

Edward W. Coffin
Biography 2017
by Douglas K. Lee

A Man of Ships, Boats, Planes and History

Edward Wayman Coffin, born August 10, 1923, son of Edward Brooks Coffin a native of Nantucket born in 1887 and Irene Margaret Weigman Coffin (Shall) born 1901 in Poland. She had immigrated aboard the Cunard Liner S.S. **Carpathia** in 1914 and landed at Boston. By the way that was the same S.S. **Carpathia** that was involved in the rescue of the **S.S. Titanic** passengers. Ed grew up in the house he was born in on Nantucket Island. The youngest of three children. His older sister June Anita Coffin, Dammin passed away in the 1980's. His older brother Theron Tristram was killed in 1945 in the South Pacific during WWII when a Japanese Kamikaze plane struck the Bath, Maine built destroyer he was serving on as a chief machinist mate.

Ed spent summers on Tuckernuck Island with his family and was educated at the local Nantucket schools. Later he stayed with his mother's friend Sydney Ingraham at her home in Belmont, Mass. and there finished two years of High School. It was at this time Ed introduced his father to Sydney and they later married and moved to Nantucket.

After obtaining a lifeboat certificate in Boston, with the help of his seafaring father and his Nantucket origins, he followed in his father's footsteps and went to sea in 1942 at the age of 18. That first vessel was a Waterman Line South American steamer the **S.S. Beaugard** that he signed on as mess man for two weeks, on a trip from Boston to New York. He was the officer's mess boy and his job was to bring food from the galley to the officer's mess. When he was paid off in New York the officers tipped him well and he went ashore with more money than he had ever had, about \$40. He got a room at the Seaman's Institute at 25 South St. for \$0.40 a night and spent a couple of weeks exploring New York before shipping out again.

He eventually went to sea on a total of 21 vessels, three of which were torpedoed and sunk in WWII. They were the; **Dorchester** and the **West Maximus**, both coastal steamers, and the **Niderland** a Norwegian freighter, which was his second ship in which he made a four month voyage as an ordinary seaman, to South America with coal and back to Baltimore with

ore. In each case those vessels were lost on the next trip after he got off. Ed was indeed a very lucky man.

Although it is not on his list of ships, Ed told me that early on he sailed on a wooden schooner barge towed by tug on a coastwise trip. This was from a different era than his other vessels.

He acquired his A.B. papers in 1943 and continued shipping out on merchant marine freighters, tankers and troop ships. In 1943 he shipped out on the S.S. **Catago** an ex Fruit Carrier that had accommodations for 18 passengers. They carried a group of nurses and supplies from New York to London in a "slow" convoy with other ships. He said it was the worst trip he was ever on. They worried all the way across that they would be torpedoed at any minute. Ships were being sunk all around them every night. Then later in 1943 he made a trip in the S.S. **American Robin** an old WWI Hog Islander, from New York to Casablanca with supplies and 500 to 600 German prisoners back.

After getting his discharge from the S.S. **Christobal** in September of 1944, a troop transport in which he had gone to France and back to New York, Ed went to an USO sponsored dance for officers. Of course he was not an officer but that didn't slow him down one bit, confidently showing up looking distinguished in his civilian clothes. Since he had been a young man Ed had always been well dressed in a Harris Tweed type jacket and a tie, which has been his lifetime personal dress code. He still dresses in this manner to this day. As Ed would say the clothes made the man, be careful talking to much and look intelligent. In fact the evening of the dance he was met at the door by none other than Mrs. Thomas E. Dewey, the wife of New York Presidential candidate Dewey. She was the young debutantes' chaperone and never blinked an eye letting Ed in. He picked Barbara Nelson out of the group of young girls and asked her to dance. He said he wasn't much of a dancer but managed to shuffle around a bit. After that they struck up a relationship and continued to correspond. She was a beautiful young girl just out of high school.

The next vessel he shipped out on was the T2 tanker S.S. **Catawba Ford**. He was on her for almost a year running back and forth through the Panama Canal on a shuttle run between Venezuela and the advancing fleet in the South Pacific with oil. They kept up a zig-zag course

all across the Pacific. It was a very tedious run and after a while most of the crew wanted nothing more than to get off. In fact one of the engineers attempted to sabotage the machinery so he could go home to his new wife. However he was found out and the engine quickly repaired. There were numerous fights aboard over gambling between the sailors and the Navy Gun Crew. The **Catawba Ford** was an armed ship carrying a 5" 58mm at the stern and a 3" 50mm on her bow, as well as six 20mm mounted machine guns. Much to the amusement of the crew Ed received a steady stream of perfumed letters from Barbara. Eventually he received his discharge at New York in August of 1945 and had a bundle of money between \$3,000 and \$4,000. This was the last ship the Ed sailed on as an A.B.

Using some of his savings, Ed enrolled at the Boxell School of Navigation in Boston for a two month course and upon passing three days of exams, acquired his 3rd mate's certificate. After that he resumed shipping out with a better position and improved pay check.

It was then that Edward Wyman Coffin and Barbara McKee Nelson were married on October 13, 1945 at New York City in "the big cathedral on 5th Avenue". The Nelsons were well positioned. For their honeymoon they went first to Nantucket for a week and then to Tuckernuck to stay with Ed's father's brother, at Uncle Byron's farm. It was quite a shock for a New York City debutante, who showed up in high heels. Afterwards they went back to New York to live at the Nelson's apartment while Ed continued to ship out.

He then made two trips in 1945 as 3rd mate in the **Vassar Victory**, a steam turbine vessel with 5700 HP. He boarded that ship at New York and went through the Canal to Stockton, CA to load canned goods and then back to New York. He made two trips in her in 1945 and 46. Next he sailed on three Gulf Oil tankers, the S.S. **Golden Hill**, the S.S. **Gulf Moon** and his last trip was aboard the oil tanker S.S. **Gulf Peak** in 1948. Ed realized that going to sea was no life for a family man, particularly in tankers which generally had quick turnarounds so that there was very little time ashore. The Captain was very nice to the new couple allowing them to stay aboard while the tanker was in port, but it was obvious to Ed that it wasn't going to work out in the long run.

After he came ashore, Ed went to work for Mr. Nelson's Port Wentworth Corporation at Savannah, Georgia. Mr. Nelson controlled acres of paper timber, had built barges during WWII

for the government, owned the Atlanta - Savannah Railroad and had built the Chatham Army Airfield for B-29 Bombers, outside of Savannah, which is now known as the Savannah/Hilton Head International Airport. Ed and Barbara moved to Savannah and for the next year and a half he worked for the corporation. During that time among other things, he saw the railroad line converted from steam to diesel. Ed worked mainly in the office and also had the task of periodically exercising the big Dodge company fire truck by driving it up and down the company roads ringing the bell and blowing the siren to make sure everything worked. While at Savannah they built a home for themselves that he designed.

It was there that Ed got interested in flying that became a life long passion. He first took flying lessons at Thunderbolt Field near Savannah in a J-3 Piper. Barbara also took lessons and soloed but never flew again by herself. Ed bought a Piper Cub Coupe, which they later traded for a Ryan ST tail dragger, that had 165 hp Kinner 5 cyl. radial hand start engine. Ed would sit in the cockpit at the controls while Barbara swing the big wooden prop to get it started. They traded time on that plane with the local dealer of Taylor Craft Planes for time in a Super Taylor Craft, a two seater with 65 hp. This was a new plane that would cruise at 95 mph. Ed and Barbara flew that plane up the coast to visit her family at their summer home at Watch Hill, Rhode Island and then flew to Nantucket and Tuckernuck to visit family. After all the excitement they flew back to Savannah. This all happened in the summer of 1948.

In the winter of 1948 - 49 Ed decided to leave Mr. Nelson's employment, as he and Barbara decided they wanted to buy a home on the water and picked Maine out of an Atlas. They had bought a 1926 Model T Ford touring car previously for \$90.00 and stored it at Barbara's parents place at Watch Hill. But they first came to Maine in the spring of 1949 by bus, ending up in Rockland and staying several weeks at the Thorndike Hotel looking at real estate to buy. It was during this time that Nate Berliowski the hotel owner and manager, who was very nice to them, told them, after several weeks, that it was time for them to go back to New York where they came from.

However that wasn't to be as the young couple were shown a summer cottage at Ginn's Point on Crescent Beach, Owl Head, called "Blue Spruces", by Mr. Franklin H. Wood a civil engineer, surveyor and local real estate broker, who would later play an important part in Ed's

life. The house was nothing more than a summer residence with open lattice work around the foundation. Ed paid \$3,500 for the property when they acquired it from Rockland lawyer Charles Smalley. They were able to pay for the home from funds in a savings account that Mr. Nelson had set up for Barbara some years earlier. Mr. Nelson told them to use some of that money to purchase the house.

Ed and Barbara made the trip back to Watch Hill and loaded up that Model T Ford with household stuff, wedding gifts and anything else they thought they might need and headed Down East to Maine. It took two days in the Model T to make to Rockland over the roads at that time. The state had just finished the first 42 mile section of the Maine Turnpike from Kittery to Portland, but the rest of the way was over the old Route 1. They arrived in the summer of 1949 and settled here for good. Ed went to work right away winterizing the cottage that was to be their home for many years. The first order of business was to wrap asphalt roofing paper around the foundation and lay in a good supply of coal for the kitchen cook stove, their main source of heat. There was a beautiful fieldstone fireplace but Ed couldn't afford the fire wood at \$50 a cord. They only lit it when company came. Fortunately the stove was set up with an old fashion vertical copper hot water tank so they had a good source of hot water in the kitchen and bathroom. That first winter Barbara became very proficient in operating the coal stove and keeping it burning all night. It wasn't until several winters later that they put in a gas furnace, sunken into the living room floor.

Things were pretty rough that first year and in many ways life at Owls Head was quite rustic. All the side roads were dirt and the road bridges were wooden. Ed told me there was an old farmer on North Shore Drive who lived alone, and took a horse and carriage to town. By this time when they first moved to Maine, they were pretty much out of money and Ed's first job was at Holmes Packing in Rockland pushing racks of sardines into the smoke room, for which he received \$1.25 per hour. Next he ran one of two boats for the Drew Corporation, the **Lottie M.**, the other was named the **Jack**, a 40 footer with a Buick engine. They dragged kelp off Matinicus. He received \$1.80 per ton and they could carry 5 to 6 tons. The Drew Corporation processed the kelp and shipped it off in barrels. Ed did that in July and August of 1949. He was supplied with a helper do to the deck hand job and cut the rocks off the dragged

up kelp with a machete. Ed said he was a big guy who had been a local prize fighter, but was very gentle. He was on a work release program from the Knox County Jail and was paid \$1.00 per working hour for the 3 to 5 hours of work on each trip, not much money.

Later that fall Ed went on a 14 day fishing trip to Brown's Bank in the dragger **St. George** with Captain Clyson Coffin. Ed went as cook and said it was the roughest trip he was ever on. He had an interesting time trying to be the cook and was helped out by some on board. At the end of the trip Captain Coffin told him on the dock that he wasn't worth a share and Ed got absolutely nothing. The Captain told him that he would get a half share if he went on the next trip. Ed never made another trip, but remained friends with Captain Coffin years later. He has always been friends with just about everyone.

In the fall there was a knock on the door at "Blue Spruces". Keeper Haskin of the Owls Head Lighthouse showed up in full uniform in the government provided jeep and announced that he had been keeper at Great Point, Nantucket. He was the last civilian light house keeper at Owls Head. Of course Ed and Barbara became friends with keeper Haskin and his family due to their Nantucket connection.

The second memorable knock on the door that first winter in 1949-50, came one day when Frank Wood came to their home, he was the surveyor and real estate broker who had sold them the house a year before. Years before Mr. Wood had come from the Annapolis Valley region of Nova Scotia and had subsequently bought the surveying business from the previous owner and had done well. He offered Ed a job at a \$1.00 per hour as his assistant and only employee. Ed understood immediately that this was a career opportunity and accepted. Right away Mr. Wood strongly suggested that Ed take a correspondence course in land surveying. He became Frank's "Rod Man and Pack Boy" for many years. After several years he was drawing linen plans and making blueprints, and eventually became a surveyor in his own right. It wasn't until the state passed a law in 1953 or 54 that surveyors had to be licensed. Ed obtained his license by obtaining letters of recommendation testifying that he had already been surveying.

In the late 1960's, Mr. Wood, who was sick and dying, offered to sell the business to Ed, so he got a bank loan that Barbara had to sign on also, and subsequently operated the business himself for three or four years until in the mid 1970's at which time he sold part of the business

on a buy out plan to another surveyor Donald R. Richards. Over time Ed sold the whole business to him, which for a time became Richards & Cranston. Later it reverted to Richards and he moved the business to Rockport. The business had been located on the third floor of the Knox County Courthouse since the Courthouse was built about 1875. All the records are still there today.

Ed was one of the three founders of the "Great Eastern Flying Boat Corporation". The other two were Lincoln McRae and James Rockefeller. They bought a 170B Cessna for \$5000, with the understanding between the members that if you broke it you fixed it. Eventually Ed decided that he could afford a plane of his own and later on as the flying club expanded, the name was changed to the Knox County Flying Club. Over time the flying club has grown and they now have their own hangers and such. Ed has always been a member and one time owned three separate hangers. He maintained a hanger at the club until quite recently. Today Ed is the oldest living member of the club.

Over the years he has owned a number of airplanes. His last plane was a 172 Cessna. He had several other Cessnas, including one that had been converted to a tail dragger so he could land on the dirt road down the middle of Tuckernuck Island. I know as I made that trip with him one time. At one point Ed gave up flying as he said he was getting too old and no longer trusted his reflexes and judgment. However, much to the amazement of his friends, after several years he bought another plane and started flying again. At one point Ed was one of only three licensed civilian pilots over the age of 80 in the country. He finally stopped flying and those of us who know him breathed a sigh of relief.

He has been involved in numerous organizations in the area. He helped out with the first Rockland Sea Food Festival in the early 1950's, has been involved with the Rockland Public Library and has been active in the Rockland Historical Society for a number of years.

Early on Ed and Barbara adopted two children Jeffery and Diana, that they raised together. Barbara passed away in 1977 and Jeffery passed away several years ago. Later Ed married Sally Smith and they had a fine time together for a number of years until they amicably divorced around 1984. About this time Ed's mother came to the area when she was in her 90s and he moved her into the Homestead at Owls Head, a local assisted living center and then later

she went to Windward Gardens at Camden. Ed was the ever attentive son taking care of her and visiting every day at the nursing home in her last years until she died at the age of 101.

Not long ago Ed kept company with Elizabeth (Betty) Nichol for several years until she passed away at the age of 91 in 2013. They were an item, seen frequently together just about everywhere and they were good company for each other. Ed has never lacked for feminine companionship and has been generous over the years helping a number of people in the area.

He has always had a great interest in boats and ships both past and present. His first sail boat was the 27 foot Chesapeake Bateau named the **Young American** that he had built at Thomaston by Vernon Tabbutt in 1950. Ed said he could afford it as Mr. Tabbutt built the boat at his home in his spare time and only charged \$2.00 per hour and then would only work up to \$100 and stop until paid. He slowly nibbled away at it over time. Ed and his family and friends had many sailing adventures in her.

A few years later Roger Morse of Thomaston built him the hull of a flush deck cutter Tancook Whaler for an agreed \$5000. Roger got her planked up and the deck laid before the money ran out. Then Ed had the hull trucked to Owls Head where it sat for several years in his yard before he finished her up and launched her as the **What Cheer**.

Over the years he has built a number of small wooden boats in his shop, and in February of 1969 he started to build a friendship. Three years later, in 1971, he launched from his shop at Crescent Beach, called the "Tug and Grunt Boatyard", the **Ray of Hope** which had been three years in the building. Ed built this lovely 25 foot Pemiqid model friendship sloop entirely by himself and with his helper Joe Nash. There was a feature article about her building published in the Maine Coast Fisherman at the time. That sloop became the family yacht for a number of years.

Ed continued building small boats and the last boat built at his "Tug and Grunt Boatyard" at "Blue Spruces" was a replica of a 22 foot old Swampscott Dory that was found falling apart on the beach at Tuckernuck Island, from a set of lines he lifted off the original a number of years back in 1956.

Since he retired from the surveying business, Ed has never been bored. His career as a surveyor has allowed him to pursue his life filled with planes and boats. He has always had a

keen interest in history, particularly maritime history. As Ed said Barbara was always very tolerant of his interests. For many years he has been an observant presence along with his camera at the boatyards in the area. He has had a fascination with history and using his camera copied numerous historical photos from family albums. He was very instrumental in finding old sailing ship photographs in area homes that he made available over the years for Frank E. Claes of Camden to professionally copy. Many of those images and other views he collected are now at the Penobscot Marine Museum.

Not to long ago he wrote several books including a history of Tuckernuck Island and another of Owls Head, one on Muskeget Island and another called Tuckernuck and Muskeget Flyways, which is about duck hunting. He further researched and wrote a booklet on his mother called The Tuckernuck Polish Connection. He self published all of them.

In 1999 he sold "Blue Spruces" and moved a short way to Rose Hill, Owls Head where he resides presently. His outgoing personality has made him friends everywhere. Dressed in his dignified signature Harris Tweed jacket and often with a tie, even today at the age of 93 it is almost impossible to go anywhere with Ed without meeting someone who knows him or someone he knows.

Certainly Edward Coffin is a most remarkable character and a treasure to us all.

Douglas K. Lee

Rockland, February 2017

Partial List of boats built by Edward Coffin at Owls Head

- 1950 17 ft. Swampscott Dory three planks, bottom and sides
- 1955 8 ft skiff called **Tried and True**
- 1960 21 ft. skiff, built in the shop by Oscar Crockett for Harland Hurd a weir fisherman.
- 1963 16 ft. peapod that he traded to Andrew Wyeth
- 1964 16 ft. peapod sold to Gay of Vinalhaven
- 1969 15 ½ ft Atkin skiff sold to Islesboro
- 1966 12 ft. skiff sold to George Emory
- 1971 25 ft. Friendship Sloop **Ray of Hope** sold to Payne of Monhegan
- 1974 18 ft. lobster boat for son Jeffery
- 1976 11 ft. lap strake boat for Bill Thon, 3/8 inch planked
- 1977 12 ft. flat iron skiff for R. Levine
- 1992 22 Swampscott Dory
- 1998 8 ft. flat iron skiff for George Flagner

Compiled List of Merchant Vessels Edward W. Coffin Served on

<u>Vessel Name</u>	<u>Cargo-type</u>	<u>Time Served</u>		<u>Rating</u>
S.S. Beaugard	freight	3/27/42	4/4/42	M.M.
S.S. Niderland	coal-ore	4 7/42	7/31/42	O.S.
S.S. Absecon	barge	9/16/42	9/30/42	O.S.
S.S. Dorchester	troop	10/17/42	1/9/43	U.M.
S.S. Hampden	coal boat	2/3/43	2/12/43	O.S.
S.S. West Maximus	freight	2/18/43	2/23/43	A.B.
S.S. Cartago	troop reffer	2 26/43	4 20/43	"
S.S. American Robin	freight	5/7/43	7/12/43	"
S.S. Gulf Belle	tanker	8/7/43	8/22/43	"
S.S. Sea Witch	Sea Bees & freight	9/10/43	12/15/43	"
S.S. Hannibal Hamlin	freight	1/12/44	1/19/44	} "
S.S. Hannibal Hamlin	freight	1/20/44	3/14/44	
S.S. Explorer	freight	3/30/44	5/3/44	"
S.S. Cristobal	troop	8/23/44	9/23/44	"
S.S. Catawba Ford	tanker	10/2/44	8/11/45	"
S.S. Vassar Victory	troop	11/21/45	12/14/45	} 3 rd mate
S.S. Vassar Victory	troop	12/15/45	1/10/46	
S.S. Woodstock Victory	freight	8/28/47	11/13/47	"
S.S. Golden Hill	oil tanker	2/9/48	2/20/48	"
S.S. Gulf Moon	oil tanker	3/26/48	4/7/48	"
S.S. Gulf Peak	oil tanker	4/20/48	5/27/48	"

M.M.-mess man
 O.S.-ordinary seaman
 U.M.-utility man
 A.B.-ablebodied seaman
 3rdmate-third mate

all copies of above enclosed
E.W.C
Jan-11-1990

Ed's write-up of building the Ray of Hope
Partway through the project in January 1970

BUILDING A FRIENDSHIP SLOOP

15/1/70

I once read somewhere that rowing away from your boat and looking back in pride at the accomplishment of wood to water is the height of love afloat. Naturally, this point of view is strongly shared by all dockside loafers. As one of Maine's leading dockside loafers, my appetite always becomes strangely full when viewing the gaff rig and the powerful sheer of a Friendship Sloop. This always lead to a fierce desire, which, in my case, started to slacken when we began to build a replica of the famous 25-foot PEMAQUID.

We ordered her plans by Chappelle in 1953 from W. W. Norton & Co., N.Y. at a cost of \$12. Our boat shop on the western bay, where we are building, measures 38' x 22' x 12' with windows on the whole east and south walls. It is a grand building in which to build small craft. From the 25-foot-long workbench, one can see Heron Neck Light on Vinainhaven and the outer ledges and islands of the Mussel Ridge Channel, where the Friendship Sloops long ago used to earn their keep.

For earlier boat building projects before our shop was built, we used a friend's barn floor for lofting lines and also built outdoors in a pole shed made of scrap boards covered with tarpaper and canvass and open on the north side. In Rockland, an amateur sloop builder constructed a clear plastic extension on his garage. It gave him good light and some heat from the winter's sun. The car was left outdoors for two years while building was going on. "I knew it wouldn't swell and shrink like wood," he said.

Our biggest incentive for building the PEMAQUID model came from a friendly duck hunter who, having built one for himself, offered me an extra cast iron keel of 2000 pounds for \$352. It was specially designed along with eight hull molds and patterns.

The planking of native 1" cedar was ordered first, to allow for drying

time. It cost \$138 for 950 feet of which 250 feet was an inch and a quarter thick for planking around the turn of the bilge where you have to hollow out to fit the curve of the frames. This amount of planking allows for numerous mistakes.

I would have liked to have used galvanized nails for planking, but the friendly duck hunter insisted I use Everdur screws. "You will have potential buyers visit with you longer that way," he said. It has taken 20 gross of inch and a half by No. 12 screws for planking. This cost \$99.

I drew out to full size on the shop floor the shape of the keel and all the deadwood. This controlled the fit of the wood to the tapered iron keel and gave me two sore knees!* The red oak keel is 6" x 8", 18' long and cost \$25. This is the same good Maine red oak used in yacht and fishing dragger construction and by all lobster pot builders. Contrary to popular thinking, many knowledgeable marine architects hold it in high regard.

The deadwood and keel bolts are 3/4" galvanized iron and were found in a local junkyard. With threading and fitted with washers and nuts, they came to \$27. Once the oak backbone was fitted and sized and the rabbitt cut, the whole assembly was treated for about a week to a daily brushing of a mixture composed of half linseed oil and half turpentine, to prevent checking of the backbone and deadwood. The oak keel to be bolted to the iron keel was first redlead on the bottom and a 30 pound weight sheet of tarpaper fitted in between to insulate the oak from the iron keel. The backbone upon being blocked up and plumbed to grade, a hole was bored 2" deep or more in the stemtop. A funnel was inserted into which was poured the turps and linseed mixture until it ran out the bottom of the stem, showing full saturation. This is necessary in a warm shop, as the wet oak when drying out would pull off line and crack.

Now that the backbone was up and trued to a center line, the molds were

placed on station from the plan and braced off from the shop roof and walls. At this point of construction I would suggest that every night before turning in, in addition to reading the Bible, the amateur boatbuilder read Chappelle's book on boatbuilding. This volume will give good simple directions for tomorrow's step in assembling the "ark".

Two of the most difficult areas of construction that caused strain in my brain were: one, the curved transom with its quarterblocks, and, two, the proper cutting of the changing angle of the stern deadwood rabbitt. I was fortunate in being able to visit sloops under construction in the area and to see how professionals handled these sections. I found that all were most willing to help me when in trouble with a difficult task. Never hesitate to ask advice.

The transom of the PENNAQUID model is of handsome line and if properly executed, is a beautifying compliment to the whole boat. It was laid out of 1 3/4" x 5" oak on a curved rack built up of 2" x 8" spruce to hold the boiled oak transom frame to shape. Once assembled, the transom was bolted to the horn timber with a knee. The molds being in position and the rabbitts roughed out, we were ready for the spruce ribbands to be sprung around the molds to hold the shape rigid. Once they were nailed in position and braced off from the floor, we then turned to fashioning the 1"-x-2" frames. The oak frames were cut from a flat grain; they cost \$30. These were placed eight at a time, in a mixture of one gallon of permanent anti-freeze and a quantity of water and were boiled for about 30 minutes, or until pliable. The anti-freeze additive, for some reason, leaves the frames a natural color whereas boiled water will usually turn oak black. The boiling tank was built of two old galvanized hot water tanks, which were found on the local dump. They were welded together with a supporting frame fixed to the front end so as to allow a fire of scrapwood to be built beneath. It took almost two days to frame the boat. Why hurry what should be an

enjoyable process?

T'is a wonderful thing to have a sympathetic helper. Francis Nash, my superintendent of the Tug & Grunt Boat Yard and only employee, is my third arm. He provided the incentive for much of the difficult work on this boat. When a wrong cut was made, or a piece fitted poorly, his well chosen comments gave new hope. I recall how I ruined part of the stern deadwood early in the job and Nash's comment was, "Never mind, there is plenty of ^{wood} ~~wood~~ still growing in the forest. Let's go get us another chunk."

One of the greatest contributions by the plastics industry to wooden boat builders is the new blue car body putty. This costs about \$1.80 per quart and may be obtained in an auto store. But if you buy it from a marine shop, the same thing costs \$8. This putty sets up like iron and is workable by file or plane. Using this on many holes and voids I found gave one the feeling of being a sculptor. This thought can become rather dangerous, if you start thinking, "Maybe I can build the whole boat of blue putty and just use wood for fuel in the stove." As of March of this year, the sloop will have been two years under construction and will be all planked with the clamp and shelf in.

Looking back at the time spent working on the boat - weekends and some weekdays - we found ourselves tentatively drawing a name on the handsome transom - - RAY OF HOPE! This will not necessarily be the final name, but it reflects the attitude of the builder and his family. The cost that we see to date is about \$1200.

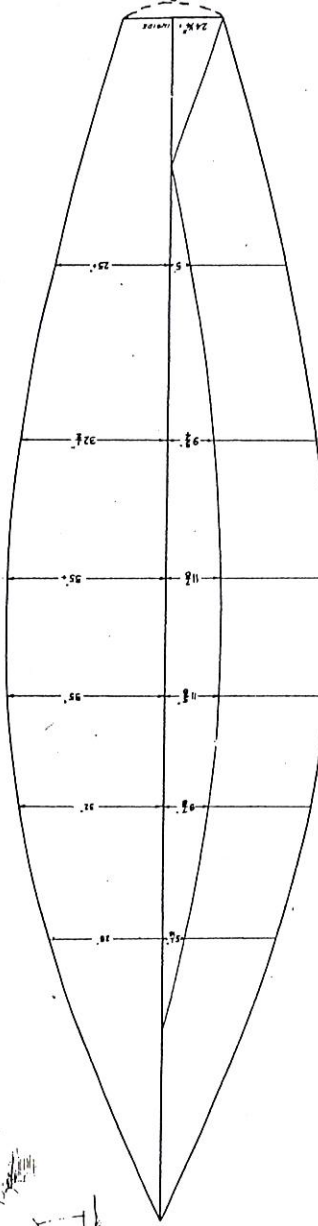
We amateur boat builders are like good English tea -- our strength really shows when we get in hot water.

Edward W. Coffin

Owls Head

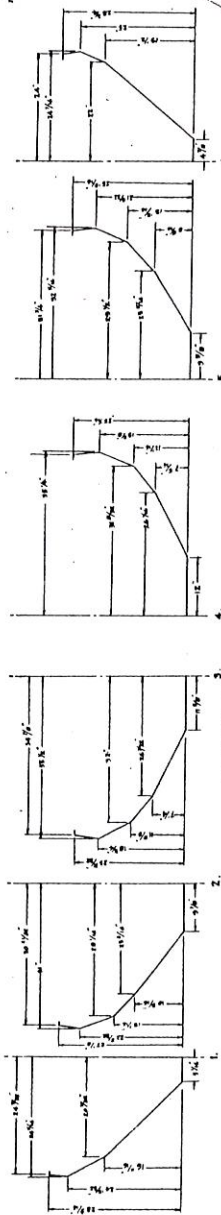
Maine

PLANING : 3/4" PINE
 THIMBETS : 1/4" x 1/2" SPRUCE
 TRUNSON : 1/4" OAK
 STEM : 3" x 2" OAK
 SWAY FRAMES : OAK
 GUNWALES : OAK
 GUNWALE PLANK : 3/4" OAK
 GARBOARD PLANK : 3/4" OAK
 FRAMES : 1/2" THICK
 4" WIDE AT GUNBOARD
 TO 3" WIDE
 TO 2 1/2" WIDE UP TO SHEER
 INTERMEDIATE FRAMES :
 CROWN : 3/4" x 1/2" OAK, APPROX 12" ON CENTER
 CENTERED FRAMES : 2" x 4"
 GUNWALE SETS AT FRAMES 1' 2" 1/2"
 5' PLAINING BANDS EACH SIDE
 PLACE 2 THIMBETS AT
 SWAY FRAMES 1/2" UP STEER FRAMES 1/4"
 IN MIDDLE OF FRAMES
 4 OAK PILES FOR EACH THIMBET
 1" x 3" x 12" LONG



ALL MEASUREMENTS TAKEN WITHIN TO OUTSIDE OF PLANING (FROM EXISTING BODY)
 Original Dory Built For "Muskeget Gun Club" Prior to 1918
 Builder Unknown -

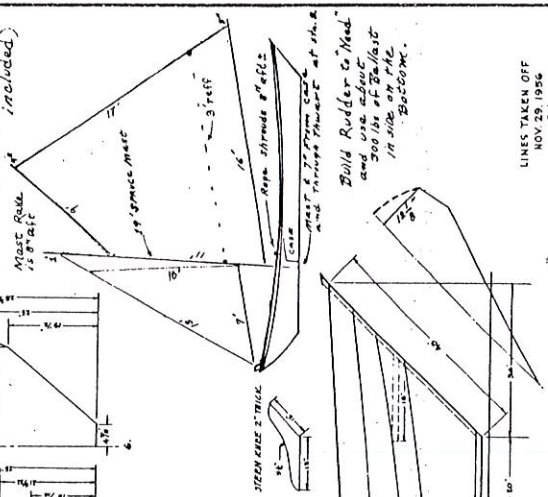
Built by Willie Pottle
 Friendship 3, Maine
 For in Spring of 1957
 with frame from
 this 200 - (Centerboard
 and Sailing Kit not
 included)
 MOST BALL
 IS 2" x 12"



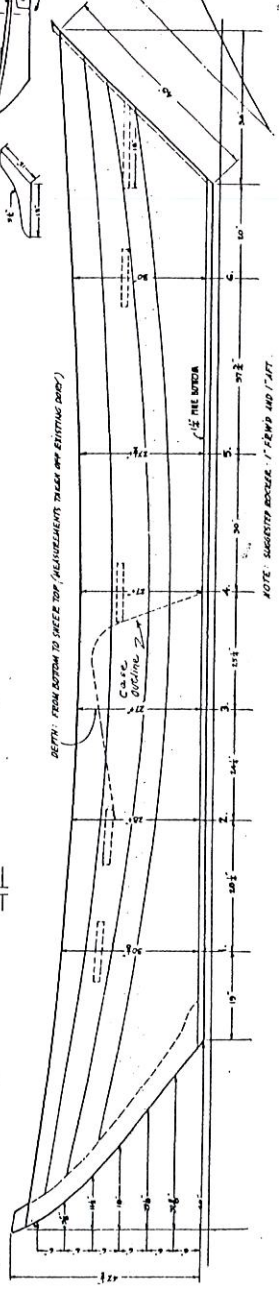
MEASUREMENTS TAKEN FROM HALF-BREADTH MOLDS
 CAUTION - FRAMES SHOULD BE RAISED ON STATIONS BEFORE
 CURVING TO SHEEL.



STEERHEAD ENDS UP IN 4"
 NO HOLE IN STEERHEAD

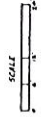


NOTE: FROM BOTTOM TO SHEER TOP, ALIGNMENTS THESE ARE EXISTING BODY



LINES TAKEN OFF
 NOV. 29, 1956
 BY
 ELMER S. BIRD
 AND
 EDWARD W. COFFIN
 OWLS HEAD, MAINE

SWAMPSCOTT DORY (TUCKERNUCK IS.) L.O.A. 22' 1/4", BEAM 6' 1/2"
 OUTSIDE STEM TO TERNION OUTSIDE PLANING



DRG. J. LARSEN, BOSTON, MASS.