

FOLD IN HALF AT MIDDLE AND TAPE OR GLUE TO SEA

:mont

Mare Liberum

(second floor) Brooklyn, NY 11215

c/o Gowanus Studio Space 119 8th Street, Suite 202

CLOSE DORY RACE AT JAMAICA BAY

pionship of the Jamaica Bay Yacht Club wa

The tug Peter W. French, with newspape

The tug Peter W. French, with newspaper men and other guests of Mr. Lawson on board, left Long Wharf just after 10:30 and, proceeding to the state dock, where the independence was anchored, prepared to take the yacht in tow.

The crow of the independence had been busy all the morning on sails and rigging, but there was a delay of an hour before the tug could begin slowly to back the yacht out of her berth.

There was little demonstration attending the departure of the new sloop, as the tow-line was taken aboard the tug and she began to move seaward. One or two small steam craft gave shrill screams and a little cluster of rowboats and small sailboats gave cheers, but that was all.

FROM LUSITANIA

(Special to the Eagle.)
Nyack, N. Y., June 3—This morning at 10:30
o'clock the house-boat built at Ayers' Shipyard here for J. M. MacDonough of the New York Yacht Club was launched. Mrs. Mac-Donough christened her "Cachelot," as she Donough christened her Cachelot, as she slid into the water.

The boat will be in commission on July t. She is a foating house and has ten rooms, it xuriously fitted up. Her speed will be right knots an hour and she is ocean going. The Cachelot is one of the largest and finest house boats ever built.



The Cachelot Is the Finest Specimen of

RIVER SQUATTER BURNED TO DEATH ON HIS BOAT

'Ned" Hawkins Long a Familiar Figure on the Waterfront.

ONCE A DEEP-SEA But Had Not Salled the Main for

Thirty Years-His Tenants'

Narrow Escape.

The river people-that queer, shifting colony of thousands, which lines the miles of New York's water front—have lost one of their oldest and best known members. The river people know little of the life of New York, and the life of the city takes little heed of them. So if "Ned" Hawk-ins had died a "natural death," if his life had not been destroyed by a fire that consumed his ancient houseboat early yesterday, his departure from this life probably would have been known to no one outside the colony.
But the tragedy of his taking off gave old "Ned" posthumous notoriety. The tenement dwellers of South Brooklyn tenement dwelfers of South Brown, heard of the old man, and clusters of women and children gathered at the foot of Twenty-first Street, where the docks project into the Gowanus Canal, and whele oil and burning where the odors of whale oil and burning tar and stagnant water are mingled with those that are wafted from the galleys of the craft tied up for the Winter in the bullet and alongside the wharves. The women and children heard strange stories of the life of "Ned." And when these had been repeated by them to neigh-bors they were stranger still. But after the exaggeration and untruth had been deducted the authentic fragments remain-

"Ned" was at least so years old when his placid life, led alongside of the equal-ly placid dockside waters, came to a sud-den end yesterday. To some of his inti-mates he had declared that he had lived "more'n a hundred year." They had some doubts. He had lived in his cranky little househe nad lived in his cranky little house-boat—the caulking drooping from its wi-dened seams—for thirty years. The dock-men knew him as "one of the river squatters." For many years his boat had been too leaky to yearting upon given the

ing of the old man's history were still far from ordinary.
"Ned" was at least 80 years old when

men knew him as "one of the river squatters." For many years his boat had been too leaky to venture upon even the shortest of journeys, as is the case with many of the squatter craft. So "Ned" kept it permanently moored in one inlet or another, and finally, when he became too stiff for work and when asthma made it difficult for him to breathe, he hung out a sign that there were four rooms for rent upon his craft, for which he would charge \$6 a month.

The river folk are democratic. They draw no color line. And when Mrs. Winifred Thornton and her sister Anna heard of the bargain they went to old "Ned"—about eighteen months ago—and lived there—their landlord using one little apartment in the stern.

They lived quite happlly, Mrs. Thornton and her sister and two children. Not far away, on the side of the same inlet, were moored the homes of other harbor squatters and renters. Near them was the Shad—a flat-bottomed, sloop-rigged craft, that had been navigated from Southern waters, and become the home of its owner and his wife, after it had been trussed up on timbers, beyond reach of the tide. Across the inlet were three or four renters—persons who preferred the water front to tenements, and who spent their lives in houseboats too old for active use. At night the strains of music floated from these strange craft. Thero were dances, and "socials" and wakes. It was far from dull down there, away from the noise of elevated trains and the stuffy air of crowded flathouses

Mrs. Thornton and her sister took a kindly interest in old "Ned." They urged him to apply for a berth in the Sallors' Home, for they discovered that he possessed seaman's papers that would have entitled him to a comfortable abiding place. But the old negro would not listen to them. He became distrustful as he grew older. Day after day he would six alone in his little cabin, stored with relics of his cruises in foreign waters, and him. "No 'm. Least not much trouble," he him.

"No 'm. Least not much trouble," he answered in a muffled voice. By that time the flames were eating their way through the thin partition wall.

Mrs. Thornton rushed out on the narrow deck and screamed. But the river folk are hard sleepers. No one answered, and the woman rushed back into the different of the flames were roaring in the little deckhouse and old "Ned" was nowhere to be seen. The frightened woman peered into his room, but could see nothing. Then she ran screaming along the shore and up in the streets leading away from the docks.

The police and firemen finally reached the sceno. But they were too late to be of help. The old boat was a charred mass of wreckage.

Beside "Ned's" body lay the carcas of a young dog that had been his pet. His cat had fled from the fire and was meowing outside. The origin of the fire could not be determined.

FISHERMEN SAVED FROM DEATH. Four Days in an Open Boat on the Newfoundland Banks. schooner Gardner W. Tarr, while on the banks, and who were supposed to have been lost, have arrived home. They had a harrowing experience on the sea in a dory for four days and escaped madness and death from starvation by the narrowest chance of wind and tide.

They left the Tarr on the southern edge of La Have bank the morning of April 19 to hand trawls. While so engaged fog shut down and the wind carried their dory beyond hearing of the schooner's horo.

A lunch and a small keg of water comprised the boat's provisions, and those gave out in a few days. The fog did not lift until the 23d when the castaways pulled in the direction they supposed the shore to be. That afteracon, thoroughly exhausted, they drifted achore at Roscherry Head, twelve miles from Lunenberg. It was April 25 before they were strong enough to leave. schooner Gardner W. Tarr, while on the banks

Dedicated to Patrick O'Neill (1929-2007) who was a sailor in his who once built boats and Lutz Von Muehlen (1929-) who still likes to stare at the sea from the shore

Mare Liberum Thanks: Angela Conant, Paula Zaslavsky The Gowanus Studio Space (www.gowanusstudio.org), Build It Green NYC (www.bignyc.org), Galen Joseph-Hunter & Tianna Kennedy at Free103Point9, Jacqueline Shilkoff at the Neuberger Museum. Dylan Farnum at WWF. Washington, The Unknown Designer of the argor brush font,

making 2008 look a lot like 1888. And all the great dead and boatbuilders shipwriahts who perfected all of this long ago and astound us with the beauty and

Local Newspapers for

simplicity their designs.

Fiberim

Sanit Sa

FIND A PIECE OF WOOD. (WE REC-OMMEND A SINGLE BOARD THAT MEA-**SURES APPROXIMATE-**LY 8' LONG X 10" WIDE X 1.5 OR 2" THICK.)

CUT THE STENCILS OUT OF THIS PAPER. THEN PLACE THE STENCIL OF THE OAR **BLADE ON YOUR PIECE** OF WOOD AND TRACE AROUND IT WITH A PENCIL.

PLACE THE STENCIL OF THE END OF THE HANDLE (THE FRAME AROUND THE TEXT YOU'RE READING RIGHT NOW) AT THE OTHER END OF YOUR

WOOD AND TRACE AROUND IT. CONNECT THE STRAIGHT LINES BE-TWEEN THE END OF THE HANDLE AND THE

END OF THE BLADE TO MAKE THE SHAFT OF THE OAR. CUT THE OAR SHAPE OUT OF THE WOOD

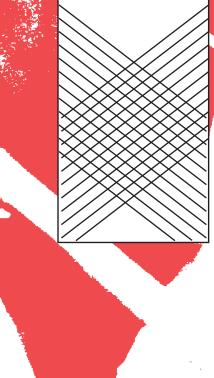
PLANK USING A SAW. SAND OR PLANE DOWN THE ROUGH EDGES SO THE OAR FITS NICELY IN YOUR

HAND. MAKE YOUR SECOND FOLLOWING OAR

STEPS 1-7.

SET UP SOME OAR-LOCKS ALONG THE **GUNWHALE OF YOUR** BOAT. AN EASY AL-TERNATIVE IS TO CUT A 5" STRIP OF LEATH-ER AND SCREW IT INTO THE GUNWHALE AROUND THE OARS TO HOLD THEM DOWN WHILE YOU ROW.

GET TO ROWING!



GET YOUR TOOLS AND SPACE TOGETHER. **CHECK THE WEBSITE:** BEFORE YOU DO ANYTHING ELSE, GET SOME CONTEXT. WWW.THEFREESEAS.ORG *Build a Liberum Foru* FOR WISE WORDS FROM THINK IT THROUGH. A JIG-READ THE PLANS AND THE ARTICLES... AND SALTY BOAT-BUILDERS. SAW AND A SCREW GUN THE WEBSITE TOO. AND IF YOU'RE IN DOUBT, PEOPLE-WHO-HAVE-LEARNED-IS THE MINIMUM. SAND PAPER FEEL FREE TO WRITE TO US. REMEMBER, YOUR THE-HARD-WAY, AND THE BOAT OR A RANDOM ORBIT SANDER. **LIFE MAY BE AT RISK!** THEMSELVES! DESIGNERS **BIG CLAMPS OR A FEW STRONG CHANGES ARE INEVITABLE AND** FRIENDS. YOUR LIFE IS AT RISK!! LAY TEMPLATES OUT ON YOUR MATERIAL, TRACE, AND CUT OUT ALL THE PARTS YOU WILL NEED WITH THE JIGSAW. CUT TO THE INSIDE EDGE OF THE MARKS - BUT NO FURTHER! IT IS ACQUIRE YOUR BOAT BUILDING MATERIALS. ASSEMBLE FRAMES FROM 3/4" SOLID WOOD BETTER TO ERR ON THE SIDE OF TOO BIG. YOU CAN ALWAYS SAND OR PLANE DOWN LATER. **YOU WILL NEED:** (SEE DRAWINGS BELOW FOR THE DETAILS) ADDING WOOD OR FILLING GAPS WILL PROVE MORE DIFFICULT. --> CHECK THE WEBSITE. THESE DIMENSIONS MAY CHANGE --> 5 SHEETS OF 1/2" PLYWOOD WITH THE OUTLINES OF AS LESSONS ARE LEARNED AND INFORMATION IS SHARED. THE PARTS LAID OUT ALREADY OR A COPY OF THE TEMPLATES AT 1:1 SCALE. THE LIBERUM CREW WILL ATTEMPT TO MAKE THEM AVAILABLE TO ALL, BUT BE FRAME 1 RESOURCEFUL. (NOTE: IT HAS BEEN FOUND THAT UNLESS THE 1/2" PLYWOOD IS OF REMARKABLE MAKE AND CONDITION, SPLITTING AND BREAKAGE MAY OCCUR. TWO 2 AMART FRAME 2 LAYERS OF 1/4" PLY OR 3/8" MAY ALSO WORK WITHOUT THE 111111 1 1 1 1 11 11 AFOREMENTIONED PROBLEMS WITH SPLITTING.) FRAME 5 --> A GOODLY SUPPLY OF 3/4" PINE - AT A MINIMUM OF 3" IN WIDTH - FOR THE STRUCTURE. THICKER STUFF CAN ALSO 1 amara Herame 1 BE USED FOR ADDED STRENGTH (WHICH MAY BE WELL-ADVISED). 2" X 4" 'S EVEN. YOU WILL PROBABLY NEED 40 -50 FEET OF THE STUFF. STERN FRAME 4 --> STAINLESS STEEL DECK SCREWS IN A RANGE OF LENGTHS **WOULD BE CHOICE.** FRAME 2 --> WOOD GLUE, CONSTRUCTION ADHESIVE, AND SOMETHING TO SEAL THE BOAT WITH. THIS CAN BE PAINT OR EVEN A TRADITIONAL MIXTURE OF 1/3 PINE TAR - 1/3 MINERAL **SPIRITS - 1/3 VARNISH!** ATTACH TRANSOM TO STERN KNEE (SEE DIMENSIONED DRAWINGS AND BE SU (SEE DIMENSIONED DRAWINGS AND BE SURE TO CHECK FOR UPDATES TO THE GEOMETRY.) 22 16 LAMINATE STEM TOGETHER AS SHOWN. DO THE SAME FOR STERN KNEE. FRAME 3 DETAIL A ATTACH THE BOTTOM BOARD HALVES TOGETHER, THEN DO THE SAME WITH THE SIDES. USE THE "PLANKS" SECTIONS AS FOUND ON THE TEMPLATES. FRAME 4 ATTACH STEM AND STERN KNEE TO THE BOTTOM BOARD AS SHOWN BELOW, USING BOTH ADHESIVE AND SCREWS. ATTACH FRAMES TO THE BOTTOM BOARD IN THE SAME WAY. FRAME 5 TRANSOM FRAME Stern Knee Transom Frame Transom -Bottom Board NOTE: The Stern Knee is attached 3/16" from the edge NOTE: Make sure the Stem clips of the Bottom Board, such that when the Transom is the Bottom Board as shown. attached, it's outside face lines up with the bottom edge LAY A BEAD OF CONSTRUCTION ADHESIVE ALONG THE BOTTOM OF THE FRAME. THIS WILL ADD STRENGTH AND FILL THE GAPS. LOCATE THE FRAMES ON CENTER AND IN THE LOCATIONS SHOWN IN THE DRAWING, BEGINNING WITH FRAME 3 AND WORKING OUTWARD. MAKE SURE THAT YOU ORIENT THE FRAMES CORRECTLY - THE VERTICALS FACE OUT FROM THE CENTER. SCREW IN PLACE THROUGH THE BOTTOM BOARD. LEAVE THE SCREWS A LITTLE LOOSE UNTIL THE SIDES ARE ATTACHED SO THAT YOU CAN PULL THEM INTO VERTICAL IN THE LOCATIONS MARKED ON THE SIDES. BEGINNING IN THE MIDDLE AND WHILE WORKING OUTWARD, CLAMP AND ATTACH BOTH ATTACH THE SIDES TO THE STEM AND TRANSOM IN THE SAME FASHION, USING BOTH SIDES OF THE BOAT TO THE FRAMES. DESIRED FINISH TO SEAL **ADHESIVE AND SCREWS** ADD ADHESIVE ALONG THE AND COAT THE FRAMES AND ALONG THE EDGE OUTSIDE AND THIS MAY BE THE MOST DIFFICULT PART DUE TO THE ACCUMU-OF THE BOTTOM BOARD. **INSIDE OF THE DORY** LATION OF ERROR, INCREASED FORCES, AND DIFFICULTY IN CLAMPING THE CURVES. PROCEED WITH CARE AND CAUTION. --> ALIGN THE SIDES TO THE BOT---> PAINT GO SLOWLY, BUT HAVE HEART! YOU ARE ALMOST THERE.) TOM BOARD WITH THE SEAM VARNISH LINES ON BOTH. PINE TAR REINFORCE WITH "CHINE BLOCKS," BITS OF 2X4 BETWEEN **ROOFING TAR** THE FRAMES THAT BOTH THE BOTTOM AND THE SIDES CAN MAKE SURE THE BOTTOM **FIBERGLASS** SCREW TO. **BOARD'S EDGE IS FLUSH WITH** SPIT AND FINGERNAIL dory, us to THE BOTTOM EDGE OF THE POLISH OR ANYTHING SIDES. (CHECK AGAIN AND ELSE... AGAIN AS YOU MOVE OUT-WARD.) **SCAB GUNWALES** (PRONOUNCED 'GUNNELS', JUST SO YOU KNOW) USE THE HOLE LOCATIONS BUILD SOME OARS TO EACH OTHER AS YOU'VE DONE WITH SIDES AND PAINTED ON THE SIDES TO PO-AND ATTACH SITION THE FRAMES RELATIVE OARLOCKS, SEATS, TO THE SIDES. ATTACH GUNWALES TO FRAMES. WATCH FOR SPLITTING WHEN SCREW-FLOTATION FOAM IF DESIRED. KIT ING INTO END GRAIN. PILOT DRILL YOUR HOLES OR TOENAIL THEM OUT YOUR LIBERUM DORY WITH --> FASTEN WITH THE STAINLESS STEEL DECK SCREWS. YOU CABINS, MAST & SAILS, RUN-

ATE

WILL PROBABLY WANT TO PILOT

THE HOLES TO AVOID SPLIT-

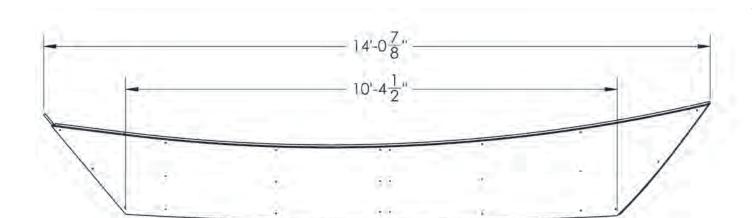
TING THE FRAMES. FEEL FREE

TO ADD AS MANY SCREWS AS

MAKES YOU HAPPY AND SAFE.

--> PROCEED FROM THE MIDDLE OF THE BOAT WORKING TOWARD

THE ENDS, WORK ON BOTH SIDES OF THE BOAT EQUALLY.



SQUIRT ADHESIVE EVERYWHERE

THAT PREVIOUSLY EXISTED

--> ALONG THE TRANSOM SEAM, BOTTOM BOARD --> PLUG UP ANY HOLES IN THE BOTTOM BOARD

--> GET IN BEHIND THE STEM

NING LIGHTS, BENCHES, BARBE-

CUES, TRAPEZE KITS, BLENDER,

SHARE WHAT YOU'VE LEARNED

WITH US AND DRAW US A

PICTURE IF YOU LIKE. ---->

PLANKS...

your name:
location:
address:
the name of
your dory (optiona