

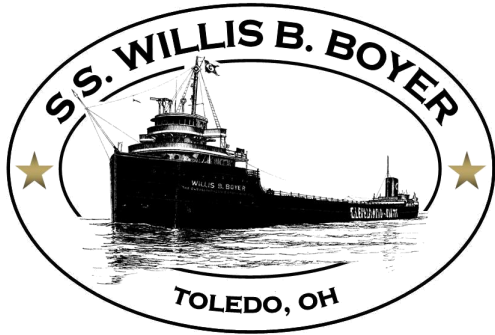
Editor, Sam Snyder Presents...

SCUTTLEBUTT

The Volunteer Newsletter of the

★ WILLIS B. BOYER ★

VOL.1, No.1



FROM THE WHEELHOUSE

My Friends,

Since I assumed direction of the Boyer nearly two years ago, we have overcome many obstacles together. In what is merely an instant in this ship's long career we have taken her from her lowest depths to a point of limitless potential.

In 2007, we made a successful trip of a much longer voyage as our true revival will come as the ship departs the dry-dock with a new lease on life.

My present goal is to accomplish our present fundraising goal of \$300,000 by September of 2008. Over the winter months I will be seeking

continued sponsorship for this venture, and think that it is definitely feasible.

Also, by the time we have our first breakfast in April, I hope that we will be the first Great Lakes freighter in history to be a National Historic Landmark Vessel.

Other projects that I am working on include the acquisition of a Huellet unloader, a historic Great Lakes tugboat, and the development of a Port of Toledo Visitors Center. I will keep you posted on our progress during the off-season in the newsletters to come.

I am humbly honored to have had your continued support on this journey, as your efforts and friendship have proven to be the most rewarding part of my job.

My particular thanks to Sam Snyder for taking the time to create this newsletter, and my eternal thanks to all of you for all that you do...

All the best!

- Paul C. LaMarre III

CHIEF'S LOCKER

I would like to express my heartfelt thanks to all you wonderful folks who volunteered on the Boyer last year. In was a year of significant progress in ship restoration. Hopefully it was the "turn around" we needed and all will be ship shape from this time forward.

This progress would never have happened had you folks not selflessly pitched in and done the grunge work: rust removal, painting, scrubbing, manning the cage, etc. in the heat of a very hot summer.

Paul and I are looking forward to your return

next Spring as there is plenty of work yet to be done. Our fist flapjack breakfast will be in late April. We will keep you posted.

Thank you again, and a special thanks to Sam Snyder, for this terrific newsletter.

-Al Slater

DON'T GIVE UP
THE SHIP

2007

VOLUNTEERS

Luke Archer

Dianna Barrett

Robbie Barrett

Bob Bowersox

Ida Boyd

Louie Finnigan

Bonnie Gocheneaur

Ray Johnson

Stanley Kerbel

Carrie Lanz

John Lanz

Mike Mann

Ersel Marsh

Tabitha Postell

Matt Seferian

Sam Snyder



GALA AT THE DOCKS

Anyone who missed the party at Navy Bistro will just have to wait until next year. Our illustrious leader, Paul, and Rebecca, his beautiful and charming wife, threw the party to thank all the volunteers who have helped out on the Boyer this year. The food, service, and ambiance were outstanding. The dinner was held in the Admiral's Library where we occupied two out of the three large tables.

The wait staff was outstanding, responding to our every need, and then some. The dinner started with samples of all of the appetizers on the menu, which included crab cakes, giant shrimp, chicken delicacies, brochette, and more things than I can remember. Entrees and drinks were ordered from the

menu and the dinner lasted for a good three hours. As I was digging into my lamb chops to my left were scallops, to my right fillet mignon, and across the table surf and turf. The meal was topped off with selections from the pastry cart.

This was not the typical recognition dinner: no stuffed shirts, no long-winded speeches, just good food and drink, conversation, and conviviality. In fact, it was more like a family gathering than a recognition dinner. I think we have about twenty-five regular core volunteers and virtually all of them were there. Old friends were greeted, new ones introduced, and tall tales and reminiscences flowed around and across the two tables.

If anyone was unhappy nobody noticed, and if anyone went hungry it was his own fault.

When we first pulled into the parking lot we saw Paul and Rebecca walking into the restaurant with Paul carrying a huge box. At the end of the evening Paul unpacked the box and passed out beautiful books with photographs of Great Lakes boats for everyone except Ida, who received a picture book of historical Toledo. We also all received a little box of chocolates.

Yes, Virginia, there is a Santa Claus. His name is Paul and his chief elf is Al.

STAN'S PAINT LOCKER

When we started painting the hatch covers at the end of last season we found that the paint locker was a mess. We had dozens, perhaps hundreds, of cans of paint that had accumulated over the years. Stan Kerbel took it upon himself to straighten it out, but what he did was to completely transform it. The first job was to completely empty the paint locker, stacking all the cans of paint out on the deck where they were checked for color, age, and condition. We ended up having two truckloads of old paint hauled away.

Then Paul had people from Iron Head shipyard cut away the huge horns for storing manila hawsers to leave the bulkheads clear. They also fabricated shelves and installed them on the starboard bulkhead to hold the newly inventoried cans of paint and thinner. On the after bulkhead Stan built a rack to hang brushes, paint rollers and roller handles, chipping hammers, and wire brushes. Stan came in one day a week to give the entire area a fresh coat of paint.

Painting of the paint locker deck will have to wait until warmer and

dryer weather, but in the meantime a new workbench is being fabricated to complete the new space. GREAT JOB, STAN!

WINTER LAY-UP

Winter lay-up went off without a hitch. Portlights were covered, the water supply turned off, water lines blown out, anti-freeze put in the toilet bowls, and everything inspected in preparation for severe winter weather. This does not mean that the ship has been abandoned, however. Paul has been able to spend most Tuesdays aboard and has installed an electric heater in his office.

While Stan has been busy putting the finishing touches on the paint locker, other crewmembers started painting the upper level of the engine room where the cashier's cage is located. When the weather turned really cold Paul called the manager of Sherwin-Williams Paint Company and he advised us not to paint when the temperature falls below 40 degrees, so we have temporarily halted that job.

Now we are working in the workshop in the after end of the engine room itself,

cleaning things up and sorting out tools and equipment. Al is making an inventory of the tools. We have found that there is a lot of scrap metal that will have to be hauled out of there in the spring. Al has rigged a tackle so we can haul some of the smaller stuff up in buckets and cart it out the door rather than having to use "Norwegian steam" to get it up the ladder.

While there is no on-board water supply we do have electricity, so we can bring water aboard in jerry cans and make coffee. Also, we found out that Al, among his other talents, is a bread baker. The first morning he came aboard carrying a sleeping bag we figured that Mary had kicked him out and that he was going to bed down on the ship. We knew that was not true because he didn't have his mules and dogs with him.

When Al unwrapped the sleeping bag, there was bread hot from the oven! With hot bread and jam and fresh coffee, what could be better?
Life is good!

MISSING 3RD MATE

Paul has obtained on loan from Vermilion Marine Museum the original drawings of the BOYER (then the SCHOONMAKER) and we have spent a lot of time trying to figure out when and where changes were made: bulkheads added or removed, structures changed, areas converted from one use to another.

One of the things that puzzled us was where, in the original plans, the third mate was billeted. If you stand on one of the forward hatch covers facing the bow, you can see five portlights on the cabins on the forecastle deck. The first two on the right are

over the captain's bed in his cabin. The next one to the left is in the head off the captain's cabin. There is a door leading into a mate's cabin with a porthole, there is a head between the cabins that is shared by the two mates, and the last porthole on the left leads into the other mate's cabin which has an entrance on the port side. This accounts for the accommodations for the captain and the first and second mates. Where is the third mate's cabin?

It was Al who came up with the answer after giving it some thought. At the time that the

ship was built the crew worked six-hour watches, 6 on and 6 off. There was no third watch so there was no need for a third mate (or third engineer). It is awesome to be in the company of such genius!

VOLUNTEER OF THE MONTH

Our first recipient for the Volunteer of the Month award is one of the old timers, Bob Bowersox. Bob was living in Oregon in 1947-48 when he witnessed the removal of the old coal docks, where the WILLIS B. BOYER is now docked. It was here that the BOYER loaded her first cargo of coal after being launched.

At age 17 Bob decided to make the Merchant Marine his career. In 1957 he shipped out on the JAMES DAVIDSON, beginning a career on the Great Lakes that lasted for 28 years. He also served on the C.A. TOMLINSON, the SYLVANIA, and the JOHN W. NORTON as deckhand, watchman, and wheelsman.

Bob retired as First Mate in 1985.

The City of Toledo bought the BOYER in 1986 and Bob signed on as a volunteer about two years later. After his years on the lakes, Bob was a jack-of-all trades who was willing to tackle about any job aboard the ship that had to be done. In 1995 Bob, along with Louie Finnegan and former employee Bob Carson, re-painted the entire hull.

One of the things that impressed me when talking with Bob was the extent to which local businesses, supply companies, and contractors were willing to donate time and material and to give discounts to the BOYER to keep the old ship afloat.

This tradition continues and the BOYER continues to benefit from the generosity of the local maritime community.

We are looking forward to seeing Bob on board in the Spring.



Bob Bowersox giving a tour aboard the Boyer many years ago.

NINJA NEST RAIDER?

A figure was observed surreptitiously ascending the mizzenmast ladder to the top of the mast, presumably to steal seagull eggs from the nest. If anyone can help identify the "Ninja nest raider" please report it immediately to the Chief of Operations, who says he will not tolerate this kind of behavior. (Do not attempt this if you are less than 76 years of age. Ed.)

