crew and gear, and the other three sides are used for visitors' tenders and a few of our dinghies which are meant to be used primarily for ferrying back and forth to moored boats. Our launch BABSON II lives at the float, and this vessel is restricted to our staff and anyone who can operate it in an emergency.

To help us preserve order, as well as safety, we want our boats, after use, returned to the mooring they were on. Rigging and equipment should also be returned to their proper storage place on the boat or in the Boathouse. With so many folks using our waterfront, it is vital that each individual make the extra effort to help us preserve order.

IMPORTANT: The bulletin board in the lower level of the Boathouse will have up-to-date waterfront information. It is also the site of our sign-out system. You'll find the necessary form on which you record the boat you are taking; the crew going out with you; the time departing and returning; and other information. File it in the OUT box and, on returning, be sure to complete the sheet and place it in the RETURNED box.

CRUISING AREA:

Our location is stunning. Eggemoggin Reach, as it spills into Blue Hill Bay and Jericho Bay, is truly a world-class boating area. It is the inside route to and from Penobscot

Bay; and, because it is aligned northwest to southeast and the prevailing summer breeze is southwest, sailboats can often comfortably sail along it in either direction (which is why it is called a Reach). The happy result is often a parade of sailboats off our waterfront.

In addition to all sorts of yachts, passenger schooners, and workboats, the Reach is also used by all manner of wildlife. Keep a sharp eye out for seals, osprey, harbor dolphin, bald eagles, and, possibly, a pilot whale. Half of the islands within sight of our waterfront are uninhabited and may be visited. Babson, Hog, and Torrey Islands are all excellent stops. Babson has a fine beach for landing small craft. Hog, though only a half mile from Babson, is entirely different in character, mainly because it is within a granite rift that runs up the coast. The Torreys have some good beaches and a lot of bird life. Please be careful of nests in the spring. Springtime also brings many seal pups to our waters. Please do not venture too close to these youngsters or their mothers, since it may result in unnecessary stress for them.

Islands in Maine are often open to visitors because people treat them with respect. Please keep up this tradition. In fact, if you see some garbage, bring it back. What owners worry about most is fire. Never build a fire above the high-tide line, and always put it completely out when you are done. The owners of Babson Island do not permit any fires or camping. Little Babson Island is private.

NOTE: *If you do visit one of these islands, keep in mind the level of tides that exist in this area. If you go on an extended hike, remember to carefully haul the boat above the high-tide line or take along extra line for securing the boat to shore. Lack of attention to this detail could result in returning and finding your boat drifting offshore.*

THE WEATHER:

These coastal waters demand *respect*. Tides run swiftly, fog can roll in rapidly, and sudden wind shifts, while rare, can happen.

Most summer days are quite decent. The prevailing wind is Southwest, often increasing during the afternoon to Force 4 and going flat calm in the evening. On our waterfront, this is an onshore breeze, and while it can get a little choppy, it is generally great sailing.

Occasional cold fronts leave clear days with brisk northwest winds in their wake. These northwesterlies are often gusty and vertically unstable, and can be quite deceptive from our vantage point. They blow offshore over the trees, and it is difficult to see or feel their true power until you are out there. The months of September

and October usually usher in strong breezes from the north and northwest. Think seriously about reefing, extra clothes, and additional crew in all these conditions.

Warm fronts bring winds from the northeast to south, as well as rain and fog. A southeasterly breeze is the harbinger of fog, and the occasional gale from that quarter requires special attention at our location. We have seen 4-foot seas on our shore and our float dancing madly!

Temperatures on the water can be, and usually are, markedly cooler than ashore. It is a very good idea to have extra clothing to layer on. Temperatures in the water are brutal. Even in summer our water is frigid, and hypothermia is a real danger. Statistics vary, but most agree that the average swimmer would be limited to 50 yards in the water.

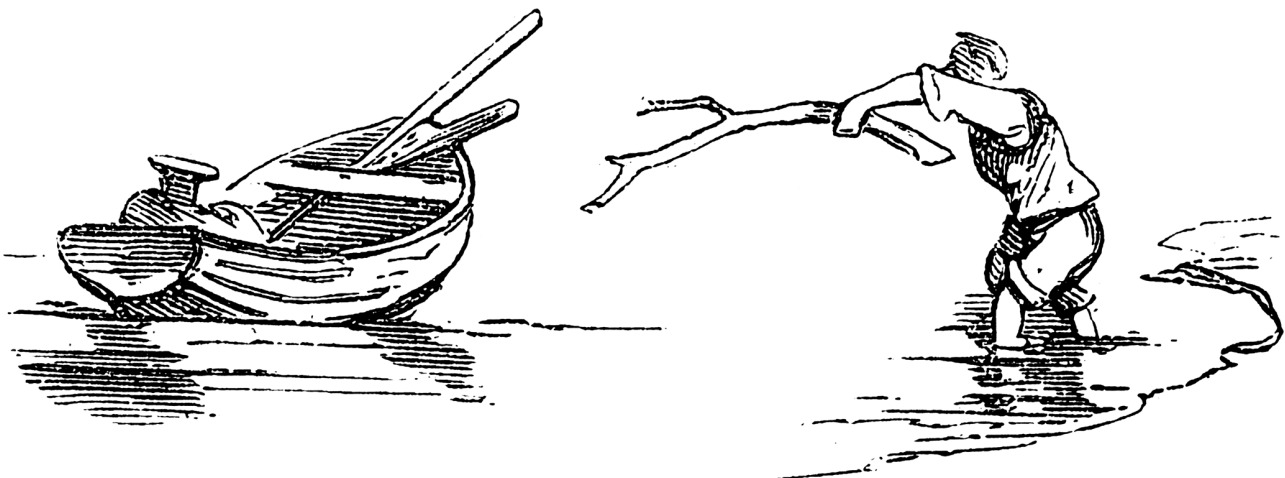
TIDES:

The tidal range is 8-10 feet, and we have two highs and lows per day. The ebb runs out the Reach to the east, the flood west. It is not particularly strong except at a couple of bottlenecks like the passage just north of the Torreys, but in a small boat you can certainly benefit by knowing what the currents are doing and using them strategically. There is a tide table in the Boathouse, and lobster trap buoys will give you a good measure of actual currents in a particular spot.

It is imperative that you allow for the tide when you beach a small boat. In the past, students have been stranded and boats jeopardized because of tidal ignorance. Needless to say, they were embarrassed.

MISCELLANEOUS:

- Please *do not* ever drag any of our boats on our “beach,” or get into a boat that is grounded there. The rocks are much too abrasive and sharp. If you are using one of our boats that are stored in the Boathouse, you must get your feet wet. For safety’s sake, please ask for assistance from any staff member or fellow student in taking these boats from the Boathouse to the water.
- Please *do not* leave oarlocks set up when coming alongside another boat or leaving a boat at a mooring or the float. Oarlocks in the set position damage the topsides of other boats and can cause injury in the event of a fall.
- When leaving a boat at the float, trail it off to *leeward* tied with a bowline. Give it a *few feet* of painter, and make certain that it cannot swing into BABSON II’s outboard.
- When leaving a boat, make sure *everything is snug and secure*. Imagine a squall with the wind trying to work everything loose and the boat bouncing like a cork—will the boat and gear survive?
- One more reminder—make sure you are familiar with our sailing grounds. *Take a chartlet with you whenever you go out in one of our boats*. There are ledges, rocks, and shallow areas that you need to avoid.



WOODENBOAT SCHOOL - PROPER RIGGING OF A SAIL BOAT:

To properly get a sailboat ready to sail, the following tasks should be completed in this sequence:

1. Check the bilge - pump if required
2. Lower the centerboard
3. Release the tiller lashing
4. Remove the sail covers and sail ties
5. Release the main & jib sheets
6. Always start aft when raising sails to keep bow into the wind - jib is last
7. Attach main halyard to head of the mainsail and raise the main out of the boom crutch - please, don't place the boom on the transom
8. Remove the main boom crutch
9. Attach jib halyard to the head of the jib and raise the jib
10. Plan your departure
11. Drop the mooring

No sailboat should leave the mooring until ALL sails are raised and ready to sheet. ALL sails should remain flying until the boat is returned securely to it's mooring. The jib on sloop-rigged boats is to REMAIN FLYING for the entire sail. It may be necessary to help properly steer the boat.

RETURNING TO THE MOORING:

1. Approach mooring from downwind - boat should be slowed enough to not overshoot the mooring
2. Secure painter to the foredeck cleat and get the line into the bow chocks
3. Always lower sails starting forward - this will help keep bow into the wind - jib is first
4. Lower the mainsail - boom into the boom crutch - please, don't land the boom on the transom
5. Move jib halyard to inboard end of jib boom, secure halyard & jib sheet
6. Secure main halyard and mainsheet
7. Furl main w/4 sail ties and jib w/2 sail ties; put the covers on
8. Coil and hang the mainsheet
9. Lash tiller with a clove hitch and secure with a rolling hitch.
10. Raise the centerboard
11. Check the bilge - pump if required

HERRESHOFF 12½'s—WE 3, SEAL and DOVEKIE

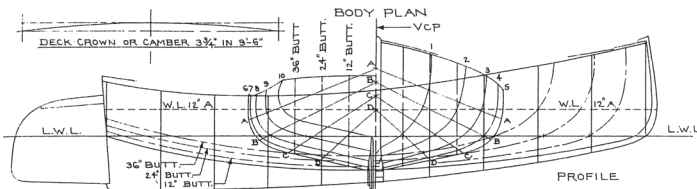


Length: 15' 11" Beam: 5' 10"
Draft: 2' 6"
Rig: Marconi Sloop
Designer: N.G. Herreshoff
Builders: WE 3—Herreshoff Mfg. Co.,
1938; SEAL—Herreshoff Mfg. Co.,
date unknown; DOVEKIE—Quincy
Adams Yacht Yard, 1947
Construction: Carvel planked,
cedar over oak
Usual location: Mooring—all
equipment on board

Comments: Joel White, in *Wood, Water, and Light*, says: "The Herreshoff 12½ is probably the best small boat ever drawn. Only sixteen feet long and twelve and one-half feet on the waterline, it has a large comfortable cockpit that can seat four in regal style for an afternoon sail. The boats are seaworthy, good looking, well built, and long lasting. They seem much bigger than they really are—and very, very safe. One can hardly ask for more than that in a small boat."

FENWICK WILLIAMS CATBOAT— SHENANIGANZ

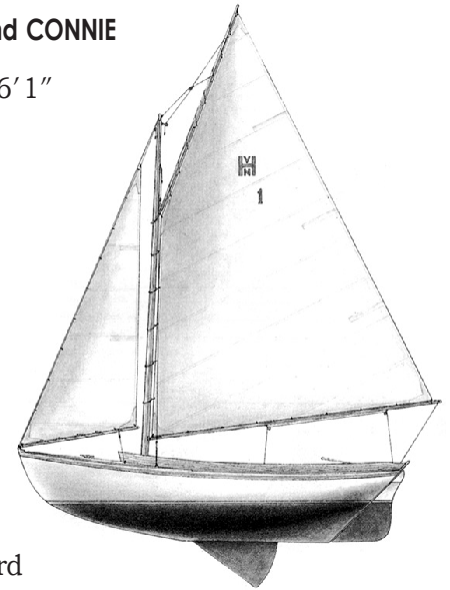
Length: 16 Beam: 7' 9"
Draft: 1' 9" board up 3' 6" board down
Designer: Fenwick Williams
Builder: Maynard Lowery, 1983 at Tilghman Island,
Maryland
Construction: Carvel planking cedar over oak
Location: Mooring—all equipment on board



Comments: Fenwick Williams gave his friend, Maynard Lowery, the plans for this boat just before Fenwick went into a nursing home, saying it reminded him of his youth in Gloucester, Massachusetts. It was the smallest catboat he ever designed. She's a sturdy, weatherly and extremely stable shoal-draft centerboarder that's fun to sail.

HAVEN 12½'s —ALLENE and CONNIE

Length: 15' 11" Beam: 6' 1"
Draft: 1' 6" board up,
3' 4" board down
Rig: Gaff Sloop
Designer: Joel White &
Nat Herreshoff
Builder: WoodenBoat
School students,
'90 & '91
Instructor: Eric Dow
Construction: Carvel
planked, cedar on
oak
Location: Mooring—
all equipment on board



HAVEN 12½'s—FOX and CRACKERJACK

Length: 15' 11" Beam: 6' 1"
Draft: 1' 6" board up, 3' 4" board down
Rig: Gaff Sloop
Designer: Joel White & Nat Herreshoff
Builder: WoodenBoat School students,
2000 through 2004
Instructor: Brion Reiff, Ellis Rowe
and Drew Maples
Construction: Cold-molded, western red cedar veneer
Location: Mooring—all equipment on board

Comments: In getting underway, hoist the mainsail before the jib, and take up on the peak halyard until diagonal wrinkles appear, running from peak to tack. The jib halyard should be just tight enough to not cause the forestay to go slack. In lowering the sails, drop the jib before the mainsail; it's an indication of good seamanship and helps prevent the boat's bow from blowing off downwind after you've picked up the mooring.

Note: Use this same procedure with the Herreshoff 12½ and the Biscayne Bay Sailing Skiff.

WHITEHALL TENDER—AMERICAN BEAUTY

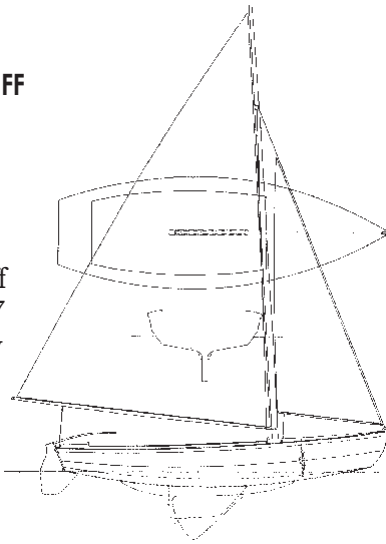
Length: 14' 10" Beam: 4' 2" Draft 14"
Designer: Rice Brothers, East Boothbay, Maine
Builder: WoodenBoat School students, '93 & '94
Instructor: Greg Rössel
Construction: Carvel planking with northern white cedar over white oak ribs
Usual location: Mooring



Comments: This lovely rowing boat was taken from the lines of an old tender (ca. 1910) by Rice Brothers and is now in the Maine Maritime Museum in Bath. This boat's construction was altered to that of a classic working Whitehall and building her this way yielded the first-hand experience and photos needed to produce an authoritative book on the subject (at Mystic Seaport Museum). The Whitehall has always been a favorite of amateur builders and many, many plans of this boat have been sold.

SHIMMER— BISCAYNE BAY SAILING SKIFF

Length: 14' Beam: 5'
Draft: 1' board up,
3' board down
Rig: Sloop
Designer: N.G. Herreshoff
Builder: Eric Dow, 1987
Construction: Mahogany plywood
Usual location:
Mooring—all
equipment on
board



Comments: Very responsive and quick. Take along a couple of cushions to sit on for more comfort. Construction of boat was featured in *WoodenBoat* #96, #97 & #98.

NUTSHELLS—BIG and LITTLE

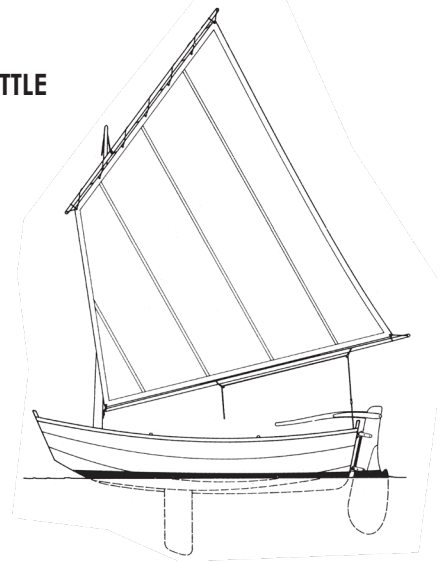
Length: 7' 6" and 9' 6"
Beam: 4' and 4' 4"
Weight: 90 and 100 lbs.

Draft: 5" board up
(both) and 21" board
down (both)

Designer: Joel White
Builders: Joel White
and Eric Dow

Construction: Glued
lapstrake mahogany
plywood

Usual location: Mooring or at
float. Rigging, rudder, tiller,
daggerboard all stored in Boathouse



Comments: Excellent rowing and sailing dinghy for beginners on up. As in most boats this size, trim is very important; try to keep her level fore and aft, perhaps a little bow high when going to weather. When rowing with one passenger aboard, use the forward rowing station.

SHEARWATER

Length: 16' Beam: 4' 5" Draft: 6" board up,
24" board down

Weight: 150 lbs.

Rig: Lug

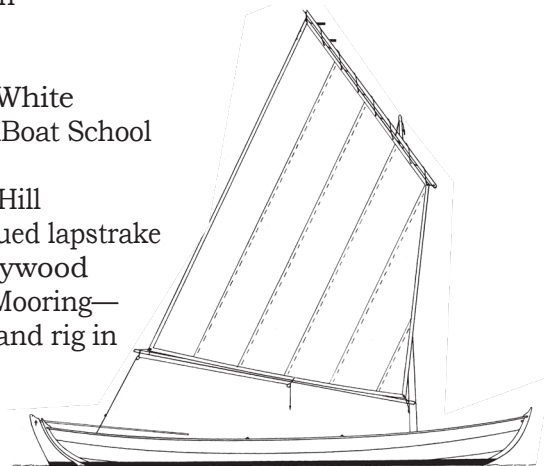
Designer: Joel White

Builder: WoodenBoat School
students '87

Instructor: Tom Hill

Construction: Glued lapstrake
mahogany plywood

Usual location: Mooring—
rudder, tiller, and rig in
Boathouse



Comments:

A very fast boat, as well as, an exciting sailboat. Ideal for two rowers. With her light weight and narrow beam, she accelerates remarkably well. Joel based this design on a Norwegian workboat.

SHELLBACKS—ARETHA, RACHEL and HUMDITTY

Length: 11'2" Beam: 4'5"

Draft: 6" board up, 2'3" board down

Weight: 115 lbs. Sail area: 56 sq.ft.

Rig: Standing lug

Designer: Joel White

Builders of RACHEL: Matt

Murphy, Rich Hilsinger,

Rob Dwelley, and Jim

Miller, '93-'94;

Builders of ARETHA:

Pat Lown, Michaela

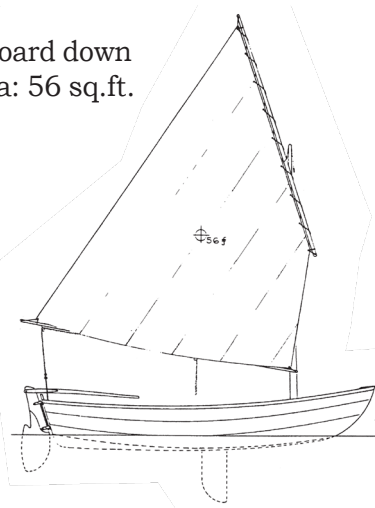
Baldwin, and Marion

Wright, '95

Construction: Glued lap-
strake

mahogany plywood

Usual location: Mooring or at float (rudders, tillers,
daggerboards, and rigs are stored in the Boathouse.)



Comments: Jon Wilson says, "The Shellback provides an education in the fine points of sailing, rowing, and sculling for sailors of all ages, her standing lug rig easily dropped altogether if the winds come on too strong. She is not easily adaptable to outboard power, primarily because the weight of the motor throws her fine hull out of trim, but she rows well enough to provide plenty of efficiency and speed, even with a load." Sailed correctly these Shellbacks are very quick and responsive. For comfort and safety, adult sailors should sit on the floor, not thwarts, when under sail.

MACKINAW BOAT

Length: 18'8" Beam: 6' Draft: 1'6" board up,
2'1" board down

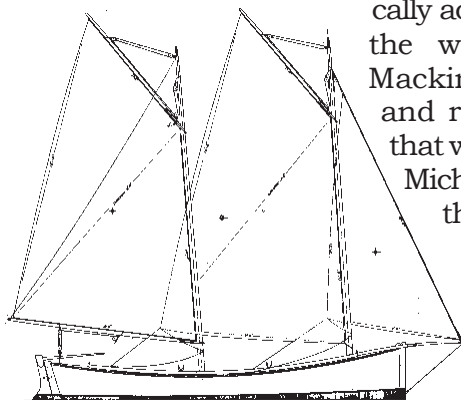
Designer: Nelson Zimmer Builder: Doug Hylan

Sail area: 242 sq. ft. Displacement: approx. 3,000 lbs.

Construction: carvel planked - cedar on oak ribs

Usual location: Mooring

Comments: This is an historically accurate 18' version of the well-known, reputed Mackinaw boat, a sailing and rowing shallop type that was popular on Lakes Michigan and Superior in the late 1800's. Being long-keeled, she won't tack very quickly, but with the right breeze, she'll provide a good turn



of speed. This roomy, shoal-draft boat will give a good

account of herself in a broad range of wind and sea conditions, and with a variety of loads.

BEETLECAT—WHIMSEY

Length: 12' Beam: 6'

Draft: 8" board up, 30" board down

Rig: Gaff Cat Sloop

Designer: Charles Beetle

Builder: Concordia Co.—

WoodenBoat School cold-molded over WHIMSEY's original hull in 1993 to add strength and eliminate the need for refastening.

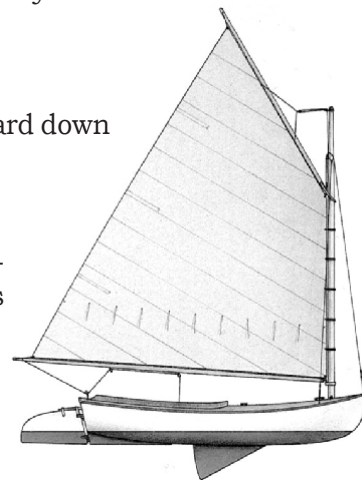
ELATER was donated

to the school in 2008 and

restored by alumni and shop staff member Scott Peterson in the spring and summer of '09.

Construction: Plank on frame

Usual location: Moorings



Comments: This is the classic yacht club racing boat and wonderful craft to learn the art of small boat sailing. A good-size sail makes it a fun boat to sail. Take along a couple of cushions to sit on for added comfort. She sails best with the gaff well peaked up.

SATURDAY COVE SKIFF—WINSLOW

Length: 13'6" Beam: 3'11" Draft: 10"

Designer: Unknown

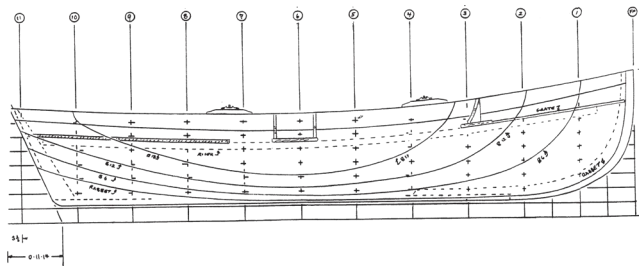
Builder: WoodenBoat School students '98 & '99

Instructor: Greg Rössel

Construction: Carvel planking with northern white cedar over oak ribs

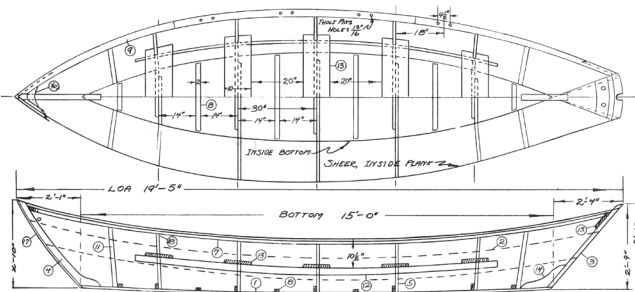
Location: Mooring

Comments: Just who built the original design and when are not known for sure, although it is reputed to have been built about 1880 at Northport, Maine, by a member of a Northport boatbuilding family by the name of Drinkwater. It shows a strong resemblance to boats used for recreational rowing in the 1880's on the Charles River in Boston. The skiff is not heavy for its size and is a very speedy rower, although a bit tender.



MAINE COAST DORY - WILD ROSE

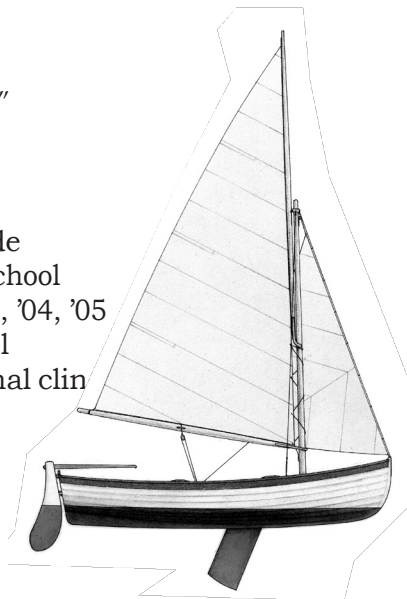
Length: 14' Beam: 4'8" Draft: 8" Rig: none
 Designer: Robert Elliott - this particular dory is a hybrid between the straight-sided Banks Dory and the round-sided Swampscott type.
 Builder: WoodenBoat School students, '93
 Instructor: Robert Elliott
 Construction: Cedar and pine lapstrake planks on hack-matack knees and oak frames
 Usual location: Mooring



Comments: This is a handsome, stable dory that is a fun boat to row. Traditionally used as workboats, dories, if properly handled, provide a wonderful source of pleasure and exercise to the oarsperson.

SKYLARK

Length: 14' Beam: 5'8"
 Draft: 3'4" board down
 Weight: 550 lbs
 Rig: Standing lug
 Designer: Paul Gartside
 Builder: WoodenBoat School students & alumni '03, '04, '05
 Instructor: Greg Rössel
 Construction: traditional clinker planking over oak frames
 Location: Mooring—all equipment on board

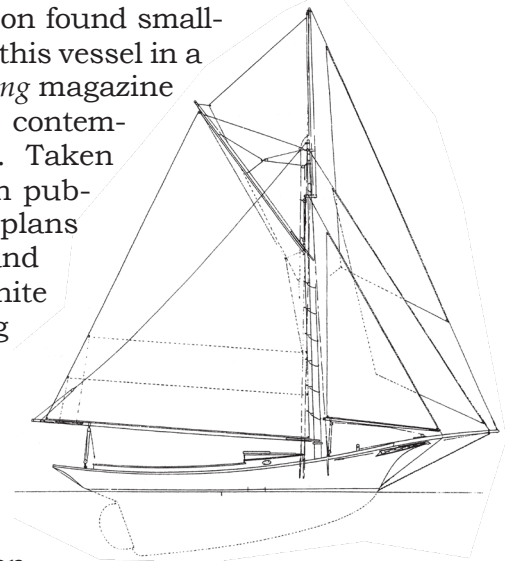


Comments: This handsome dingy is an ideal family day-sailer. It is stable, will carry up to four people, sails well, and will provide plenty of delight to all on board.

FRIENDSHIP SLOOP—BELFORD GRAY

Length: 28'6" Length on Waterline: 23'2" Beam: 9'6"
 Draft: 5'4" Sail area: 636 sq.ft.
 Designer: W.A.Morse and Joel White
 Construction: Carvel planked - northern white cedar on white oak frames
 Builders: WoodenBoat School students, '87 to '92
 Instructor: Gordon Swift
 Usual location: Mooring

Comments: Jon Wilson found small-scale drawings for this vessel in a 1907 issue of *Boating* magazine (no relation to the contemporary magazine). Taken with the lines, Jon published the original plans in *WoodenBoat* #2 and later asked Joel White to create working drawings. These were eventually given to builder Gordon Swift and WoodenBoat School for actual construction. Upon completion, the boat would become a "floating classroom" in the School's seaman-ship program.



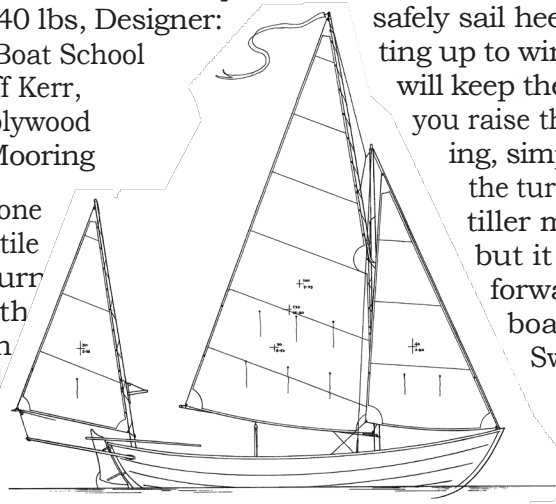
Over six summers (2 weeks a summer for 5 seasons and 4 weeks for 1 season) Swifty led an assortment of dedicated students through the lofting process, set-up, framing, planking, decking, house construction, and rigging. In 1992 the BELFORD GRAY was launched at Brooklyn Boat Yard before a large crowd of friends and well-wishers of the School. The sloop is named after a highly regarded boatbuilder, instructor, and friend of WoodenBoat School. After a summer of sea trials, a series of seamanship courses have been offered on her each year. With plenty of lines to handle, she has proven herself to be a wonderful teaching tool and is very capable in both light and stiff breezes. With the passing of each sailing season, this Friendship Sloop is fast becoming a familiar and friendly sight in local waters.

Note: The BELFORD GRAY is not available to students to use on their own. She is used in sailing courses and by our staff. If interested, ask the waterfront staff when she might have room for crew.

19'6" CALEDONIA YAWL—SWIFTY

Length: 19'6", Beam: 6'2", Draft: 11", Sail area: 170 sq.ft. (gaff), Displacement: approx. 340 lbs, Designer: Iain Oughtred, Builder: WoodenBoat School students, 2014, Instructor: Geoff Kerr, Construction: Glued-lapstrake plywood construction, Usual location: Mooring

This handsome double-ender is one of Iain's most popular and versatile designs and is guaranteed to turn heads on any waterfront. With well-balanced, relatively high ends, this lean and long yawl shows considerable reserve buoyancy above the waterline throughout her length. She's



comfortable to sail in a stiff breeze and dazzles in light air and to windward. In steady winds she'll safely sail heeled over, her crew central and sitting up to windward. Set the mizzen first and it will keep the boat squarely into the wind while you raise the mainsail. To assure positive tacking, simply back the mizzen to the inside of the turn as you come about. The push/pull tiller may take some time to get used to but it works perfectly. Pulling the tiller forward will turn the boat to port. This boat was named in honor of Gordon Swift, an outstanding boatbuilder and long-time instructor at WoodenBoat School who passed away in 20

CATSPAW DINGHY—JESSE

Length: 12'8" Beam: 4'6"
Draft: 6" board up,
20" board down

Rig: Spritsail

Designer: Joel White adaptation of Nathaniel Herreshoff design

Builder:

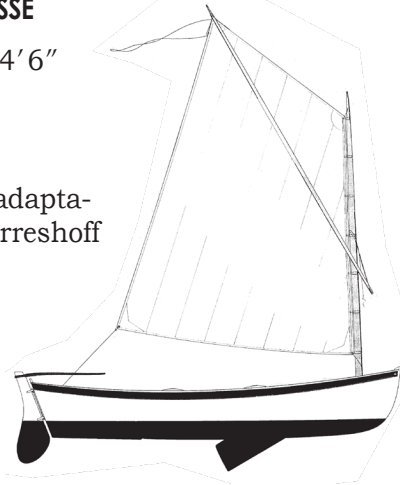
WoodenBoat

School students

and Alumni,

2014–

2016



Instructors: Greg

Rössel, Wade

Smith, Warren Barker, Bill Thomas

Construction: Cedar carvel planking riveted to steam bent oak frames

Usual location: Mooring—rudder, tiller, oars & rig in Boathouse

Comments: JESSE is an all-purpose boat. Safe, stable; she's easy to row and makes a nice sailing dinghy to boot. She goes best under fairly sizable oars—7½' or better and has two rowing stations.