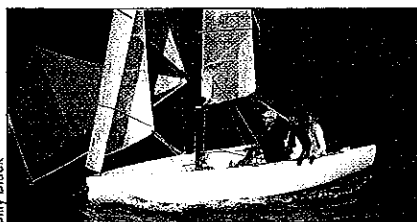




Kittery Point Yacht Yard: *Nereid* Refit

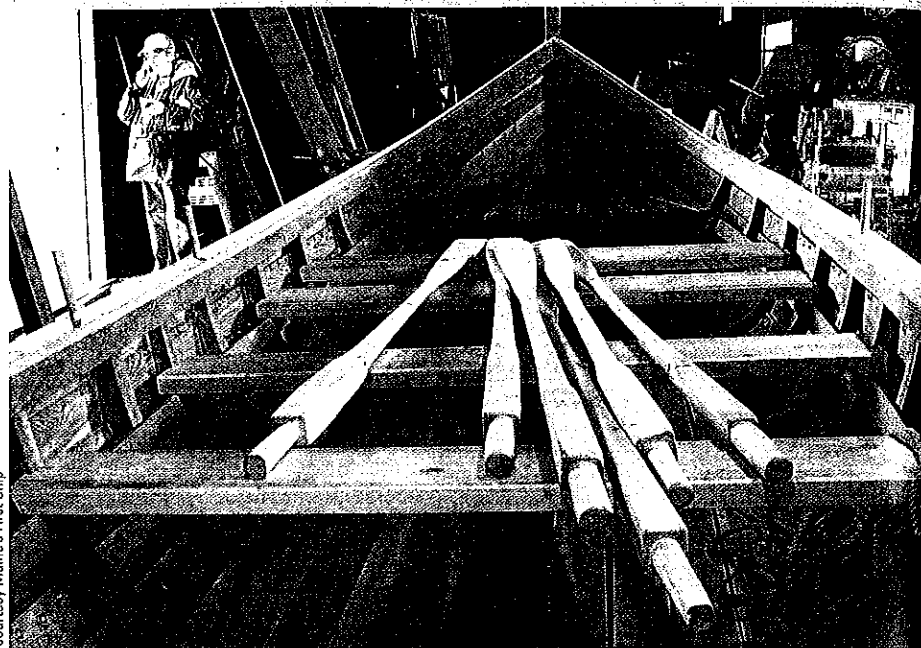
KITTERY POINT YACHT YARD of Kittery built a new PYY 22 Custom Sport Fisherman, powered by a 150-hp ETEC engine and with a top speed of 45-mph. The boat was finished with a fold-away teak transom bench, LED lighting, a custom leaning post, custom console, and an aluminum T-top fabricated by Navtronics/Redman Marine. A full schedule in the repair department included 37' and 42' Tayanas, a 48' Californian, and the repowering of 36' and 38' commercial vessels and a 25' sailboat. A Hinckley Bermuda 40 proved to be the most all-encompassing project, requiring 1,200 man-hours in 49 days. Just what on this 1973 Mark III yawl is new? Power, wiring, electronics package, plumbing, water tanks and fuel tank, standing and running rigging, lifelines, traveler system, winches, sails, and windlass. Tooling for the PYY 22 Picnic model was slated for fall completion, with an anticipated spring 2011 launch of hull no. 1. 207-439-9582.



Billy Black

The Landing School: LS 20

THE LANDING SCHOOL students and staff built 3 LS-20s, designed by Steve Dalzell, on site in Kennebunkport. The composite racer and daysailer has an open transom and cockpit, and features an asymmetrical spinnaker from Maine Sailing Partners and a spar and standing rigging from Selden Mast. A Landing School graduate now in business in Michigan—Van Dam Custom Boats—designed the cold-molded center-console Flyfisher 22, with 3 built by the school thus far. The downeast-style boat has casting platforms forward and aft and a 150-hp engine; it was designed for Northeastern saltwater flyfishing conditions. The school became the official builder of the Jimmy Steele-designed Downeast Peapod and constructed 4 last year. Other small craft built were 3 10' fiberglass Landing dinghies, and 4 Doug Hylan Landing School Beach Peas, 13' and 15' lapstrake models with sailing rig and oars. An Associate's Degree program is now part of the school's offerings. 207-985-7976.



courtesy Maine's First Ship

The shallop *Jane Stevens* will be the tender to the soon-to-be-built pinnace *Virginia*.

THE "JANE STEVENS"

MAINE'S FIRST SHIP & MORSE HIGH SCHOOL

by Phil Showell

LIKE SENTINELS, four construction cranes tower over the Bath Iron Works, the shipyard that produces the Navy's high-tech destroyers and guided-missile frigates. For over a century BIW has anchored Bath's reputation as "The City of Ships." But on a shining, brisk Saturday last October, 14 students from the city's Morse High School and a crowd of 300 adult supporters and instructors took that shipbuilding tradition back to its frost-bitten 1607 origins when they gathered for the joyous launching of an 18-foot-long, 17th-century-style shallop, the *Jane Stevens*.

It was a hats-in-the-air celebration, accompanied by salutes from a period cannon. After a splash of champagne on the bow and encouraging words from the adults, the young students rowed off in the craft they'd helped to build, grinning wide as Halloween pumpkins. It was a "proper" culmination for the Shallop Project, which had kept Bath abuzz for 10 weeks last summer. Tourists from as far away as Japan and California as well as city residents and shoppers on Front Street had been urged by student-made sandwich boards and posters to, as one shopkeeper put it, "walk down Lombard Street and see what the kids are up to."

Those that did find, in a ramshackle 19th-century freight shed, the last of the type still standing on the Kennebec River shore, a band of 9th- and 10th-graders at work on the replica of a shallop, the type of workboat used by the British colonists who arrived at the mouth of the river four centuries ago. A six-oared open boat with a single lug sail, the shallop was built of cedar planks over oak frames, using traditional methods. Entering the shed under the red-crossed flag of St. George, visitors might have been met by a diminutive young woman, docent for the day, dressed in period costume, who would explain about the failed attempt to plant America's first colony downriver at Fort St. George in present-day Popham. That would have been the visitors' first clue that there was more than boatbuilding going on here.

Indeed, the project was the first tangible evidence of a partnership created two years ago by the president of Maine's First Ship, Fred Hill, and William Shuttleworth, superintendent of Regional School Unit 1, which includes Morse High School. Both are delighted with an outcome that almost certainly exceeded their expectations.

The shallop the students helped build is a first step toward reconstruction of the *Virginia*, a 30-ton pinnace built by the colonists at Fort St. George during their first, last, and only year at a wind-blasted site at the mouth of the Kennebec. Records indicate that the *Virginia*, considered to be Maine's first ship, was the first ship built by

British colonists anywhere in America. In the years between then and now, it has been followed by some 4,000 others launched from shipyards along the Kennebec River. MFS board members saw the Shallop Project as a separately funded way to provide the *Virginia* replica, once built, with the tender it would need to transport tourists and student-researchers from shore to the pinnacle.

To be sure, visitors to the freight shed would have seen clusters of young people transferring lines from plans to planks, rounding oar looms with drawknives, chiseling rabbets into the shallop's stem. Others were blogging away at their laptop computers, documenting the project's progress. Still others were taking photos and video of the shallop's growing skeleton. All were focussed, intent, listening closely to their instructors but, being teenagers, also quite ready to laugh.

The shallop-builders were not only revisiting maritime history, but also taking a bold first step in what is called "project-based learning"—a process that involves confronting students with



Phil Showell(2)

complex, real-world challenges. In September the George Lucas Foundation's "Edutopia" blog, which promotes such efforts, published a report on the Shallop Project, including a video produced and edited on an Apple laptop by one of the project's 14-year-old participants.

The Shallop Project thus became a publicly visible product of the state-funded Maine Learning Technology Initiative, which provides an Apple computer to every junior- and senior-high public school student. Apple's MLTI liaison Jim Moulton congratulated all involved: "It has been wonderful to watch a traditional Maine skill—wooden boatbuilding—being coupled with the digital production skills made possible through leveraging the MLTI MacBooks."

Adults gave immediate and sustained support to the high-schoolers, donating the workplace, cash, wood, tools, and volunteer hours to finish planking after the "kids" had to go back to school—and providing the needed professional rowing instruction. The supervisors and instructors often seemed heaven-sent.



MFS vice president Eric Varney, a Morse High Science teacher credited with hatching the idea to build the shallop, was project director, while MFS board member Merry Chapin, a retired teacher, was on hand daily to provide refreshments, provided by many donors, and required doses of "tough love." Two boys, working on community outreach, got the idea to build sandwich boards and produce posters for store windows. Chapin promptly asked what their budget would be. "Budget!?" the boys exclaimed—and then, with her help, produced one.

Master Shipwright Will West, a widely experienced instructor, researched and drew lines for the boat and supervised its all-volunteer construction, a task few others would attempt. Media Specialist Patti Irish made the fullest possible use of the laptops and cameras available, teaching blogging, editing, and still and video filming and production. A handsome, leak-proof shallop and a website (www.shallopproject.org) stand as proof of what they enabled "the kids" to accomplish.

"Amazing" is the word repeatedly used to describe the growth and self-confidence now shown by the "kids," and the skill and dedication of their supervisors and mentors. About the only thing about this project that wasn't amazing was that master shipwright Will West refused to wear the big, floppy, purple, period hat made specially for the shallop's launch. ★

MAINE'S FIRST SHIP, 800 High Street,
P.O. Box 231, Bath, ME 04530.
www.mfship.org and www.shallopproject.org

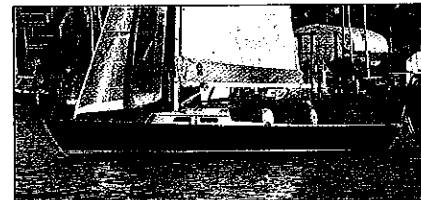


Lowell's Boat Shop

LOWELL'S BOAT SHOP has built dories since 1793 in its Amesbury, Massachusetts, shop. Small boats were shipped coast to coast and around the world last year, with deliveries to far-flung locales such as California, Alaska, Florida, Texas, and Hong Kong. Among those boats were 10' and 12' Deer Island skiffs; a 17' sailing surf dory; a 14' sailing surf dory; a 16' Lowell sailboat; a 17' sliding seat Atlantic skiff; and an 11' Salisbury Point tender. A special project was an 18' Atlantic rowing skiff with dual sliding seats. A custom modification of the stock 17', the design is a hybrid of a seaworthy skiff and an ocean shell, with 2 Piantedosi Row-wings that sit on the bottom of the boat and are attached at the rail. For fixed-seat rowing, the rigs lift out and the removable thwarts are rigged. The boat shop initiated a week-long rowing expedition for middle school children and an ongoing after-school rowing program, and continued with the twice yearly Mighty Merrimack Rowing Race. A future goal is to put Lowell-built Banks dories back on the decks of restored schooners, such as *Adventure*, which sails out of Gloucester. 978-834-0050.

Lowell Brothers/Even Keel Marine

At **LOWELL BROTHERS/EVEN KEEL MARINE SPECIALTIES** of Yarmouth, the first Lowell 38 emerged from the mold. The next construction phase will be the transformation of the cored fiberglass hull with red gelcoat into a finished lobster yacht. The Jamie Lowell design is the latest addition to the line of downeast hulls offered by the shop, where the ancestral influences of William Frost and Carroll Lowell are undeniably present. 207-846-4878.



Billy Black

Lyman-Morse: e33 Daysailer

LYMAN-MORSE BOATBUILDING of Thomaston reached a construction crescendo on the 42' motor cruiser *Lionheart's Concerto*. This latest collaboration with Ken Sawyer of Yarkitecture is a Bob Perry design with a Yamaha piano tied into the boat's sound system, essentially creating a 20-knot floating concert hall powered by a single 225-