

encourage browsing, rather than having to go to a card catalog and “trying to hunt and peck and then go find book by book by book.” The file cabinet contents, 42 drawers’ worth, are also unique: “Those have been created here. When you want to know about a class boat, or a designer, or a builder, you can go down there and chances are there’s a pretty good, thick file on just that subject, because they”—meaning the library’s staff over the years, especially Karen Roy; Cynthia Curtis; Pat Lown; Rose Poole; and Maynard’s late wife, Anne Bray—“were so conscientious about digging them out of magazines and books and correspondence. That’s a hell of a resource, and that isn’t available anywhere else. For a boat nut, I think it’s like Mecca.”

“For me,” Jon said, “it was not the showpiece kind of result but the fact that we could find the answer to the question, ‘How did this happen? How did this evolve?’ Those kinds of origin stories always kind of drove my collecting in a way: Can we go deeper and deeper into the answers?”

It’ll be an easy place to get lost in.

Tom Jackson is WoodenBoat’s senior editor.

Around the Yards

■ **Haven Boat Works** in Port Townsend, Washington, has undergone an **astonishing transformation** since longtime lead shipwright **Blaise Holly** became the **sole proprietor in autumn 2022**. For openers, the yard is in a **new location** a stone’s throw from the building it had occupied for years at the Port of Port Townsend facility at the south end of town. “We closed on this property November 11, 2022, and started moving immediately,” Holly said. “It was like an anthill around here. Everybody was carrying something. We did the entire move in-house, and we were able to get ourselves fully established in early 2023.”

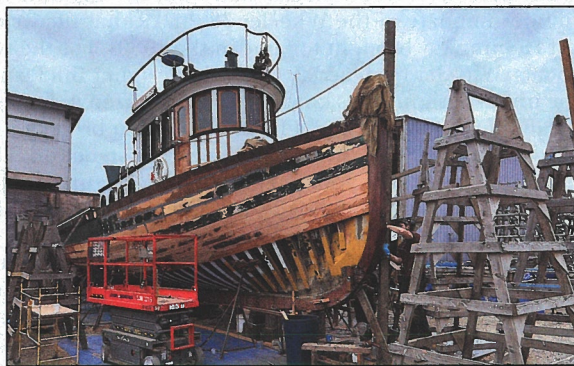
The move **more than doubled the boatyard’s capacity**. “We’ve really never looked back since abandoning the old facility,” Holly said. “It had grown organically like a rabbit warren over the years. It was amazing that we were able to work, on top of each other the way we were.” When Holly started at the boatyard 17 years ago, it averaged eight employees; today in the new site it **employs 37**. The shop has large interior spaces for working out of the weather without erecting temporary structures. A dedicated machine shop space has, among other things, a three-ton gantry crane and radiant floor heat. Boats with various weather covers are also lined up outside. At the time I visited, just after the 2023 Port Townsend Wooden Boat Festival, the yard had about 15 boats in for work. Two of the more involved projects were a refit of the tugboat **HENRIETTA FOSS** and hull work on the motor cruiser **HULAKAI**.

HENRIETTA FOSS, a 49-footer, was originally **built in 1931** for **Foss Tug and Launch Co.** and is now in private ownership as a pleasure boat. She was in the midst of **frame replacements** forward. “She has been worked on, and worked on, and worked on over the years, and those repairs had kind of run their course,” Holly said. “It was time to really get back to first principles, so we’ve reframed the **entire forward half of the boat**.” She was given a new purpleheart stem. The new frames matched the unusual original framing schedule of double bent frames using Garry oak from Oregon. “We see plenty of curved frames, but these were essentially 2” x 4” layers culminating in a 4” x 4” steam-bent frame,” Holly said. Removing alternate hull planks provided access while leaving

a form to bend frames into. When that was done, the rest of the planking was removed, and all of the area was replanked with Douglas-fir, some of which was 30’ long.

HULAKAI, owned by **Richard Liepelt** and **Cindy Segall** of Friday Harbor, Washington, since 2012, has been a return client for ongoing work. The **48’ LOA yacht** was launched in **1929** in Vancouver, British Columbia, by **Boeing of Canada**. She’s expected to have waterline ice sheathing of ironbark removed so that planking and fastenings behind it can be inspected. Most of the hull has been refastened with bronze screws, replacing ferrous ones. “Also, part of the shaftlog may need replacement,” Richard said. “Richard is very knowledgeable about wooden boat finishes,” Holly said. “He’s been one of the most hands-on customers we’ve had, and that’s just as it should be. The quality of the work is beyond reproach, and you’ve got a boat that with just a little four-cylinder John Deere cruises at 14½ knots.”

Holly also told me that when he transitioned from lead shipwright to owner, he recognized the need to appoint a **new lead shipwright**. She is **Esther Whitmore**, whom I first



Above—The 1931 tugboat **HENRIETTA FOSS** had extensive hull work done, including replacing the stem and many double bent frames, at Haven Boatworks in Port Townsend, Washington. **Right**—Yard proprietor Blaise Holly retains his joy of boatbuilding by building small craft, including this Delaware ducker, with outcuts from larger projects. **Below**—Richard Liepelt works alongside the shipwrights on his Boeing-built **HULAKAI**, a 48’ power cruiser of 1929.



TOM JACKSON (ALL THREE)