A young man with curly hair, wearing a grey beanie and a blue and green plaid shirt, is focused on working on a wooden boat hull. He is using a pencil to mark a piece of wood. The background shows the interior of a workshop with various wooden beams and tools.

NORTHWEST
SCHOOL *of* WOODEN
BOAT BUILDING

SCHOOL CATALOG
2015-2016

Make a living, craft a life...

Northwest School of Wooden Boatbuilding
42 N. Water Street, Port Hadlock, WA 98339 360-385-4948
info@nwboatschool.org www.nwboatschool.org



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Workforce Board
128-10th Avenue SW, 6th Floor
P.O. Box 43105, Olympia, WA, 98504-3105
Web: wtb.wa.gov
Phone: 360-709-4600
Email Address: pvsa@wtb.wa.gov

The school is accredited by the Accrediting Commission of Career Schools and Colleges (ACCSC). The ACCSC is listed by the U.S. Department of Education as a nationally-recognized accrediting agency.

ACCSC
2101 Wilson Boulevard, Suite 302
Arlington, Virginia 22201
703-247-4212



Content certified as true and correct for content and policy.

Betsy Davis, Executive Director

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Cover photo by Pamela Roberts, Director of Education at the Northwest School of Wooden Boatbuilding.
Other photos by Elizabeth Becker, Sean Rankins and Peter Leenhouts.



The School's Commitment: Quality Education and Craftsmanship

Mission Statement

*To teach and preserve traditional and contemporary wooden boatbuilding skills
while developing the individual as a craftsman.*

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Official School Catalog

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Phone (360) 385-4948 Fax. 360-385-5089 info@nwboatschool.org www.nwboatschool.org

The Northwest School of Wooden Boatbuilding is a private not-for-profit 501 (c) (3) educational institution.

Pacific Northwest Boatbuilding History

The Pacific Northwest is a great area in which to live, study and play. While attending the Northwest School of Wooden Boatbuilding, you'll find yourself right in the middle of a remarkable playground.



Surrounding us are hundreds of miles of protected cruising waters and at our backs tower the snow-clad Olympic Mountains. Hiking, climbing, skiing and sailing are just a few of the many experiences found on the Olympic Peninsula. Pacific Ocean beaches are a couple of hours to the west and the sunny San Juan Archipelago is 20 miles

across the Strait of Juan de Fuca. The region is also close to the metropolitan centers of Victoria and Vancouver, B.C. and Seattle and Tacoma, Washington.

Port Hadlock, Washington. Located at the southern end of Port Townsend Bay, Port Hadlock was founded by Samuel Hadlock in 1870 and is one of the now more quiet backwaters of busy Puget Sound. Back then, lumber ships, schooners and square riggers lined up to load timbers manufactured by the Washington Mill Company's new sawmill. Hotels, saloons, stores and barbershops sprang up. For thousands of years prior

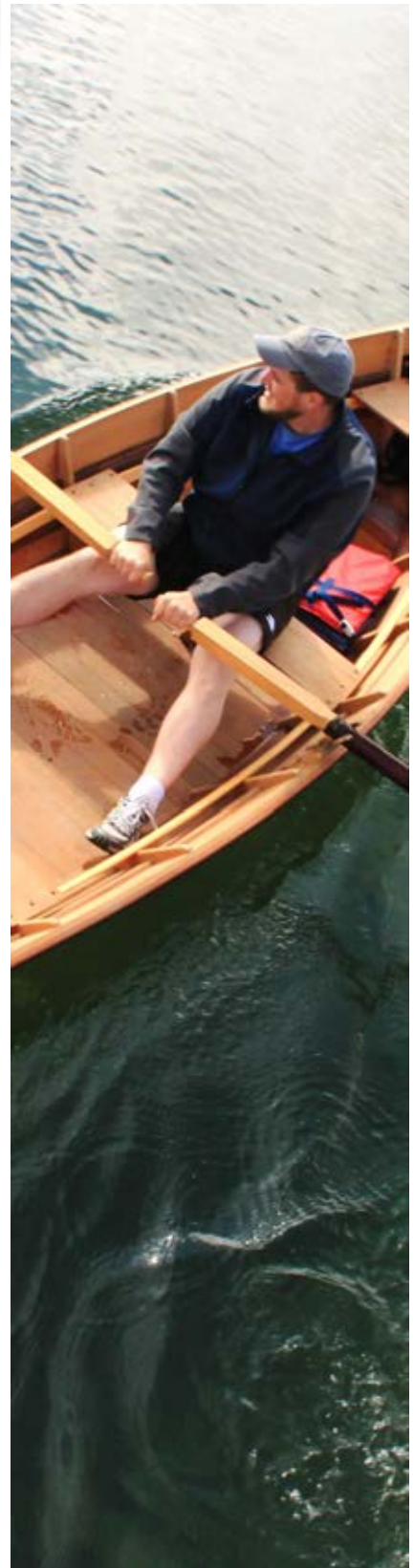


to the arrival of the immigrant Europeans and Asians, Northwest Indian tribes gathered here at what they called **Tsetsibus** to live, visit, gather shellfish, gamble and race their cedar dugout canoes. Today, traces of the Native Peoples' long occupation survive as shellfish middens along the shores. The boat school is located in a small collection of turn-of-the-century wood framed buildings that still stand on the waterfront.

Port Townsend: Victorian Seaport. Port Townsend is recognized as the wooden boat capital of the West Coast and is host to the annual Port Townsend Wooden Boat Festival. This historic working seaport of 8,000 people has become a center for the local boat building industry. Boat builders, sail makers, riggers, blacksmiths and other marine tradespeople carry on a long maritime tradition. Summer tourists come to shop in the diverse stores along Water Street and to enjoy historic downtown, once home to a boisterous



population of sailors, lumbermen, land speculators and those who profited from them. Uptown, stately Victorian homes, many lovingly restored, overlook the harbor. Only ten miles north of the Boat School, Port Townsend is a great place to visit and offers a wide variety of cafe, dining and shopping opportunities. It is also home to Fort Worden, a regional state park that hosts Centrum, a vibrant community of artists who enrich the town with their art, music, dance and drama.



Port Hadlock Heritage Campus



The Northwest School of Wooden Boatbuilding is located along the waterfront of the six-acre Port Hadlock Heritage Campus. The School's waterfront property currently includes 14,500 square feet of covered space.



The School's buildings include the historic, two-story, 7,500 square-foot Captain Westrem Building which accommodates a lumber-milling room, a boatshop, the administration offices and the School's library. The library houses over 1,300 volumes on a wide variety of maritime subjects and several full collections of periodicals. Computer stations provide internet access and

students can connect remotely from their laptops. Upstairs, the sail loft is equipped with a variety of power sewing machines and several hand-work benches. A master sailmaker teaches workshops for the school and conducts his sailmaking and canvas business from this busy loft.

Next door, the 3,500 square-foot, fully restored McPherson Building features a 60-person classroom/lunchroom, restrooms, a faculty office and a 2,000 square foot boatbuilding and cabinetry shop. Overhead skylights and south-facing windows flood the shop with natural light.

The School's newest shop, the Hammond Building, opened on the upper campus in 2011. The Hammond Building is 6,300 square feet of shop space, large enough to accommodate three to four large boat projects each year. With a full range of power machinery within the building, this shop provides a well-equipped heated space for students to learn.

The school's upper campus includes a 3,500 square-foot steel framed "Rubb" Shelter that serves as an additional machine shop. The Community Boatbuilding program, where high school students learn boat building during the week and

community volunteers build boats on weekends, is also located in a separate 1600 square-foot shelter. The upper campus also includes an 800 square-foot machine/welding shop, that was constructed in 2009. Student parking is located on the upper campus.

The Port Hadlock Heritage Campus lies below a wooded bluff, above which is located the small commercial center of Port Hadlock. Here, students can purchase groceries, tools and supplies from local stores. There are a number of simple cafes and coffee shops within walking distance of the campus.

Jefferson County Transit buses



depart from the town center with routes to Port Townsend, other Olympic Peninsula towns, Seattle, and a variety of Puget Sound destinations. There is public transportation to and from Seattle/Tacoma International Airport.

Our Boatbuilding Instructors and Students



Above: Chief Instructor Sean Koomen; left: Peter Bailey, Bruce Blatchley, and Ben Kahn; right Senior Instructor Jeff Hammond, Jesse Long, and Leigh O'Connor.



"Now, the moral side of an industry, productive or unproductive, the redeeming and ideal aspect of this bread-winning, is the attainment and preservation of the highest possible skill on the part of the craftsmen. Such skill, the skill of technique, is more than honesty; it is something wider, embracing honesty and grace and rule in an elevated and clear sentiment, not altogether utilitarian, which may be called the honour of labour."

- Joseph Conrad



The Faculty

We believe that our team of motivated and skilled instructors is our most important resource. All our instructors are skilled boatbuilders, each with years of experience in boatbuilding and fine woodworking. They will provide you with expert instruction in all realms of wooden boatbuilding.

The school's faculty is generally maintained at a ratio of at least one instructor for every twelve students in the shop environment. Our teaching methodology is based on the master/apprentice role. As a student you will work directly with master builders while constructing beautiful boats that are built to last a lifetime.

Jeff Hammond, the school's Senior Instructor, has headed up the staff for over twenty-eight years. Jeff learned wooden boatbuilding from the School's founder, Bob Prothero.

Sean Koomen, the school's Chief Instructor, has distinguished himself as a boat building craftsman and educator and is a graduate of the Northwest School of Wooden Boatbuilding.

See page 38 for bios on faculty, staff, PAC and board members.

Student Body

Common threads within the goals expressed by the people who attend boat school are an affinity for wood, boats and fine craftsmanship. You will find that your fellow students are of all ages and come from all walks of life. Students include recent high school graduates, veterans, middle-aged workers and professionals making a career change, international students, as well as retirees learning new skills. Students express vocational goals, including a variety of boat building and woodworking industries.

Campus Life: The Northwest School of Wooden Boatbuilding

Master shipwright Bob Prothero had a vision to preserve the skills and knowledge he had acquired over a life time of building and repairing traditional wooden boats. He came to Port Townsend from Seattle and in 1981 helped found the Northwest School of Wooden Boatbuilding, along with educator Libby Palmer and master woodworker Henry Yeaton. Today, an expanded curriculum rests in the hands of the school's skilled craftsmen who possess extensive experience in wooden boat construction. They have taught over a thousand students the fine art of wooden boat building and our students have built hundreds of wooden boats of every description.

It's Your Talent!

Your reputation as a woodworker will spring from the knowledge you acquire and the talent you develop. At the Northwest School of Wooden Boatbuilding, our educational emphasis is on developing your growth as a craftsman. We impart knowledge, skill, aesthetics and innovation in the art of wood crafting. Our commitment is to ensure your time as a student is productively directed by providing you with excellent instructors, an invigorating learning environment and informative courses.

Work and Study at the School

You will typically spend up to two hours per day attending lectures



in the main classroom. The remainder of your day is in the boat shops doing hands-on learning: working on bench projects, drafting, lofting, and building boats, of course! You will typically work in groups of 12 students per instructor. Instructors conduct demonstrations, educational meetings, and field trips for students throughout the year.

During the day you will be given a short morning and afternoon break, in addition to your lunch break. After classes, everyone cleans up assigned areas around the campus.

The library is open during school hours and after school. Besides your regular woodworking and

boatbuilding study and practice, you will also participate in all aspects of the work of a commercial boat shop, which include sorting, selecting and milling lumber, blocking up and moving boats, sanding, painting and varnishing, and adjusting and servicing tools. Students complete one hour of research each week on a maritime subject of their choosing, utilizing the school's and the community's maritime libraries.

You will find the environment here rich in learning experiences and you will have the opportunity to help the instructors shape your individual boatbuilding education.





Housing

The Student Services Administrator can help you locate housing from our database of county residents who have made their homes, cottages, spare bedrooms and apartments available to our students. Housing is available in the Port Hadlock, Washington area within walking distance of the school or in many locations in the surrounding area, including Port Townsend. The cost of rentals per month ranges between \$250-\$1200. Studio apartments cost about \$400/month; one bedroom apartments cost about \$600/month; houses can be rented for about \$1200/month and the school helps facilitate house sharing.

Communication

Personal mail may be sent to the school. It will be placed in your individual mail box in the classroom. A phone is available in the office for local calls. School staff does not accept personal phone calls for students unless there is an emergency. Faxes may be sent at no charge. Library computers and printers are available for student internet use and wi-fi is available for students with laptops.

Resource Networking

The SSA can assist students with

resource networking related to financial aid, transportation, housing, medical care, counseling, crisis management, conflict resolution, nutritional needs, Veteran's services and disability services.

Placement and Advisory

The School is in contact with potential employers around the world and posts email notices to graduates of current employment opportunities. Students receive assistance in resume writing, application completion, references, digital portfolio development and interview skills. The school tracks graduates and keeps a record of their work and boatbuilding histories. *The School cannot guarantee graduates employment.*

Libraries

The school collaborates closely with the Jefferson County Library, located within a 5 minute drive or 20 minute walk from the school. Additional maritime resources include the Maritime Resource Center at the Port Townsend Public Library and the H.W. McCurdy Library at the Northwest Maritime Center in Port Townsend.

Recreation

The School encourages students to explore Port Townsend Bay in

the evenings and on weekends. Many hundreds of miles of protected cruising waters spread out from Port Townsend Bay. Sailing experience is also available in Port Townsend aboard vessels ranging in size from 20-foot sloops to 100-foot schooners. We encourage our students to volunteer aboard *Adventuress*, the 133-foot Gaff Top-Sail Two Masted Schooner. Go to: www.soundexp.org.

Skiers will enjoy traveling into the Olympic Mountains less than two hours away, or across Puget Sound to the Cascade Mountains, where cross-country and downhill slopes provide challenges for both experts and novices. Bicycle riders can fan out from the Heritage Campus to explore the rural roads of Jefferson County, or catch the ferry to the San Juan Islands to island hop by boat and bike.

The Olympic Discovery Trail is an amazing hiking/biking/horse-back riding path that spans 100 miles of the Olympic Peninsula. www.olympicdiscoverytrail.com.



The Olympic National Park is one of the most beautiful natural areas on earth and has miles of mountain and beach hiking. www.nps.gov/olymp/index.htm.

Port Townsend offers community events, live music and entertainment, arts, theatre, dance, sports, and more. For more information visit: ptguide.com.

List of Courses & Workshops



List of Core Subject Courses and Optional Workshops

Fall Quarter Courses: Basic Skills for Boatbuilders (*series required for all boatbuilding programs*)

110 Classic Woodworking	7 quarter-credits	Pg. 14
120 Drafting	4 quarter-credits	Pg. 15
125 Lofting	6 quarter-credits	Pg. 15
130 Skiff Construction	6 quarter-credits	Pg. 15

Winter Quarter Courses

140 Traditional Large Craft Construction Part I	21 quarter-credits	Pg. 16-17
150 Traditional Small Craft Construction Part I	21 quarter-credits	Pg. 18-19
160 Contemporary Wooden Boatbuilding, Part I	21 quarter-credits	Pg. 20

Spring Quarter Courses

240 Large Craft Construction Part II	21 quarter-credits	Pg. 16-17
250 Small Craft Construction Part II	21 quarter-credits	Pg. 18-19
260 Contemporary Wooden Boatbuilding Part II	21 quarter-credits	Pg. 20

Summer Quarter Courses (*AOS degree programs only*)

270 Repair and Restoration	21 quarter-credits	Pg. 22
280 Yacht Interiors	21 quarter-credits	Pg. 21

Optional Course for Students to Complete the AOS Degree

180 American Maritime Heritage	4 quarter-credits	Pg. 23
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This applied general education evening course is offered free to students Spring quarter. Students may instead transfer 4 general or applied gen.ed. qu. credits from approved post-secondary schools.

Workshops. To expand and enhance educational opportunities for students attending the school, we offer affordable (optional) non-clock hour, non-credit workshops in the evenings and on weekends taught by local maritime experts. Topics may include boat design, diesel engines, marlin spike, carving, sailmaking and rigging.

Prerequisites

Specific prerequisites for individual courses are listed with that course's description on the following pages. Successful completion of a prerequisite course is required before a student can move ahead.

Clock Hours and Credits

A clock hour is defined as 50 minutes of instruction in a one-hour period. The Department of Education guidelines define quarter-credits as at least 25 clock hours, with the maximum number of out-of-class work being 5 hours. Our accrediting agency, the ACCSC, has taken those Department of Education guidelines and developed a working formula: one quarter-credit hour equals 30 units comprised of a weighted mix of hours in direct instruction (x2.0), supervised labs (x1.5), externships (x1.0) and out-of-class work (research) (x.5).



Traditional Large Craft Programs

12-month AOS Degree; 90 quarter-credits**

- 100 Basic Skills Series for Boatbuilders (Fall Quarter).....23 credits
- 140 Large Craft Construction Part I (Winter Quarter).....21 credits
- 240 Large Craft Construction Part II (Spring Quarter).....21 credits

And one of the following:

- 270 Repair and Restoration (Summer Quarter).....21 credits
- 280 Yacht Interiors (Summer Quarter).....21 credits

180 American Maritime Heritage (optional Spring Quarter).....4 credits

***Four credits of general education or applied general education are required to complete the AOS degree and may be either transferred in or acquired through enrolling in this evening class offered free of charge to Boat School students.*

9-month Diploma; 65 quarter-credits

Required courses include only:

- 100 Basic Skills Series for Boatbuilders (Fall Qu.).....23 credits
- 140 Large Craft Construction, Part I (Winter Qu.).....21 credits
- 240 Large Craft Construction, Part II (Spring Qu.).....21 credits

Completion of the 12-month AOS degree program in Traditional Large Craft Construction will prepare you for intermediate to advanced level employment opportunities. Those who enter the workforce specializing in interior joinery will find work in yacht manufacturing companies that have cabinet divisions and in related woodworking trades, such as furniture making and architectural woodworking. Graduates specializing in Repair and Restoration will find intermediate to advanced employment in traditional boat shops. The 9-month Traditional Large Craft diploma program will enable you to join teams of boatwrights at an entry level, building vessels such as offshore cruisers, motor yachts, workboats and replica craft of many types.

Traditional Small Craft Programs

12-month AOS Degree; 90 quarter-credits**

- 100 Basic Skills Series for Boatbuilders (Fall Quarter).....23 credits
- 150 Small Craft Construction Part I (Winter Quarter).....21 credits
- 250 Small Craft Construction Part II (Spring Quarter).....21 credits

And one of the following:

- 270 Repair and Restoration (Summer Quarter).....21 credits
- 280 Yacht Interiors (Summer Quarter).....21 credits

180 American Maritime Heritage (optional Spring Quarter).....4 credits

***Four credits of general education or applied general education are required to complete the AOS degree and may be either transferred in or acquired through enrolling in this evening class offered free of charge to Boat School students.*

9-month Diploma; 65 quarter-credits

Required courses include only:

- 100 Basic Skills Series for Boatbuilders (Fall Qu.).....23 credits
- 150 Small Craft Construction, Part I (Winter Qu.).....21 credits
- 250 Small Craft Construction, Part II (Spring Qu.).....21 credits

Completion of the 12-month AOS degree in Traditional Small Craft Construction by adding Repair and Restoration or Yacht Interiors will prepare you for intermediate to advanced level employment. Repair and restoration skills are

Program Outlines

sought after by boatyards and interior joinery skills apply to vessels of any size or hull material. Graduates of the Traditional Small Craft 9-month diploma program find entry level employment in many of the same industries mentioned previously and are also employed by maritime museums, historical societies, schools, and non-profit organizations that build, maintain and operate traditional small craft.



Contemporary Wooden Boatbuilding Programs

12-month AOS Degree; 90 quarter-credits**

100 Basic Skills Series for Boatbuilders (Fall Quarter).....23 credits
160 Contemporary Boatbuilding, Part I (Winter Quarter)....21 credits
260 Contemporary Boatbuilding, Part II (Spring Quarter)...21 credits

And one of the following:

270 Repair and Restoration (Summer Quarter).....21 credits
280 Yacht Interiors (Summer Quarter).....21 credits

180 American Maritime Heritage (optional Spring Quarter); 4 credits

***Four credits of general education or applied general education are required to complete the AOS degree and may be either transferred in or acquired through enrolling in this evening class offered free of charge to Boat School students.*

9-month Diploma; 65 quarter-credits

Required courses include only:

100 Basic Skills Series for Boatbuilders.....23 credits
160 Contemporary Boatbuilding, Part I.....21 credits
260 Contemporary Boatbuilding, Part II.....21 credits

Completion of the 12-month AOS degree program in Contemporary Wooden Boatbuilding will prepare you for intermediate to advanced level employment. The addition of the Yacht Interiors course will provide you with skills that are in high demand throughout the boatbuilding industry. The technology of modern wooden boat construction is employed by many yacht manufacturers and wooden boatbuilders, who are melding the aesthetics of wood with the advantages of high-performance adhesives and sheathing materials. The 9-month Contemporary Wooden Boatbuilding diploma program will prepare you for entry level employment in boat shops and vessel manufacturing utilizing laminating, strip-planking, cold-molding and other composite boatbuilding techniques. Aerospace industries are also interested in employing graduates of the Contemporary Wooden Boatbuilding Programs because of students' high quality craftsmanship and knowledge of modern construction techniques.

Applied General Education Course

3-month Course; 4 quarter-credits

180 American Maritime Heritage (Spring Quarter) - 4 credits

This optional evening course is offered free to boat school students. It satisfies the 4 quarter-credits of applied general education required to complete the AOS degree. (Students may also transfer approved credits in general education or applied general education from another higher education institution.) American Maritime Heritage explores the history of maritime America from before Columbus to the present, tracing a variety of topics in roughly chronological order along the way. Subjects include the rise of the U.S. merchant marine and international commerce, the evolution of new technologies, the history of U.S. naval forces, and the development of seaport communities. Questions of gender, race, and class are examined. The survey closes with discussion of current issues facing the oceans and the United States, and a segment on Marine Art. We study the American maritime people - the vast number of seafarers and citizens of shore-side communities who have shaped this country culturally, economically, and diplomatically throughout its history.

Associate of Occupational Studies (AOS) Degree



About the AOS Degree

The school's Associate of Occupational Studies (AOS) degree programs consist of four consecutive quarters with an intensive instructional schedule from 8am-5pm, Monday-Friday. This immersion approach allows students to fully concentrate on their studies while earning their associate degrees within one calendar year.

AOS Degree Program General Requirements

Applicants admitted to any of the school's associate degree (and diploma) programs must have earned a high school diploma or recognized equivalency certificate (GED) prior to starting class.

Students awarded an AOS degree must successfully complete 90 quarter-credits of which a minimum of 67.5 must be in the core *occupational subjects* and a minimum of 13.5 quarter credit hours must be in *general education* or *applied general education* courses.

Core occupational courses at the boat school, such as woodworking, skiff building, boatbuilding, repair and

restoration, and yacht interiors, are listed on page 9 and described on pages 14 through 22.

Applied general education is defined as courses directly applicable to a specific occupational cluster in related natural and physical sciences; social and behavioral sciences; technology; and humanities and fine arts.

General education is defined as courses which are designed to develop essential basic academic skills.

The school's applied general education courses, Drafting and Lofting, are described on page 15. *These two courses represent 10 quarter-credits of applied general education.*

AOS Degree Credit Transfers

Four additional credits of general education or applied general education are required to complete the AOS degree and may be either transferred in from another approved post-secondary institution or taken in an optional evening class offered free for students at the Boat School.

You can see page 23 for a description of the optional course.

Additional Courses and Upgrades

Graduates of any of the school's programs may upgrade their award at a later date by taking additional courses. For example, graduates of one of the nine month diploma programs can earn an AOS degree by later taking either the Repair and Restoration course 270 or the Yacht Interiors course 280, as well as the additional 4 credits.

Students wishing to complete two of the school's programs may do so, however the classes run concurrently and must be taken in subsequent years. For example, a student may enroll in the Traditional Small Craft degree program the first year. If the student wanted to also complete the Contemporary Wooden Boatbuilding program, they could do so the following year by skipping the Fall quarter 100 Basic Skills Series for Boatbuilding and starting in the Winter quarter with the Contemporary Wooden Boatbuilding Part 1 course.

Please refer to page 9 of the catalog for a list of current courses and workshops.



Course Descriptions: Basic Skills for Boatbuilders



THE BEGINNER WILL BE HELPED A GREAT DEAL IN BUILDING HIS FIRST BOAT IF HE HAS IN MIND AN OUTLINE OF THE VARIOUS OPERATIONS NECESSARY. - HOWARD CHAPPELLE BOATBUILDING

Classic Woodworking 110 (7 quarter-credits; three weeks of Fall quarter)

Educational Goal: This course will teach you how to care for and use hand and power tools, provide you with knowledge of important woodworking practices and develop your skills in executing typical joinery found in wooden boatbuilding.

Before you are able to successfully build a traditional wooden boat, you will need to develop your woodworking skills. In wooden boatbuilding, very little of the work is square. Wood is beveled, twisted and joined at odd angles. This makes it imperative that a boatbuilder be highly skilled in the use of hand tools. This section lays the foundation for your skills through a series of bench projects, each with an increasing level of challenge.

You will learn how to layout and measure accurately, how to use handsaws and chisels to cut complex joints and spokeshaves and draw-knives to shape a variety of curved sections. You'll select, sharpen and care for these tools, which were developed and used by generations of woodworkers.

Basic joinery exercises will develop your skill with hand tools as you progress to complex shapes and joinery typical of wooden boat construction. You will build several tools to become a part of your kit, such as a cross-wedged mallet, a wooden plane and bevel and spar gauges.

Stationary machinery and portable power tools are integral parts of modern woodworking. You will learn to safely use and care for band saws, table saws, planers, jointers, drill presses, routers, jig saws and other tools typical of those you will find in most boat yards and cabinetry shops.

Your classic woodworking course culminates with the construction of a dovetailed toolbox that will draw on all of your new talents. It requires careful planning and layout, accurate machine use and skilled handwork.

Course Descriptions: Basic Skills for Boatbuilders



Drafting 120 (4 credits; one and one half weeks of Fall quarter)

Educational Goal: *The drafting section will teach you how to express the shape of vessels on paper using line drawings and will help you visualize the three-dimensional shape of boats described by these drawings.*

Using a numerical table of offsets generated to record the coordinates of key points of a vessel's hull form, you will draft a set of lines that includes three views - the body plan, profile and half-breadth. You will learn how to measure and scale and how to manipulate splines, ships curves and straight edges to carefully draw the intersecting views. You'll then use your half-breadth drawing as the pattern to create the "lifts" of a traditional half-model. Back at your bench you'll produce your half-model using chisels, gouges and spokeshaves. This important project helps you visualize the three-dimensional shape of a vessel while working with the two-dimensional line drawings that are in essence the boatwright's blueprints.

Lofting 125 (6 quarter-credits; two and one half weeks of Fall quarter)

Educational Goal: *The lofting course will teach you how to lay down the lines of a boat from which you will make patterns for transfer to the building stock.*

This course brings together an appreciation of the lines of a hull with an understanding of its structural composition. The precise application of sound lofting principles is an essential skill. It is here that the real construction of a boat begins. The details of parts and pieces of the hull can be defined to very close tolerances, then lifted and transferred to the lumber stock with complete assurance that the pieces will fit into the overall structure without time-and stock-consuming trial and error. Lofting and creating patterns also makes possible the up-front construction of all the major components of the hull, making for quick, accurate and efficient assembly of the vessel.

Skiff Construction 130 (6 quarter-credits; three weeks of Fall quarter)

Educational Goal: *This course will introduce you to basic wooden boatbuilding by integrating the skills and joinery techniques you practiced in the Classic Woodworking course into basic flat-bottom boat construction.*

The flat-bottom skiff has been one of the time-honored workhorses of waterfronts around the world. You will work with your bench-project team to build a small skiff that will put all of your new woodworking skills directly to work. Half-laps, rolling bevels and jointed edges are featured and you will use your drawknife, spokeshave and planes to shape gunwales, transom and oars. You will be introduced to the powerful techniques of spiling, which you will continue to use and refine throughout your boatbuilding education.



Course Descriptions: Traditional Large Craft Construction



Large Craft Construction, Part I-140 and Part II-240

21 quarter-credits each quarter for a total of 42 quarter credits;
six months – Winter and Spring quarters

Prerequisites: 100 series Basic Skills for Boatbuilders

Educational Goal: *This comprehensive course will train you to build a variety of traditionally constructed large vessels of the type that include fishing boats, tugs, cruising yachts and motorboats.*

Large craft is not a description of the size of the boats to be built, but of the structural elements utilized in the construction.

The designs vary from year to year, ranging from sailboats to power boats. For the purposes of this class, the boats can range from sixteen to forty feet, but on average are twenty to thirty feet. However, regardless of length, the boats will include many of the structural features common in large wooden vessels such as: ballast keels, decks, cabin trunks, curved transoms, standing rigging and inboard engines.

The size and more complicated construction of large boats often means that the building process will span more than one academic year. Typically, the large craft student will participate in the construction of two to three boats.

During the first quarter you will find yourself completing the construction of one boat while lofting and making pieces for the next boat. There is often a small decked sail boat or launch under construction at the same time. While you may not see a boat from start to finish, you will participate in most phases of construction.

Right away you will put your new joinery skills to work completing house and deck joinery. You may find yourself installing an engine or boring for a rudder shaft. You will learn how to properly locate and install hardware.

You will understand the importance of lofting and how complex pieces are developed from the floor, then built and assembled by different individuals. When the boat is set up on the building stocks, you will understand how your work fits together with that of your shop mates.

You'll see the shape of the boat as the stem, backbone, molds, shelf, clamp and ribbands are assembled and readied for framing.



"The Boat School relies on a strong team of industry professionals who advise the school on a regular basis to ensure that the curriculum is relevant to today's job market. "

- Betsy Davis, Executive Director

Course Descriptions: Traditional Large Craft Construction



I'M SURE THAT THE BOAT OF YOUR DREAMS IS THE BEST AND MOST BEAUTIFUL BOAT IN THE WORLD. IF YOU DON'T GO AHEAD AND BUILD IT, YOU WILL MISS ONE OF THE MOST EXCITING AND SATISFYING EXPERIENCES LEFT TO US TODAY. YOU'D BETTER GET GOING! - BUD MCINTOSH [HOW TO BUILD A WOODEN BOAT](#)

For vessels with bent frames, pockets are chiseled into the backbone to receive the ends of the frames, which you will then steam and bend.

Lining off and planking follows these processes. You will learn how to determine and plane the edge bevels to get tight uniform seams, which are important to a dry boat. Once tight uniform seams are achieved, you will learn how to caulk the seams with cotton and oakum. Once the hull is completed it will be shaped and faired with planes and longboards.

You will have the opportunity to construct decks, including laid, sprung, canvas covered and fiberglass/plywood. The deck frame on vessels of this type are often complex structures

which utilize blocking, lodging and hanging knees and tie rods.



The Large Craft program will include basic interior structures, such as bulk-heads, cabin soles and simple cabin furniture.

Finally, instruction in spar making, preparations for rigging, boring for shafts and building engine beds, constructing rudders, painting and varnishing will round out the course.

"I really enjoy teaching because I feel I'm making a positive difference in the lives of my students."

- Sean Koomen, Chief Instructor

"My aim as an educator is to impart the traditions and skills I have been granted from those that came before me. There is nothing better than building beautiful boats with a positive and hardworking crew."

- Ben Kahn, Instructor

Course Descriptions: Traditional Small Craft Construction

MY CONTENTION IS THAT FOR MANY SMALL BOATS IT IS SIMPLER, EASIER, QUICKER, AND LESS EXPENSIVE TO PLANK CLINKER RATHER THAN CARVEL, ONCE THE METHOD IS CORRECTLY UNDERSTOOD AND FOLLOWED.

-JOHN GARDNER, 1977



Small Craft Construction Part I-150 and Part II-250

21 quarter-credits each quarter for a total of 42 quarter credits; six months - Winter and Spring quarters

Prerequisite: 100 Series Basic Skills for Boatbuilders

Educational Goal: *This course will concentrate on teaching the construction techniques typical of small boats of from approximately 10 to 25 feet. In addition to carvel planked small craft, you will also learn the lapstrake or clinker-style planking method. Project boats might include rowing skiffs, motor launches, daysailers and small working craft.*

For hundreds of years, small open boats were the beasts of burden on the waterfront. Rowed, sailed, and more recently powered, they may be found anywhere from the ocean to a local pond. Adapted to local conditions and aesthetic, their shapes are as diverse as their uses. This rich body of design is an excellent area of study for you to learn the various construction techniques and detailing utilized in wooden boat building.

The typical small craft student will see several boats through from lofting to launch - this is one of the strengths of this program. Every boat is different but the repetition of construction will help reinforce the learning process, expanding on your skill set and increasing your speed.

The first quarter begins on the loft floor, laying down the lines and completing the structural developments learned in the lofting course. Various pick up

techniques will be utilized to transfer the developments from the loft floor to timber. You will learn the importance of selecting the appropriate lumber species for the backbone of the boat and how to layout, cut and shape it. Learning how to treat and assemble components in ways that encourage longevity will also be a part of the process. You will also make the molds and set up the building form. Additionally, you'll be taught how to fair the rabbet and "line off" the hull to determine the most economical and aesthetically pleasing way to shape the planks.

Students enrolled in Traditional Small Craft Boatbuilding will construct boats utilizing both lapstrake and carvel planking. You will learn how to bevel the planks and cut the gains for lapstrake. For carvel planking, you will learn how to plane the caulking seams.

Selecting wood species and milling it to make best use of the



wood's grain in planks and frames will also be among your new skills.

Course Descriptions: Traditional Small Craft Construction



worker. There are a myriad of details to work out and you'll find yourself spiling and fitting thwarts, thwart knees, stern sheets, breasthook and quarter knees.

You will be introduced to a variety of small boat sail rigs. The spars and oars will need to be made. You will learn how to correctly size spars to be light aloft yet strong. You will lay out the spars and shape them with draw knife and planes. To complete the rig, you will learn how to splice a three strand rope and protect the oars with wear leather.

The sail boats will have dagger boards or centerboards and you

will learn ways to construct a strong, water tight centerboard trunk. You will build rudders, tillers, and mount their hardware. Finishing work is among the most important skills for the boat builder to master. Poor finish work can obscure fine craftsmanship. You will have instruction in applying traditional oil-based finishes, such as oils, varnish and enamel paints, as well as handling new polyurethane paints.

The small craft class actively documents and replicates the water craft of the Pacific coast. You will learn methods of documentation and how to "take the lines" from existing boats. These skills will enable you to participate in the preservation of maritime culture wherever you may live and to replicate any boat.

Small Craft Part II is a natural progression in the boatbuilder's education from techniques and skills learned in the first quarter. This quarter will find you fitting out and finishing the boats you began in the first quarter and starting new ones.

Once the planking is complete you will learn how to caulk the seams and fair the hull. Fitting out small boats is a challenge for any wood



Course Descriptions: Contemporary Wooden Boatbuilding



"I stand in the shop and I am just amazed at the level of detail and thought that is going into the boat. You have people contributing ideas that never occurred to me. I like that. You have truly tapped into something beyond standard yacht building. Sometimes the stars are all in line and I think this is one of those moments."

- Designer Robert Perry commenting on construction of his 62-foot composite day sailor, "Sliver"

THE MODERN WOODEN BOATBUILDER NOW HAS AVAILABLE TO HIM A SET OF TECHNIQUES THAT ALLOWS HIM TO DO THINGS WITH WOOD THAT WERE NEVER BEFORE POSSIBLE."
JOHN GUZZWELL, MODERN WOODEN YACHT CONSTRUCTION

Contemporary Wooden Boatbuilding, Part I-160 & Part II-260

21 quarter-credits each quarter for a total of 42 quarter credits; six months – Winter and Spring quarters

Prerequisites: 100 series Basic Skills for Boatbuilders

Educational Goals: *This course will teach you how to build wooden boats using strip plank, plywood, cold molding and laminating techniques applicable to both small and large vessels and other complex wooden structures.*

The qualities of wood as an engineering material when coupled with modern adhesives and coatings, have led to a variety of new and successful boatbuilding methods widely in use today. Both amateur and professional boat builders employ these modern methods to create boats ranging from simple kayaks to complex mega-yachts, designed in both traditional and ultra-modern styles.

In this course, you will be taught the diverse techniques commonly used, including strip-planking, plywood construction methods and cold-molding.

We will focus our attention on the construction techniques required to build the actual boat projects slated for the year. These projects will be selected, partly, to offer as many different building styles as possible and the remaining techniques will be learned using other instruction methods. The boat projects will vary from year to year, as we do not build "stock".

The curriculum will include a review of reading plans and lofting. Materials ideal for contemporary wooden boatbuilding may vary from those one would select for traditional hulls and you will learn how to match construction techniques, materials and adhesives.

The molds and set-up used for strip planking, plywood construction and cold molding all vary in significant details and you will learn how to

choose and build appropriate molds. Backbones and frames become integral parts of the hull or disappear altogether. Instead, bulkheads, partitions and web-frames become more important.

You will learn how to make several common joints between hull members, bulkheads and deck structure that incorporate the strength and characteristics of the adhesives. Laminating techniques including vacuum bagging will be demonstrated and practiced.

This course will also include instruction in sheathing and encapsulating. You will learn how to select and use tools for sanding and fairing and how to safely work around and with potentially hazardous chemicals and compounds during application, curing and finishing.

The boat school's philosophy that craftsmanship is one of the most important values held by the successful boatbuilder is as apparent in this course as it is in all other instruction given by the school. Style, precision, detail and neatness are all important qualities for modern boatbuilders.

Course Descriptions: Yacht Interiors



WHAT A JOY TO SIT IN A SWEET SMELLING AND SPOTLESS CABIN UNDER THE
SOFT GLOW OF A KEROSENE LAMP!
- L. FRANCIS HERRESHOFF, 1940

Yacht Interiors Course 280

21 quarter-credits; three months – Summer quarter

Prerequisites: 100 series Basic Skills for Boatbuilders and completion of either Large Craft Construction 140 and 240, Small Craft Construction 150 and 250 or Contemporary Wooden Boatbuilding 160 and 260.

Educational Goal: *This advanced course will teach you how to design and execute precise, beautiful joinery specific to yacht and vessel interiors utilizing a variety of classic and modern techniques.*

Fine woodworkers are in demand by high-end yacht manufacturers, many of whom employ large numbers of skilled people in their cabinetry shops. In this course you will focus your woodworking skills on yacht interiors. You will begin by learning to read construction plans and blueprints for wooden yacht fixtures, furniture and cabinetry.

Lofting skills will be reviewed and upgraded, providing you with a powerful tool to solve the common puzzle of how to fit desired features into complex shapes. Likewise, the technique of spiling to fit new items into existing spaces will be fully explored.

You will learn to layout and cut a

wide variety of joints in both wood and composite materials specific to the interiors of modern pleasure vessels. You will learn how to design and build jigs, molds, fixtures and tools you can use for both production and custom work.

This course will include instruction in techniques for laminating, vacuum bagging and veneering. Working with components from plans for custom yacht interiors, you will practice building parts that may include bulkheads, paneling, settees, berths, cabinets, stairs, counters, doors and drawers and trim moldings. Finishes and coatings typical of current industry standards will also be covered.

"I really appreciate the vitality and the breadth of experience our staff and students bring to the school as they make the situation rewarding for everyone. Enthusiasm and a good work ethic make all the difference."

- Bruce Blatchley, Instructor

Course Descriptions: Wooden Boat Repair and Restoration

“BREAKING HER UP?” AN ONLOOKER IN AN APPLE ORCHARD IN FAIRHAVEN MASSACUHUSETTS, AS JOSHUA SLOCUM SET ABOUT REBUILDING THE SPRAY. 1892



Wooden Boat Repair and Restoration 270

21 quarter-credits; three months – Summer Quarter

Prerequisites: 100 series Basic Skills for Boatbuilders and completion of either Large Craft Construction 140 and 240, Small Craft Construction 150 and 250 or Contemporary Wooden Boatbuilding 160 and 260.

Educational Goal: *This advanced course will teach you how to assess and solve hands-on the myriad of specialized wood- working problems inherent in the repair and restoration of traditional watercraft.*

Among the most highly marketable skills of the wooden boatbuilder, repair and restoration techniques rank near the top. Many shops report that repair and restoration of wooden vessels comprise the bulk of their business. In this upper level advanced-skills course, you will take part in the hands-on repair and restoration of project craft selected for the diverse reconstruction lessons they offer.

You will begin with an introduction to the art and science of wooden boat survey. You'll learn about the role of the professional surveyor in evaluating restoration projects. In this section, you'll study the cause and effect of material degradation and how to search for evidence of such deterioration. You'll learn how to get at important structural components of a vessel, such as plank fastenings, keel bolts, hidden frames etc. in order to assess their condition.

After conducting an assessment of a selected repair project, you'll write up a project repair and restoration plan. Later, you will return to this plan to complete a

cost estimation typical of those prepared in boat yards for their customers.

Lectures will cover a variety of commonly needed repairs and teach you how to approach them in a methodical manner. Repair work is often more complex than new construction. The boatwright must replace or repair parts of the boat, such as a stem or transom, that were built into the craft very early in the construction process. Other repairs are complicated because access is hindered by the interior furniture of the boat or by the vessel's wiring, plumbing and mechanical systems.

You will learn how to preserve the shape of the boat and protect existing structure that is in good shape, while removing and replacing deteriorated structural members. Much of the art of good repair work lies in knowing how much to take out and in what order.

Repair work commonly requires different methods of spiling and pattern making than used in new construction. Planking and decking

has to fit within defined openings. New frames have to be integrated into an existing hull shape.

Keel bolts and other structural fasteners often must be extracted and replaced and you will learn about the special tools and methods that have evolved for these purposes. Finally, varnished and painted surfaces, damaged by moving joints and subsequent water damage, need to be restored and you will learn how to strip, stain, seal and finish interior and exterior surfaces.

"Repair and Restoration is one of my favorite classes to teach. I especially love taking students to the boat yard in Port Townsend to work on projects there – this gives students real-world experience outside the school's campus."

- Jesse Long, Instructor

Course Descriptions: American Maritime Heritage



"TWENTY YEARS FROM NOW, YOU WILL BE MORE DISAPPOINTED BY THE THINGS YOU DIDN'T DO THAN THOSE YOU DID. SO THROW OFF THE BOWLINES. SAIL AWAY FROM SAFE HARBOR. CATCH THE WIND IN YOUR SAILS. EXPLORE. DREAM. DISCOVER."

— MARK TWAIN

American Maritime Heritage 180 (4 quarter-credits; three months - Spring quarter)

Prerequisites: None. This optional evening course satisfies the 4 quarter-credits of applied general education or general education required for all AOS degree programs at the School.

Educational Goals: To learn about the history of America within the context of maritime activities and culture. Students will leave this class with a better understanding of how our maritime heritage contributed to our country's history and how it continues to help define our future as a nation and a world.

American Maritime Heritage explores the history of maritime America from before Columbus to the present, tracing a variety of topics in roughly chronological order along the way.

Subjects include the rise of the U.S. merchant marine and international commerce, the evolution of new technologies, the history of U.S. naval forces, and the development of seaport communities. Questions of gender, race, and class are examined.

The survey closes with discussion of current issues facing the oceans and the United States, and a segment on Marine Art. We study the American maritime people - the vast number of seafarers and citizens of shore side communities who have shaped this country culturally, economically, and diplomatically throughout its history.

Working on the sea and on the inland rivers and lakes, these people transformed the United States through developments in transportation, technology, the national economy, naval forces, and international diplomacy. Their history offers a naturally dramatic and compelling way to understand the national identity.

With an economy based on container shipping and a foreign

policy that continues to make use of a navy deployed around the world, the United States citizenry continues to be deeply dependent on these maritime activities.

Topics include:

- The Rise of English America to American Independence
- Maritime Dimensions of Revolution and Confederation
- Maritime Affairs in the New Republic
- Embargo and War
- Maritime Developments in an Age of Optimism
- Modern Technology, Modern Warfare, and the Troubled Course of American Maritime and Naval Enterprise
- The Sea and Post-Civil War America
- The Rise of Maritime Professionalism and Regulation
- Expansion and Transformation of Maritime America



Taking a short break in front of the Chamberlin-36 at the Northwest School of Wooden Boatbuilding. This big 36-foot long motor sailer was designed by Carl Chamberlin of Port Townsend, Washington and modified for an owner in southern California. It is being built by Traditional Large Craft students under the direction of Instructor Ben Kahn.



*Make a living
Craft a life...*

Eligibility Requirements

1. A high school diploma or its equivalency.
2. The physical and health capacity to undertake the day-to-day work.
3. An ability to understand written and oral instruction given in English.



Entry-level enrollment in programs at the Northwest School of Wooden Boatbuilding does not require prior woodworking or boatbuilding experience. However, enrollment in some courses may be contingent on prerequisite course completion or equivalent skill. Prerequisites for individual courses are listed with the course descriptions.

The school will evaluate prior education or experience acquired at other schools. Credits will be awarded based on the specific correlation of the experience or training to the school's curriculum. See page 29 for the school's Credit Transfer Policy.

The physical demands of our programs are rigorous and are clarified on page 10 of our enrollment agreement titled "Physical Requirements." On that page you can share with the school any special learning needs you may have, including health or physical conditions you believe

might challenge your ability to benefit from the boat building training.

Foreign Students. The school is approved by the U.S. Government to enroll non-immigrant international students. The process of acquiring the needed student M-1 visa and academic transcript review can be time consuming and foreign students are encouraged to apply several months in advance of their program start date. Assistance is available from the Student Services Administrator by calling the school at 360-385-4948 or by emailing info@nwboatschool.org. Forms are available for download from the school website.

Application. Application for admission requires completion of the school's Application and Enrollment Agreement, a copy of the student's high school, GED or college diplomas or transcripts, and payment of \$300 by check, money order, Master Card or Visa. Of this payment \$100 is a registration fee and \$200 is a refundable tuition deposit. *Please see the refund policy on page 33 concerning payments to the school.* Applicants should forward these materials to: Student Services Administrator, 42 N. Water Street, Port Hadlock, WA 98339. The school cannot process your enrollment unless all requested documents are received.

Financial Aid. Financial Aid may be available for those who qualify. Questions regarding financial aid should be directed to the Student Services Administrator at 360-385-4948 or via email to info@nwboatschool.org.

The School is approved to

participate in the Federal Financial Aid programs, including the Federal Pell Grant program, the William D. Ford/Stafford Loan program, and the Plus Loan Program. For current information about applying for financial aid, please see the Financial Aid page on the School's website. **Our School code is 041550.**

Veterans. Tuition assistance is available to U.S. Veterans with education benefits. For information about what type of benefits are available to you, how to apply for benefits, and to view payment rates, go to www.gibill.va.gov, or call 1-888-442-4551.

Alaskans. Alaskan residents applying for any of the Alaska Advantage Education Program's loans and/or grants, should apply online at www.akadvantage.alaska.gov, or call 1-800-441-2962.

Canadians. Canadian residents should visit www.canlearn.ca to find information on the Canadian Student Loan Programs.

Scholarships. See the school website for information on applying for scholarships.

Tax Credits. Federal Income Tax credits can help offset the cost of attending school. Visit <http://www.irs.gov> and enter "education credits" in the search box for current details.

NWSWB does not and will not provide any commission, bonus, or other incentive payment based directly or indirectly on success in securing enrollment or financial aid to any persons or entities engaged in any student recruiting or admissions activities or in making decisions regarding the award of student financial assistance.



Stephens Waring Yacht Design has licensed only the Northwest School of Wooden Boatbuilding to build this Sentinel-24 design in modern cold-molded wood construction. This boat was built within the school's Contemporary Wooden Boatbuilding program under the direction of Chief Instructor Sean Koomen.

Training Standards & Satisfactory Academic Progress Policies



Grading System

Students' work is evaluated through one-on-one review by instructors and through written knowledge and demonstrated skills assessments. Grades are assigned mid-term and at the end of each course in writing. Grades adhere to the following scale:

- A: 4.0 Exceptional work.
- B: 3.0 Higher than expected standards.
- C: 2.0 Meets expected standards.
- D: 1.0 Lower than expected standards.
- F: 0.0 Fails to meet minimum standards.

Passing Grade

Students must maintain at least a passing grade average of 2.0 for each course throughout their program. Students not achieving the minimum standard for any course will be given written notice of probation and allowed a period of time deemed reasonable by the Director of Education in consultation with the Instructor to improve their grades. If a student fails to meet the minimum standards within this probationary time period, the student may be dismissed. Students receiving Federal Student Aid must make satisfactory academic progress (SAP) in order to continue their financial aid. More details are available on this in the school's Student Handbook.

Homework

The Northwest School of Wooden Boatbuilding requires students in all the boat building programs to complete a short assignment/research (homework) each week. Instructors work with students to choose assignments that will best reinforce student learning. Research completion is incorporated into the mid-term and final student evaluations for each quarter. Integration with use of the school's and the community's libraries is required.

Attendance and Punctuality

Attendance records are kept daily and account for 25% of the student's grade. Students may be able to make up time during evening shop hours. The student's course instructor must approve make-up time if it is to count toward normal course work clock hours. There is no additional tuition charged for enrolled students who take advantage of scheduled after-hours shop time.

Five unauthorized absences constitute grounds for probation. When a student, without notice to the institution, fails to attend classes for thirty calendar days, that student's enrollment will be considered terminated. (Additional rules may apply for Veterans and students receiving Federal Student Aid.)

Late arrivals/early departures in class or to your workshop of more than 15 minutes at anytime throughout the day are recorded as tardiness. Three tardies are recorded as an absence. Ongoing tardiness may result in the student being placed on probation.

Added Course Completion Time

If a student, in order to meet graduation requirements, requests to re-enroll in the school after the published date of graduation for that program, then the student might, upon approval of the Executive Director, be enrolled on a space and course available basis and shall pay additional tuition for such instruction on a pro-rata basis. Past student performance/probation status will be considered in this re-enroll request.

Leave of Absence

Students must apply in writing to the Director of Education for absences that exceed five working days. If circumstances require, a leave of absence may be granted for a maximum period of up to 30 calendar days. Students taking a leave of absence must still meet all other training standards, including passing grades in all courses.

If a student fails to return from a leave of absence and a period of 30 days passes from the date of last attendance, the student's enrollment will be considered terminated.

Training Standards & Satisfactory Academic Progress Policies

Incompletes

Students are given an incomplete grade if they fail to complete training for any reason. All incomplete grades will be shown as an "F" (fail) if:

- Training is not made up within one and one half times the normal program length, calculated from the start date; or,
- The student cancels enrollment; or,
- The school does not receive notification by class graduation date of the student's request to continue training.

Students with incomplete grades do not receive their diplomas or degrees, but they will be issued a formal school transcript.

Probation

Students who fail to meet the minimum published standards for attendance, grades or conduct may, upon written recommendation by the Director of Education in consultation with the Instructor, be placed on probation. The Director of Education and Instructor will determine the length of the probationary period, which should reflect a reasonable period during which the deficiency can be corrected. The student will be advised at this time that continued unsatisfactory progress will result in termination of enrollment.

At the end of the probationary period, there will be a further review of the student's progress, after which the probationary status may be removed, extended, or, if it appears unlikely that further progress is possible, enrollment may be terminated

Adding or Repeating Courses

A student may request to add or repeat courses and must pay

additional tuition for such courses. The option of repeating any specific course is limited by space and time availability. Past student performance/probation status are considered in this request.

A student who is approved to repeat a course will have the grades from the repeated course replace those of the previous in the calculation of the grade point average. Additional rules may apply for students receiving Federal Student Aid.

Graduation Standards

In order to receive a program diploma or associate degree a student must:

- Earn the appropriate number of credits,
- Achieve a passing grade (minimum 2.0) in all required courses,
- Meet attendance standards,
- Pay debts owed to the school.

Transferring Credits to Another School

The credits you earn at the Boat School may or may not transfer to another institution. For that purpose you will need to have your transcript evaluated by the institution to which you are transferring.

Credit Transfer Policy

Four additional credits of applied general education or general education are required to complete an AOS degree and may be transferred in from another post-secondary school.

General education is defined as courses which are designed to develop essential basic academic skills. Examples include courses in written and oral communication, quantitative principles, natural and physical sciences, social and

behavioral sciences, humanities and fine arts.

Applied general education is defined as courses directly applicable to a specific occupational cluster in related natural and physical sciences; social and behavioral sciences; technology; and humanities and fine arts.

Students without the required general education or applied general education credits may elect to take an optional free evening course through the Boat School (American Maritime Heritage) or perhaps an online course through the local Peninsula Community College.

These four general education or applied general education credits and any other possible transfer credits will be assessed against the following criteria before being approved by the school:

- Comparability of the course to curriculum offered at the school,
- Applicability to the school's required credits for diploma or degree programs,
- Credibility of the source of the class such as another accredited educational institution,
- Age of the previously earned credits and
- Students must have a minimum 2.0 grade point average (GPA) in a course for it to be considered for transfer.

Disabilities

The school strives to accommodate students with physical and intellectual disabilities, if possible. Students can share details about any special learning needs they have on the school's enrollment agreement.

Student files are maintained indefinitely or at least 50 years- official transcripts can be ordered by contacting the school at info@nwboatschool.org.

Standards of Conduct

EACH IS GIVEN A BAG OF TOOLS, A SHAPELESS MASS, A BOOK OF RULES; AND EACH MUST MAKE,
ERE LIFE IS FLOWN, A STUMBLING BLOCK OR A STEPPING STONE.
- R.L. SHARPE, 1890

Smoking

The Clean Indoor Air Act (RCW 70.160) prohibits smoking in public places and workplaces to protect employees and the public from second-hand smoke. Smoking is prohibited in all interior areas of the school. Smoking outside the school is prohibited within 25 feet of entrances, exits, windows that open and ventilation intakes (the 25 Foot Rule). Smoking is prohibited near dust collection equipment, lumber storage and scrap piles or near propane installations or flammable substance storage (paint lockers, etc.) Cigarette butts must be disposed of properly, never in the bay or on the ground.

Alcohol and Drugs

The school is a drug and alcohol

free zone and workplace. A copy of the "Northwest School of Wooden Boatbuilding Drug Prevention Program" is included in the Student Handbook in each student's introductory package along with a statement that must be signed by each student. Deviations from this policy can have serious safety consequences and may result in dismissal.

Safety Rules

The shop environment of the school contains potential dangers. This environment is only unsafe if those working within it fail to comply with approved operating procedures. Detailed safety briefings and safe equipment operation will be an integral part of your training at the Northwest School of Wooden Boatbuilding.

Pets

Pets are prohibited on the campus. Students with pets should plan to arrange for suitable daytime accommodation for their animals at home.

Failure to Comply

Students failing to comply with these or any other regulations may be dismissed. A student is judged to be out of compliance if they repeatedly disregard written or oral safety or conduct instructions from school staff members. Dismissal for failure to comply will result in the school's published tuition refund schedule being applied. The date of the infraction is the effective date of withdrawal.



Northwest School of Wooden Boatbuilding School Calendar 2015-2016



<p>10/1/15 10/12/15 11/11/15 11/25-11/27/15 11/30/15 12/18/15 12/21/14-1/1/16</p>	<p>Fall Quarter classes begin Columbus Day Holiday Veteran's Day Holiday Thanksgiving Holiday Classes resume Last School Day - Fall Quarter Winter Holiday Break</p>
<p>1/4/16 1/18/16 2/15/16 3/18/16 3/21-4/1/16</p>	<p>Winter Quarter classes begin Martin Luther King Jr. Holiday President's Day Holiday Last School Day of Winter Quarter Spring Holiday Break</p>
<p>4/4/16 5/27-5/30/16 6/17/16 6/20-7/1/16 7/4/16</p>	<p>Spring Quarter Classes Begin Memorial Day Holiday 9-Month Boatbuilding Graduation (Last School Day-Spring Quarter) Summer Holiday Break Independence Day Holiday</p>
<p>7/5/16 9/5/16 9/16/16</p>	<p>Summer Quarter classes begin* Labor Day Holiday 12-Month Boatbuilding Graduation (Last School Day - Summer Quarter)</p> <p><i>* During September and before graduation students will participate in the Port Townsend Wooden Boat Festival – dates TBD.</i></p>
<p>Staff Inservice Days (No School)</p> <p>Before school: 9/29 & 9/30/2015; During school: 10/30/15, 1/15/16, 2/12/16, 3/11/16, 4/22/16, 6/10/16, 8/5/16, 9/2/16.</p>	
<p>9-month Diploma Programs October 1, 2015 - June 17, 2016</p> <p>12-month (AOS) Degree Programs October 1, 2015 - Sept. 16, 2016</p>	
<p>Regular Class Hours:</p> <p>Mondays are 9 am – 5 pm;</p> <p>Tuesdays - Fridays are 8 am – 5 pm</p>	



Tuition, Fees and School Schedule

Northwest School of Wooden Boatbuilding, 42 N. Water Street, Port Hadlock, WA 98339 360-385-4948 Revised Jan. 2015

Full-time Degree and Diploma Programs

	Credits	Days / Quarters	\$/Credit	Tuition
12-month AOS Degree Programs				
Traditional Large Craft Construction	90*	200 / 4	\$225.00	\$19,400.00
Traditional Small Craft Construction	90*	200 / 4	\$225.00	\$19,400.00
Contemporary Wooden Boatbuilding	90*	200 / 4	\$225.00	\$19,400.00
9-month Diploma Programs				
Traditional Large Craft Construction	65	150 / 3	\$225.00	\$14,550.00
Traditional Small Craft Construction	65	150 / 3	\$225.00	\$14,550.00
Contemporary Wooden Boatbuilding	65	150 / 3	\$225.00	\$14,550.00

**4 of the 90 credits are general education or applied general education transfer credits and do not apply toward tuition costs. There is no charge for transfer credits. These four additional credits of general education or applied general education are required to complete the AOS degree and may be either transferred in from an approved educational institution or taken in an evening class offered free for students at the Boat School.*

Additional Costs for All Programs

Items	Cost	Notes
Registration fee	\$100.00	Due with Enrollment Agreement, along with a \$200.00 tuition deposit, in order to hold your place in the program.
Woodworking/Drafting Tools	\$1,500.00	Varies. Cost assumes student has no tools. Tools lists and purchasing information can be found on the school website.

There are no required books for any of the programs. The School maintains a recommended reading list for students which is posted on the School's website. The titles are available in the School's library for checkout. The School stocks a number of the books in the Student Store available to students on a 20% discount off the list price. Tools provided by the School include power saw, band saw, jig saw, lathe, router, multi-master, thickness sander, table saw, circular saw, sawzall, jointer, shapers, stationary sander, and power sander.

Quarter Schedule

Fall Quarter 10/1/2015-12/18/2015	Winter Quarter 1/4/2016 - 3/18/2016	Spring Quarter 4/4/2016 - 6/17/2016	Summer Quarter 7/5/2016 - 9/16/2016
100 series - Basic Skills for Boatbuilding	140 Large Craft Part I	240 Large Craft Part II	270 Repair & Restoration
	150 Small Craft Part I	250 Small Craft Part II	280 Yacht Interiors
	160 Contemporary Part I	260 Contemporary Part II	

Regular Class Hours

Class is held Mondays 9am-5pm; Tuesdays through Fridays 8am-5pm. Total Hours per week: 39

(Plus a short research assignment each week, incorporating use of the school and community libraries.)

Cancellation, Termination and Refund Policies

Termination by the School. The NWSWB may terminate the enrollment of any student for any of the following reasons:

1. The student does not meet the published Eligibility Requirements.
2. The student fails to maintain satisfactory progress as detailed in the Satisfactory Academic Progress (SAP) Policy.
3. Infraction of the Standards of Conduct.

Termination notice will be given in writing, stating the reasons for the action.

Readmission. Students dismissed for any of these reasons may apply in writing to the Executive Director for readmission within five days of notice of dismissal stating the reasons why such readmission should be considered. The ED, upon reviewing the circumstances of the case, will determine if conformance with school standards can be met and may reinstate the student on probation.

Discontinuance of Instruction by the School. If the school discontinues instruction in any program after students enter training, including circumstances where the school changes its location, students will be notified in writing of such events and are entitled to a pro-rata refund of all

tuition and fees paid unless comparable training is arranged for by the school and agreed upon, in writing, by the student. A written request for such a refund must be made within 90 days from the date the program was discontinued or relocated and the refund will be paid within 30 days after receipt of such a request.

Refund Policy. The school will refund all money paid if the applicant is not accepted. This includes instances where a starting class may be canceled by the school.

The school will refund all money paid if the applicant cancels within five business days (excluding Sundays and holidays) after the day the contract is signed or an initial payment is made, as long as the applicant has not begun training.

Applicants who have not visited the school prior to enrollment will have the opportunity to withdraw without penalty within 3 business days following either the regularly scheduled orientation procedures or following a tour of the school facilities and inspection of equipment where training and services are provided.

The school will retain an established registration fee equal to ten percent of the total tuition cost, or one hundred dollars, whichever is less, if the applicant cancels after the fifth business day after signing the

contract or making an initial payment. The "registration fee" is the fee charged by the school to process student applications.

If training is terminated after the student enters classes, the school will retain the registration fee, plus a percentage of the total tuition as described in the table below.

Please refer to the Student Handbook for the refund policy as it applies to students receiving Federal Student Aid.

Refund Due Date. Any refunds due will be paid within 30 days from the last day of attendance or within 30 days from the date of receipt of written notification of cancellation.

Withdrawal by Student. The student may withdraw for any reason. When calculating refunds, the student's official date of withdrawal is the last date of recorded attendance, when:

1. The school receives notice of the student's intention to discontinue the training program; or,
2. The student's enrollment is terminated for a violation of a published school policy which provides for termination; or,
3. The student, without notice to the institution, fails to attend classes for 30 calendar days. (Additional rules may apply for students receiving Federal Student Aid.)

Refund Table

If the student completes this amount of training:	The school will keep this percentage of the tuition:
One week or up to 10%, whichever is less;	10% retained.
More than one week or 10% whichever is less but less than 25%;	25% retained
25% through 50%;	50% retained
More than 50%;	100% retained

Appeals. A student with a grievance may appeal to the Executive Director of the school at any time. Students should submit a summary of their concerns in writing to the Executive Director, after which a meeting will be arranged to discuss their concerns. Decisions will be documented in writing and provided to the student within 5 business days after the meeting.

Additional Policies and Procedures

Notice: The Washington State Workforce Training and Education Coordinating Board (WTECB) as well as the Accrediting Commission of Career Schools and Colleges (ACCSC) mandate publication of the following statements:

1. This school is licensed under the Private Vocational Schools Act, Chapter 28C.10RCW; inquiries or complaints regarding this or any other private vocational school may be made to: Work Force Training and Education Coordinating Board 128-10 Avenue SW, 6th Floor, P.O. Box 43105 Olympia, WA, 98504-3105, 360-709-4600, workforce@wtb.wa.gov.
2. The school is accredited by the Accrediting Commission of Career Schools and Colleges (ACCSC) The ACCSC is listed by the U.S. Department of Education as a nationally recognized accrediting agency.
3. The school encourages all potential students to carefully compare its program to others that may be available before making a decision to attend. Information about comparable program fees, tuition and program length is available from the ACCSC.
4. The school's Student Complaint Procedures are published in both the School Catalog and the Student Handbook, which are issued to all enrolled students. Both publications also include the form needed to file a complaint.

Complaint Procedure – Academic Related. Students with complaints of an academic nature will be encouraged to fully discuss the problem with their Instructor. Most differences can be resolved by face to face discussion. If the complaint is not resolved, the student should bring the issue to the attention of the Student Services Administrator. The Student Services Administrator will meet with the student. If the problem is still unresolved, the Student Services Administrator will bring the matter to the attention of the Executive Director. If necessary, the Student Services Administrator and Executive Director will meet with the student complainant present, discuss and attempt to resolve the problem.

Complaint Procedure – Administrative Related. Students with complaints of an administrative nature will be encouraged to fully discuss the problem with the appropriate administrative staff person. If the complaint is not resolved, the student should discuss it with the staff person's supervisor. If the problem is still unresolved, the student should seek guidance from the Executive Director. If necessary, the Executive Director will convene a meeting with the administrative staff person and the Student Services Administrator, and with the complainant present, discuss and attempt to resolve the problem. If all of these discussions fail to bring about a resolution of the problem, the student will be advised of his right to seek adjudication through the Washington State Workforce Training and Education Coordinating Board (WTECB). This agency has an adjudication system which is established to arbitrate such disagreements (see WAC 4980-100-200, RCW 28C.10.120).

Complaints may be addressed to: Workforce Training & Education Coordinating Board, PO Box 43105, Olympia, WA 98504-3105; Phone: (360) 709-4600; Fax: (360) 586-5862 .

WTECB Mandated Complaint Procedures

1. Complaints must be filed no more than one calendar year following the student's last recorded date of attendance.

2. Complaints shall be made in writing to the agency and contain the following information:

- The complaining party's name, Social Security number, address, and phone number.
- School name, address and phone number.
- Nature of the complaint.
- Facts detailing dates of attendance, termination date, date of occurrence, names, addresses and positions of school officials contacted, financial loss, if any, and any other pertinent information.
- An explanation of what efforts have been taken to resolve the problem with the School, if any.
- Copies of pertinent documents, such as the enrollment agreement, financial data and payment contracts, catalog, advertisements, etc.

3. Upon receipt of a complaint the agency will:

- a) Notify the School by mail of the nature of the allegations, including a copy of the complaint and its attachments.
- b) Afford the School fifteen days to respond.
- c) Investigate the facts supplied by all parties.
- d) Adjudicate the complaint.
- e) Notify all parties of the determination and remedies.

Complaint Form

The ACCSC requires all its accredited schools to publish this form in their school catalogs.

If a student does not feel that the school has adequately addressed a complaint or concern, the student may consider contacting the Accrediting Commission using this form.

Name of Complainant: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone Number(s): _____

School Name, Address, Phone: Northwest School of Wooden Boatbuilding
42 N. Water Street, Port Hadlock, WA 98339
360-385-4948

INSTRUCTIONS

1. Please attach a statement describing the nature of the complaint. The statement should include a description of the events or circumstances upon which the complaint is based and the names and titles (if any) of the individuals involved.
2. In order for a complaint to be processed and considered by the ACCSC Commission, you must give written permission for the complaint to be forwarded to the school for a response. If you do grant the Commission permission, please sign your name in the space provided below.

STATEMENT GRANTING PERMISSION TO FORWARD COMPLAINT TO SCHOOL

I certify that the information I have provided is correct to the best of my knowledge and grant permission for the complaint to be forwarded to the school for a response.

Signature: _____ Date: _____

The response and the complaint will be kept on file for future reference.

SUBMIT TO: Executive Director, Accrediting Commission of Career Schools & Colleges
2101 Wilson Boulevard / Suite 302, Arlington, Virginia 22201



Returning Funds to Federal Student Aid (Title IV)

The law specifies how the Northwest School of Wooden Boatbuilding (NWSWB, the School) must determine the amount of the Title IV program assistance that is earned if a student withdraws from School. The Title IV programs that are covered by this law are: Federal Pell Grants, Iraq, Afghanistan Service Grants, Academic Competitiveness Grants, National SMART grants, TEACH Grants, Stafford Loans, PLUS Loans, Federal Supplemental Educational Opportunity Grants, and Federal Perkins Loans.

When a student withdraws during a payment period or period of enrollment, the amount of Title IV program assistance that s/he has earned up to that point is determined by a specific formula. If s/he received (or the School or his/her parents received on his/her behalf) less assistance than the amount that s/he earned, the student may be able to receive those additional funds. If the student received more assistance than was earned, the excess funds must be returned by the School and/or the student.

The amount of assistance earned is determined on a pro rata basis. For example, if the student completed 30% of the payment period or period of enrollment, s/he would earn 30% of the assistance he was originally scheduled to receive. Once the student has completed more than 60% of the payment period or period of enrollment, s/he earns all the assistance that he was scheduled to receive for that period.

If the student did not receive all of the funds that he earned, s/he may be due a post-withdrawal disbursement. If the post-withdrawal disbursement includes loan funds, the School must get

the student's permission before it can disburse them. The student may choose to decline some or all of the loan funds so that additional debit is not incurred. The School may automatically use all or a portion of that post-withdrawal disbursement of grant funds for tuition and fees but needs the student's permission to use the post-withdrawal grant disbursement for any other charges. If the student does not give that permission, s/he will be offered the funds. However, it may be in his/her best interest to allow the School to keep the funds in order to reduce his/her debt at the School.

There are some Title IV funds that cannot be disbursed once the student withdraws because of other eligibility requirements. For example, if the student is a first time, first year undergraduate student and has not completed the first 30 days of the program before withdrawing, s/he will not receive the Direct Loans funds that s/he would have received had he remained enrolled past the 30th day.

If the student receives (or the Northwest School of Wooden Boatbuilding or his/her parents received on his behalf) excess Title IV program funds that must be returned, the School must return a portion of the excess equal to the lesser of:

1. The student's institutional charges multiplied by the unearned percentage of his funds, or
2. The entire amount of the excess fund.

The School must return this amount even if it did not keep the amount of the student's Title IV program funds.

If the School is not required to

return all of the excess funds, the student must return the remaining amount. Any loan funds that must be returned by the student or his/her parents must be repaid in accordance with the terms of the promissory note, meaning that scheduled payments are to be made to the holder of the loan over a period of time.

The amount of unearned grant funds that must be returned is called an overpayment. The maximum amount of a grant overpayment that must be repaid is half of the grant funds the student received or was scheduled to receive. The student does not have to repay a grant overpayment if the original amount of the overpayment is \$50 or less. The student must make arrangements with the School or the Department of Education to return the unearned grant funds.

The requirements governing Title IV program funds are separate from any refund policy that the School may have. Therefore, the student may still owe funds to the School to cover unpaid institutional charges. The School may also charge the student for any Title IV program funds that the School was required to return. The School's refund policy can be found in the Student Handbook. The School can also provide students with the requirements and procedures for officially withdrawing from the School.

If anyone has questions about the Title IV program funds, they may contact the School's Business Manager or call the Federal Student Aid Information Center at 1-800-4-FEDAID (1-800-433-3242). TTY users may call 1-800-730-8913. Information is also available on the web at www.studentaid.gov.



Standing on Sliver - a 62-foot sloop designed as a minimalist day sailor. Designed by the renowned designer Robert Perry for a client in the Pacific Northwest, it is a strip-planked, wood hulled, composite day sailor. This is the largest boat built at the school. It was constructed by Contemporary Wooden Boatbuilding students under the direction of Instructor Bruce Blatchley.

Faculty

Chief Instructor Sean Koomen brings a wealth of experience in craftsmanship and boat building to his work at NWSWB. Sean came to NWSWB as a student in 2003 after he studied cello performance and ran his own small boat shop in college. After graduation he worked throughout the country on restorations of historically significant vessels including the 138' Steam Yacht Cangarda and the 1929 schooner, Viveka, at Rutherford's Boat Shop in Richmond, CA. He also led the restoration of Wanda, a 90' 1922 Ted Geary design, and worked as a shipwright for the San Francisco Maritime Museum. Additionally, Sean learned the craft of cold molding and honed his skills in new construction at Brooklin Boatyard in Maine.

Senior Instructor Jeff Hammond apprenticed to Bob Prothero, preeminent Northwest boat builder and founder of the Northwest School of Wooden Boatbuilding and began teaching at the School in 1985. As the School's senior instructor, Jeff has led thousands of students through the lofting and building of more than seventy-five vessels ranging in size from eight to fifty feet. An excellent instructor both in the classroom and on the boatbuilding floor, Jeff has continually adapted and improved his building techniques and his teaching methodology. As a result, Jeff is instrumental not only in the direct instruction of our students, but also mentorship of the next generation of boat building instructors at the Boat School.

Instructor Peter Bailey brings over 50 years of practical experience in boat building, repair, maintenance and operation and is a unique asset to our School. After 4 years in USCG search and rescue, Peter apprenticed as a boat builder to Donlon J. Arques of Sausalito CA. This old school builder of tugs and barges gave him a unique education in traditional construction techniques as practiced in the San Francisco area before World War II. Peter went on to another apprenticeship as Historic Rigger at Mystic Seaport, then worked in various small yards in the San Francisco Bay area. He repaired and rebuilt fishing vessels and yachts. At San Francisco Boat Works, Peter ran the wood shop and was responsible for all wooden vessel repairs, including many classic, cold molded and strip planked boats. After ten years in the film business including 3 "Pirates of the Caribbean" movies he returned to the marine trades after moving to Port Townsend in 2008.

Instructor Bruce Blatchley graduated from the Northwest School of Wooden Boatbuilding in 1996 and has subsequently worked in various boat yards in both Bellingham and Port Townsend, Washington. His experience covered a broad spectrum, including shop foreman at Seaview North Boatyard, repair and restoration, and the building of a variety of contemporary vessels. In 2011 he was recruited by the Boat Building Facility in Taichang, China to enhance their boat building skills and planning around cold-molded boat construction. He has also taught epoxy use and fiberglassing techniques at the Port Townsend Wooden Boat Festival and Everett Community College. In 2011 Bruce started with his students the construction of a Robert Perry-designed 62-foot double-ended day sailor. This boat brought a new level of challenge to the Boat School. Because of Bruce's outstanding management of this project, the School is now viewed as a hub of activity in the realm of Contemporary Wooden Boatbuilding.

Instructor Ben Kahn learned the value of good tools and a good day's work growing up on a farm in Ohio. Drawn to study traditional arts and crafts, he earned his Bachelors Degree in Industrial Technology at Berea College in Kentucky under the tutelage of master wood-turner Rude Osolink. Ben has led his students through the processes of new boat construction on over 20 boats and the restoration of 18 since he became an instructor in the spring of 2007. He has a passion for teaching and strives to accommodate different learning styles with new ways to challenge and inspire his students. So far, building the classic Herreshoff Buzzards Bay-14 with his students has been his favorite boat school project. In 2013 Ben and his students built two large Whitehalls for the BBC to be used on a replication of John Wesley Powell's journey down the Colorado River. Ben was the resident boat builder on the expedition. He is currently lead instructor on the Chamberlin-36 motor sailor project at the school.

Instructor Jesse Long graduated from the Northwest School of Wooden Boatbuilding in 1999 and has continued his education through Harvard University Graduate School of Design, Seattle Central Community College and the Ilen School of Network for Wooden Boatbuilding in Limerick, Ireland where he is a Master's Candidate in Traditional Wooden Boatbuilding. Jesse won the Ed Monk Memorial Award in 2013 from the Center for Wooden Boats in Seattle, Washington. He has worked as a shipwright, furniture maker, custom woodworker, cabinet maker and structural ironworker. His volunteerism includes work with the Community Boat Project.

Instructor Leigh O'Connor grew up on the coastal town of Swampscott, Maine. He formed a love for the ocean at a young age and spent summers working on Lobster boats out of Beverly and Nahant. He attended the Art Institute of Boston where he studied as an apprentice in sculpture and bronze casting. After graduating he moved into the field of woodworking, cabinetmaking, construction and historical restoration. In 2008 he received an Associate Degree from the Northwest School of Wooden Boatbuilding and immediately began working as a shipwright. He has worked for himself and also with two of the top wooden boat companies in the Port of Port Townsend.

Instructor Bob Miller teaches American Maritime Heritage at the school. He is a Munson Institute Scholar (graduate Maritime History studies, Mystic Seaport) as well as a retired career U.S. Coast Guard officer and high school teacher (American Studies/Humanities and Technology). He earned his BA in History and his Secondary Education Credential from California State University, Fresno. He has continued graduate studies at various universities including the University of California Berkeley, Stanford, and Harvard. He has run small craft for USCG Search and Rescue and Icebreakers in Antarctica, as well as developing, implementing, and managing training programs and operations. He recently taught Boating Safety, Seamanship, and Coastal Navigation for the U.S. Power Squadrons. Bob is a 2008 NWSWB Traditional Small Craft alum.

Instructor Emeritus Ray Speck. Ray is a recognized authority on traditional boatbuilding. Ray learned his craft from a variety of builders both in the United States and in England. He was fortunate to have worked with the School's founder, renowned master shipwright Bob Prothero, learning invaluable techniques and boatbuilding skills. Ray began making his reputation for lapstrake craft from his shop in Sausalito, California where he first developed his ideas for the Sid Skiff. Ray has built up to 90 wooden boats in his career, and has promised not to put away the paring chisel until he finishes the 100th boat. Meanwhile, students continue to gain an unparalleled education working periodically with one of the real masters of the trade.

Staff

Executive Director Betsy Davis. Betsy served over a decade as the Executive Director of The Center for Wooden Boats (CWB), the Northwest's hands-on maritime museum. Betsy played a leadership role in raising over \$7 million for capital projects, and CWB received numerous awards for organizational excellence regionally and nationally. She also helped build the collaboration of maritime and cultural non-profits who together have created a new "center for heritage" at Lake Union Park. She brings over a decade of corporate management experience at Microsoft, entrepreneurship and small business ownership, and extensive non-profit and fundraising leadership. She was a founding member of the South Lake Union Chamber of Commerce and is a Charter Member of the Rotary Club of Lake Union, has served on the board of the Museum Small Craft Association and as co-chair of the Pacific Northwest Maritime Heritage Council.

Director of Education and Student Services Administrator Pamela Roberts. Pam has had an exciting 34-year career as an innovative educator on the forefront of K-12 and university school design and reform. She earned a Masters in Educational Leadership and Policy Studies from the University of Washington. She was a teacher and principal in the inner city of Seattle and later explored rural education as a K-12 principal in Quilcene, Washington. There she led the staff and community to be recognized as one of only six schools in Washington state through the Connecting Schools and Communities initiative of the Bill & Melinda Gates Foundation. Pam is a former faculty member of Washington State University and University of Puget Sound. She is highly regarded as an expert consultant in leadership, organizational development and technology.

Business Manager Katie Whalen. Katie moved north from Morro Bay, California in 1991 with a friend who was attending the Boat School. She fell in love with the Pacific Northwest, transplanted, and built her own house through a cooperative neighborhood building program. Katie has over 20 years experience as Business/Finance manager for non-profit organizations and is passionate about keeping the Boat School on an even keel, and helping students live their wooden boat dreams. "When I'm not busy knitting or digging in my garden, I can be found on Port Townsend bay sailing my classic wooden William Atkin designed gaff rig cutter, "Barakah."

Administrative Assistant Linda Tolf. In February, 2005, "a call from the sea" and her husband's urgings to head north brought Linda from Vancouver, Washington to Port Hadlock. Aligning her love of water, woods and wooden boats with a desire for work, she answered an ad for a position with the school. Linda assists with the financial and administrative responsibilities and makes sure that everyone's needs are being met at the front desk of our historic Boat School office.

Program Advisory Committee

Ann Avary, Director, Northwest Center of Excellence for Marine Manufacturing & Technology

Ann's position gives her the opportunity to work with marine industry professionals, educators, economic and workforce development professionals all over Washington State and in some cases United States. As director, her primary focus is on enhancing the overall competitiveness of the marine industries in Washington State.

Paul Birkey, Owner, Belina Interiors

Belina provides a wide spectrum of services in the high-end residential and luxury marine construction business. Belina manufactures and installs custom architectural metal and wood components such as furnishings, stairways, handrail systems, tables, lighting fixtures, and complete interiors. Paul founded Belina in 1982.

Al Cairns, Environmental Compliance Officer, Port of Port Townsend

Al was a licensed Merchant Marine officer and made mischief in ports from Alaska to Nova Scotia for almost two decades. He decided to grow up and took his station behind a desk as the Solid Waste Coordinator for Jefferson County's Department of Public Works. Al serves on the Solid Waste Advisory Committee and is now the Environmental Compliance Officer for the Port of Port Townsend.

Jim Franken, James J. Franken, Inc.

Jim Franken is a well-known and highly respected Yacht Designer and Lofting Specialist in Port Townsend. He is an excellent CAD programmer and an expert in mold lofting and vessel construction so he knows the details intimately. "Jim has been and continues to be instrumental in helping us achieve our vision, and translating those designs into cut files for our kits. It is a pleasure to work with him as a team, refining our ideas together with his CAD skills, design knowledge and true talent." Ashlyn & Russell Brown- Owners of Port Townsend Watercraft.

Stephen Gale, Owner/Manager, Haven Boatworks

Stephen spent 3 years cruising the Atlantic and Caribbean before coming to Port Townsend to attend the Northwest School of Wooden Boat Building, and eventually becoming an instructor there. Stephen then worked for Ernie Baird at Baird Boat Company for 8 years before becoming Owner/Manager of Haven Boatworks. The facilities include a fully equipped wood shop, an 80' climate controlled boat shop, and space outside for several boats up to 300 tons.

David King, CFO (& Mayor of Port Townsend), Townsend Bay Marine

David King is CFO of Townsend Bay Marine and Mayor of Port Townsend. Townsend Bay Marine is a full-service yacht construction and repair facility, specializing in power and sailing yachts from 45-150 feet in overall length. They are particularly adept at performing tricky jobs for discerning owners, providing "factory-fresh" results, even with challenging problems.

Jim Lyons, Port Townsend Shipwrights Co-op Member

Jim Lyons is the PT Shipwrights Co-op's only remaining founding member. In 1981, along with seven other shipwrights, Jim started the Port Townsend Shipwrights Co-op. His specialty is Woodworking and Project Management. With over 40 years spent in Boat Haven, Jim has also worked on boats from Oregon to the outer edges of Alaska.

Keith Mitchell, Shipwright, Rutherford's Boatshop

Keith grew up in rural New England surrounded by artists, scientists and craftspeople. This upbringing instilled a strong sense of self-reliance, conservation and creativity. After apprenticing a celebrated master woodworker, working in the field and running his own business, Keith attended the Northwest School of Wooden Boat Building. There he added "builder of traditional wooden boats" to the list that includes: cabinetry, entrances, stairs, millwork and design. Currently Keith is overseeing a near-total rebuild of 74' schooner yacht "VIVEKA" first constructed in 1929.

Dan Newland, President, Pegasus Aeromarine Inc.

Dan Newland, the president of Pegasus Aeromarine Inc., has over 38 years of experience building composite parts. This includes designing and building sail fabrics and carbon/epoxy parts for America's Cup yachts, advanced rudders, satellite vents and 3 ton bomb canisters. He has built composite parts in carbon fiber, fiberglass, aramid and other high strength and high modulus fibers from the age of 12. These have frequently used advanced resin systems such as toughened epoxies, vinylesters and of course all the other more common resins such as isophthalic and ortho resins. Dan designed and built Pegasus XIV, one of the lightest racing sailing yachts ever made; built almost entirely of carbon fiber and aerospace toughened resin.

Program Advisory Committee

Rick Petrykowski, Owner, Taku Marine

Building and restoring wooden boats since the late 1980s, Taku Marine moved to its present location in the Port of Port Townsend's Boat Haven in 1995, establishing a quality boat shop and contributing to Port Townsend's legacy of aesthetics, traditional craftsmanship and innovative technique. At Taku Marine, their commitment to skillful repair and construction of vessels of any hull material, large and small, provides customers with a first-rate product.

Sarah Rubenstein, Program Manager Maritime Discovery School

Sarah Rubenstein, a Blue Heron Middle School math and science teacher, is set to lead implementation of the Port Townsend School District Maritime Discovery School as program manager..The five-year, \$865,000 initiative is a collaborative effort between the district and the Northwest Maritime Center aimed at transforming K-12 public education in Port Townsend into an experiential, place-based education in a maritime framework.

Gordon Sanstad, Boatbuilder/Former Boatbuilding Instructor, Seattle Central Community College

Gordon was the boat building lead faculty member at Seattle Central's Wooden Technology Center, the oldest boat building program anywhere in the nation going on 76 years. Originally Edison Technical School, and then Gompers, it was funded by Shipwrights Union 1184 and its employers until 1992. The union contracted with the college to keep the classes going. They taught wooden boat building, new construction and repair, lofting, spar, mast and boom making, interior joinery, planking and spiling, caulking, and a host of other wooden boat building and repair techniques, some little changed in hundreds perhaps thousands of years.

Heron Scott, Executive Director, The Steamer Virginia V Foundation

An alumnus of the Northwest School of Wooden Boat Building in Port Hadlock, Scott's background includes restoration of historic fishing vessels for the Chesapeake Bay Maritime Museum, managing projects and a stint as interim Executive Director at the Center for Wooden Boats in Seattle, and program development work for the Coastal Heritage Alliance in Gig Harbor. Currently, Scott is serving as the board president for the Coastal Heritage Alliance, which assists in the restoration and preservation of culturally significant retired fishing vessels.

Kelley Watson, Port Townsend High School Maritime Experiential Education Coordinator

Kelley Watson was hired as the Port Townsend High School Maritime Experiential Education Coordinator. Kelley works with her fellow teachers to integrate experiential and place-based learning into the high school curriculum. She will also help develop and lead the Maritime Academy, which aims to create an integrated educational experience for students interested in the Marine Trades and Vessel Operations. Kelley has captained commercial fishing vessels in Alaska, worked on the back deck of research boats in Antarctica, and has paddled her kayak from here to Alaska.

Steve White, Owner, Brooklin Boat Yard

Brooklin Boat Yard specializes in new construction of custom yachts (power & sail), restoration of classic yachts along with service, storage and sales of yachts of all types and sizes. Started in 1960 by famed yacht designer and boat builder Joel M. White the yard is still family run, owned and operated by Joel's son Steve White. Brooklin Boat Yard is perhaps best known for its work with the design, construction, restoration & maintenance of wooden boats of both traditional plank-on frame construction and modern cold-molded, wood-epoxy composite construction.

President David Blessing grew up in Seattle and graduated from the University of Washington with a degree in Physics. For most of his working life until 2002, he was a nuclear power engineer, working on nuclear submarines for the US Navy. When it was time to choose another career beyond submarines, David came west to the Northwest School of Wooden Boatbuilding where he could pursue his passion for wooden boats. After graduating, he worked for a while building wooden sea kayaks. In 2004, an opportunity came up to join the Lockheed Martin team developing the design for a nuclear powered spacecraft for scientific exploration. Subsequently, he has been working on advanced reactor designs for commercial application and on energy conservation projects. In his spare time, he is building another wooden sailboat in his workshop in Port Ludlow.

Vice President J. Michael Delagarza brings to the board a valuable and broad spectrum of business knowledge, including small market television production as well as restaurant, retail and corporate management experience. Prior to attending the boat school, Michael served as Director of Inventory Management Services for Henry Schein, Inc., the world's largest distributor of healthcare products to office based practitioners, based in Long Island, New York. A life-long sailor, Mr. Delagarza sailed small boats at the New Jersey shore as a child and cruised the Pacific Northwest during the 1980's. A musician since the garage band days of the late 60's, Michael still plays guitar, bass and harmonica. Currently he is working on the restoration of a 51-foot wooden schooner and developing independent business opportunities in the Port Townsend area.

Secretary Linda Newland. A maritime attorney and former school district administrator, Newland is past Commodore of Pacific Coast Yachting Association. She holds a 100-ton Captain's license, is an American Sailing Association (ASA) certified sailing instructor and specializes in teaching women to sail. At the annual meeting of the Women's Sailing Foundation held June 8 at the Corinthian Yacht Club in Marblehead, Massachusetts, Linda Newland of Port Hadlock, Washington, was elected the president for the June 2014 to June 2015 Foundation Board term. Elected to the Foundation Board in 2005, Newland served as Vice President in 2009-2010 and again from 2013 to 2014.

Treasurer Rob Ayer. Rob is IT Director at Avadyne Health. Previously he worked with CoolerEmail, One Hundred Acres, and Airband Communications. Specialties:Linux system administration, Cisco network administration, VMware ESXi administration, network and host-based security design. Rob is a graduate of the Northwest School of Wooden Boat Building.

Board Member Gentry Dick was born and raised in Los Angeles. He graduated from the University of Pennsylvania with a degree in Architecture – class of 96. He decided not to pursue architecture as a career mostly because he felt the transition to CAD was removing the craftsmanship element from the profession and he did not want to spend his entire life sitting behind a computer screen... ironic, since he went on to work as a Network Engineer for 15 years primarily designing/deploying/managing small business networks. Gentry is a graduate of the Boat School class of 2008. He has held a lifelong goal of being a master craftsman – which led to the life change and leaving LA for the Boat School. Gentry did not grow up around boats, but grew up wishing he grew up around boats.

Board Member Julia Maynard is Owner/Manager of Haven Boatworks of Port Townsend, Washington. Julia came to Haven Boatworks with over 30 years of experience in the marine trades, spanning from Mystic Seaport to California to Port Townsend. She is renowned for her skills as a finisher, as well as her experience gained from building a boat with her husband, George, and sailing *Zulu* across the South Pacific to Australia.

Student Notification of Rights Under FERPA

The Family Educational Rights and Privacy Act (FERPA) affords students certain rights with respect to their education records. These rights include:

1. The right to inspect and review the student's education records within 45 days of the day the Northwest School of Wooden Boatbuilding receives a request for access. A student should submit to the Executive Director via his/her instructor and the Director Education a written request that identifies the record(s) the student wishes to inspect. The School will make arrangements for access and notify the student of the time and place where the records may be inspected. If the records are not maintained by the School official to whom the request was submitted, that official shall advise the student of the correct official to whom the request should be addressed.
2. The right to request the amendment of the student's education records that the student believes are inaccurate, misleading, or otherwise in violation of the student's privacy rights under FERPA. A student who wishes to ask the School to amend a record should write the Northwest School of Wooden Boatbuilding official responsible for the record, clearly identify the part of the record the student wants changed, and specify why it should be changed. If the Northwest School of Wooden Boatbuilding decides not to amend the record as requested, the School will notify the student in writing of the decision and the student's right to a hearing regarding the request for amendment. Additional information regarding the hearing procedures will be provided to the student when notified of the right to a hearing.
3. The right to provide written consent before the Northwest School of Wooden Boatbuilding discloses personally identifiable information from the student's education records, except to the extent that FERPA authorizes disclosure without consent. The Northwest School of Wooden Boatbuilding discloses education records without a student's prior written consent under the FERPA exception for disclosure to school officials with legitimate educational interests. A school official is a person employed by the Northwest School of Wooden Boatbuilding in an administrative, supervisory, academic or research, or support staff position; a person or company with whom the Northwest School of Wooden Boatbuilding has contracted as its agent to provide a service instead of using the Northwest School of Wooden Boatbuilding employees or officials (such as an attorney, auditor, or collection agent); a person serving on the Board of Directors; or a student serving on an official committee, such as a disciplinary or grievance committee, or assisting another School official in performing his or her tasks. A School official has a legitimate educational interest if the official needs to review an education record in order to fulfill his or her professional responsibilities for the School.
4. The right to file a complaint with the U.S. Department of Education concerning alleged failures by the Northwest School of Wooden Boatbuilding to comply with the requirements of FERPA. The name and address of the Office that administers FERPA is:

Family Policy Compliance Office
U.S. Department of Education
400 Maryland Avenue, SW
Washington, DC 20202-5901



NORTHWEST
SCHOOL of WOODEN
BOATBUILDING

Our mission is to teach and preserve traditional and contemporary wooden boatbuilding skills while developing the individual as a craftsman.

Northwest School of Wooden Boatbuilding
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