



What's Up with the Islander Project?

by Ed Neal

*Pondering next steps on
the 620 (photo above)—*

Top row (L to R)
Vic Janezic, Pat Suchan,
Dave Johansson,
Ed Allard, John Bailey

Bottom row: Bob Koch,
Dave Vincent

The Lyman Islander project recently opened a new dimension in the effort. Dave Vincent and a crew of energetic mechanics are meeting on Monday evenings to restore an inboard Graymarine four cylinder engine identical to the one that powered the boat originally. The engine is commonly called a 620, for that is its model number and 62 was its horsepower rating.

CABBS obtained two salvaged 620s that had been sitting for years at Moes Marine Services in Vermilion. Of the two, the engine that could be turned over with a long bar wrench became the candidate motor and the other which could not be budged will be used for parts. In addition we had many pieces /parts of the original Graymarine engine from the Islander.

Dave and crew installed a starter and got the engine cranking, producing a delightful sound full of optimism and possibilities. They moved on to a compression test. Two cylinders were fine, and two had no compression. The wishful thinking surmised the issue as sticking valves.

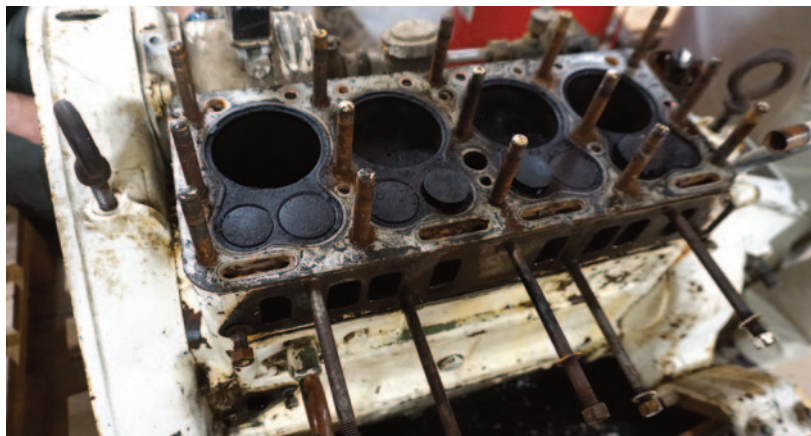
At the next session the group pulled the cylinder head and found two valves stuck open.

JUNE 2026

Celebrating Our 58th Year!

story continues . . .

Graymarine charred carbon:
With the cylinder head pulled,
the two sticking valves were
obvious.



Liberal dosing with penetrating oil and a few gentle taps with a rubber mallet freed them. The engine cranked smoothly, giving everyone quite an open-air show of churning pistons and valves. The engine crew left that evening smiling and light on their feet.

In the same area, work progresses on the hull. Fairing and sanding to prepare for painting is the current activity. Recently the crew got experience using caulking cotton, hammering it into the garboard / keel seams for much of the length to make a flexible joint that can compensate for plank movement. Seam compound applied atop the cotton sealed the joint.

In the next few weeks the hull will gain two coats of Interlux epoxy primer and begin to look like something other than of a forlorn hulk. In white, it will take on a whole new presence in the workspace. Then on to flipping the hull for work on the interior.

The Lyman project is open to all CABBS members. We meet on Monday evenings, 7–9 PM, on both the engine and the hull. All are welcome. No experience is necessary, just come to learn and enjoy.

John Mikolich (L) and Ron
Abate address the demands
of fairing and sanding to
prep for painting.





MAY LEARNING WORKSHOP

Rigging the Small Sailboat

RON ABATE led this month's Learning Workshop—*Rigging the Small Sailboat*. The day began with a detailed review of inspecting and checking your boat, sails, and gear for items needing repair or replacement in preparation for a safe and successful journey on the water. After that we reviewed the basics of how to rig the boat, followed by hands on training with physically rigging the boat. We had a lively discussion of many topics on sailing and rigging. *For more on Ron's workshop see the following page.*



JUNE WORKSHOP

EPOXY 101 FOR BOATS

Instructor: Paul Herrgesell
June 13, 9:00–11:30 AM

Learn the various applications of epoxy in boatbuilding, includes hands-on work mixing and applying.

JULY WORKSHOP

TRAILER HANDLING 101

Instructor: Henry Billingsley
July 11, 9:00–11:30 AM

Learn to back and park your trailer smoothly and safely. The class instructor is a CDL qualified truck driver who guarantees he will you have backing straight down the boat ramp! Come on out and give it a try.

“Basics of Rigging” Workshop Draws a Good Crowd



On May 9 Ron Abate taught the basics of rigging a small sailboat, another class in the Workshop Series.

Ron has been sailing all his life. He has raced a few different classes and knows how to right a capsized boat. To his credit he has rescued kids who have capsized too, and his calm approach helped them get back out on the water as better sailors. It doesn't always happen that way. Sometimes the fright ends the adventure. His advice to us was born from all of his varied experience: be safe, follow a checklist, and be prepared.

To that end, he mentioned the importance of inspecting fittings. Wind carries a lot of force and long masts act as levers increasing pressure at the fulcrum points where the fittings are. We have all seen larger boats wintered in boatyards year after year with masts in their stepped upright position. Inspection is even more important for smaller boats, because their fittings are not always bolted through. They could be mere screws. Some masts are designed to turn in a round mast step. There will be wear.

Ron brought his *Toehold*, a small dinghy he built. To demonstrate rigging basics, he used a temporary rig that was within the workspace height limits. *Toehold* represents his sailing philosophy well: “I don't want to spend my time rigging. I want to get out on the water.” With a wide beam and flat bottom the boat is stable but light enough to remain a one person operation, car top and all. It rows and sails. It demonstrates and teaches, too. Like Ron, it does it all.

—Lou Brodnik





Looking for Crew?

CABBS member J D Powell has been active with CABBS for years. He designed and built the steam box at the workspace and taught a number of workshops. He is a very well organized and capable tradesman, operating his own successful handyman business for the last few years. He will be relocating to Charleston, South Carolina, in October and hopes to change career paths to the marine environment. This summer, he would like to get as much power and sail experience as possible, including navigation, instrumentation, and handling. If anyone is interested in teaching or just looking for a highly motivated crew member, contact J D Powell at 985-415-9662.

CABBS Summer Boating Events

We have two multi-day outings planned for this summer that are open to CABBS members. See descriptions below.

ALLEGHENY RIVER PADDLE TRIP—JUNE 25–28

This trip starts near Warren, PA and travels down the Allegheny River with three nights of camping on islands in the river. Suitable for canoe, kayak or scull it is almost all flat water with only two Class 1 rapids. We travel self-contained with food, water and camping gear. **At present we have single paddlers who are looking for a canoe to ride in so if you are looking to have a partner, contact Paul to match up people and boats.**

Registration opens now and closes June 15. To register or for more information, contact: Paul Herrgesell at 216-272-3327 or paul@pherrgesell.org.



ERIE CANAL FLOAT TRIP—AUGUST 6–9

This trip starts in Lockport, NY and travels to Rochester including travel through some of the locks. We will camp alongside the canal and dinners will be at the towns we stop in. Open to canoe, kayak or sculls this is flat water paddling with no rapids but some boat traffic to maneuver around.

Trip Planning

We had our first planning meeting on May 20 and are working on details about daily mileages, places to stay and types of boats. If you have interest, you can find out more by contacting:

Paul Herrgesell at 216-272-3327 or paul@pherrgesell.org.



A Second Oar and Paddle Making Session Added

In late April, CABBS opened a second Oar and Paddlemaking Session to accommodate students closed out of the four available winter session slots. Enthused by the interest, we have three participants for the Spring class.

Kelsie (top left) is making a paddleboard paddle of basswood with sassafras laminates. The paddle will be very light both in weight and appearance.

Marcie (center left) is making a set of oars that will serve a decorative purpose at her home. The shafts are sassafras, with blades laminated from basswood and a thin strip of redwood.

Jeff (bottom left), Marcie's husband, is making a set of eight foot oars for a dinghy. The shafts are sassafras, with quarter sawn black walnut laminated to form the blades.

The paddlemaking horses developed for the winter class are working very well, providing easy ways to mount the work as it changes shape.

Although the class is scheduled for five weeks an extra session or two are added as needed to complete the effort, particularly where a set of oars is involved. Ed Neal and Paul Jira who lead the class are happy to flex with the demands.

—Ed Neal





CABBS Hot Dog Day

CABBS launched the 2026 boating season with our annual event—Hot Dog Day on May 17! We gathered at Chippewa Lake Yacht Club for boating and lunch . . . and more boating. The weather was ideal with sunshine and temps in the 80s. The wind started light but built through the day so even the sailors had some action. CABBS members brought a variety of boats. Thanks to Jim Weakley for hosting us and Jim O’Leary for cooking and ensuring we had all the necessary supplies.



Photos clockwise from top:
The group having lunch; Jim O’Leary at the grill; John Mikolich paddle/sailing his kayak; Jeff Balazs trying rowing, capsizing and recovering; and launching boats at the ramp.
More photos on following page.





Clockwise from top left: Sue Lewis rowing Carol Wilson down the lake in her St. Lawrence skiff; John and Jean Bailey enjoying their Orukayaks, described as an origami kayak it is made of a light-weight plastic panel material and can be folded into a suitcase size package for storage; Jeff Balazs tries out Paul Herrgesell's Oxford Shell with a 21" beam; Jim O'Leary, our cook for the day, shouldered the meal responsibility. Thanks to Jim!



The Full Circle of the Toehold Build *by Ron Abate*

Enthusiasm

A year or so back I submitted an article about my first boat build. I described how I purchased plans for a small rowboat, learned CAD, created a ¼ scale version out of mat board, scaled the design to a 110% version readable by the CABBS shop-bot, and cut out the panels.

Not smart enough to take the obvious path, I decided to convert the rowboat into a “simple,” sailing dinghy. So far, so good. I stitched and glued the hull together which is akin to framing a house.

Message #1—It looks like progress is being made, but paraphrasing Karen Carpenter, “I’d only just begun . . .”



Disillusionment

Had I known the plywood would look good after covering it in epoxy, I would not have added micro-balloon filler to the epoxy used on the fiberglass tape thus eliminating the opaque appearance. I originally planned to use a lee board, mostly to save space and to avoid another location for water to enter the hull. However, the ¼-inch plywood felt insufficient to support the pressure when sailing upwind so I designed and built a daggerboard trunk. I added floorboards for the same reason.

Message #2—Stuff happens when your plans appear more like suggestions.

story continues . . .

Panic

Creating parts without plans and trying to avoid wasting materials, I created templates out of scrap: cardboard, luan plywood, miscellaneous lumber. This approach increased the time required, and had me questioning my sanity, but the process also helped me to learn how to use CABBS's tools. The sail I ordered came with a sleeve that was too narrow for the mast I had. So I needed to cobble a mast together from a couple sailboard masts.

Message #3—It's okay to be cautious, provided you learn from your mistakes.

Acceptance

Not only is *Toehold* my first attempt at building a boat, but it is only a 7' 2" dinghy. I realized that I'm a novice boat builder. It's okay to make mistakes.

Message #4—It doesn't really matter that the boat is not "perfect."

story continues . . .



Enthusiasm

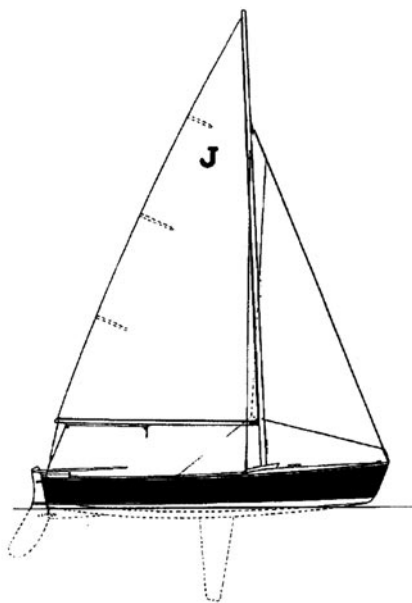
On July 25 I delivered my boat to ODNR office to have it inspected, and hopefully declared seaworthy. I told the young man who inspected my boat that I was nervous, as I'd never built a boat before. His response was, "This boat is fine. You would not believe the crap people bring in for inspection." The rowboat version got on the water in early August. The sailing version in mid-August. The help I received from so many club members not only made the build possible, it made it enjoyable.

Message #5—Boating is supposed to be fun. Sometimes you only need a *TOEHOLD* to make that happen.

With occasional regularity C-CLAMP will feature CABBS member-built boats. If you have a boatbuilding story to share, please send it to us at crowsfootstudio@gmail.com.



"The help I received from so many club members not only made the build possible, it made it enjoyable."



Free Boat!

I have a 1965 Blue Jay 13 Sailboat that needs restoration. It is made of mahogany marine ply and has some delamination but it can be repaired without replacing sections of the hull. The deck however needs to be replaced. It is all together but needs work. I simply don't have the time for it and would like to pass it along to someone in CABBS. Heck, even if they don't restore the boat, there are a lot of bronze fittings like sail track, sliders, pintles etc that might be handy. I want to keep the trailer however I will deliver it to whomever might want it. If no one takes it I might make it into yard art or firewood which I would prefer not to do. It is a really cute little boat—it was actually the trainer for Lightning class racers. About 6,500 were made going back to the 1930s.

—Bob Dianetti



Event Captain Needed

Blazing Paddles Riverfest on July 18

CABBS is participating in more boat related events each year and we are trying a new approach to setting up, attending, and staffing for each event. This is intended to share the workload as each event is a significant effort. We have designated the role of Event Captain as the person who coordinates CABBS actual participation at an event by registering (if required), determining what type of booth and displays we should present, organizing the volunteers to staff

the booth and setup and take down of our gear. Jim O'Leary and Lou Brodnik of the Events team would organize the gear to bring, prior to the event, and the Event Captain would handle the day of tasks. We have Event Captains for all planned events except one—*Blazing Paddles Riverfest on July 18*. If you are interested in learning more or taking on this role, please contact: Paul Herrgesell 216-272-3327, email paul@pherrgesell.org

CABBS LEADERSHIP DIRECTORY—2026

Board of Governors

Lou Brodnik

Jodi Carpenter

Paul Herrgesell, *Co-Executive Director*

Kevin Hoy, *Treasurer*

Tom Lix

Andrew Nahlik

Ed Neal, *Emeritus Executive Director*

Joe Seguin, *Secretary*

Tom Wagner, *Chairman, Co-Executive Director*

Jim Weakley

Organizational Leads

ADMINISTRATION—Kevin Hoy

- Comptroller – Kevin Hoy
- Membership – Dave Weglicki
- IT – Andrew Nahlik

MARKETING & COMMUNICATIONS—Rick Porter

- Print & Digital Communications—Rick Porter
- Newsletter Publisher—Lou Brodnik
- Content Development—James Krouse, Ron Abate
- Merchandise Fulfillment—Paul Jira

EVENTS & GATHERINGS—Lou Brodnik, Jim O’Leary

EDUCATION—Paul Herrgesell

- Classes Development & Operations—Paul Herrgesell
- Librarian—Dave Weglicki
- Guest Speakers—Ed Neal

WORKSPACE—Vic Janezic

- Management—Vic Janezic
- Steward—John Mikolich
- Maintenance—Tony Tonus

SPECIAL PROJECTS—Jim O’Leary



Cleveland
Amateur Boatbuilding
and Boating Society

EMAIL

cabbsmail@gmail.com

WEBSITE

cabbs.org

CLEVELAND AMATEUR
BOATBUILDING AND
BOATING SOCIETY
3535 Perkins Avenue
Cleveland, Ohio