

New Application? New Application

Date of Application: Sun, 02/26/2023

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Home Fleet: Pacific Northwest

Home Port: LockHaven Marina, Seattle & Lummi Island
Yacht Specifications

Vessel Name: NOOTKA

Previous Names: Ave Maria, AVE

Year Launched: 1967

Length: 38

Breadth: 10'6"

Draft: 5'

Construction & details

Designer Barney Williams of the Nuu-chah-nulth First Nation

Builder Barney Williams & resident Student of the Christie Residential School

Model or Style of Vessel: Mission Boat along the lines of traditional fishing trollers

City where built: Meares Island, Clayoquot Sound, West Coast of Vancouver Island, British Columbia

Hull Construction:

Hull: The carvel planked hull is heavily constructed of 1 1/4" cedar planking on White oak frames. Frames: Steam bent White oak, 1 3/4" x 2 3/4" on approx. 11" centers in the Canadian style

Clamp Timber: Painted 1 3/4" x 3 1/4" FIR

Shelf Timber (Fore deck): Painted 3 1/2" x 4" FIR

Stringers: Two (2) per side, painted, 3 3/4" x 6" sawn FIR

Stem: Painted White Oak sided 6".

Keel: Sided 6" internally, appears to be white oak.

Keel Shoe: Tropical hardwood, 1 1/2" x 6".

Rudder Shoe: Extension of wood keel.

Transom: Horseshoe stern with counter, constructed of Alaska yellow cedar lifts.

Fastenings: All underwater and planking fastenings are galvanized steel wood screws

Deck Beams: 4"x6 1/2" FIR

Decks: Marine plywood over 1 1/2" Cedar T&G

Forward cabin: Yellow Cedar

Pilot House - Cedar Staving and Mahogany window framing

Pilothouse Doors are Mahogany with cedar stave lower panel.

Guards:

- Upper: All along deck edge, painted hardwood approx. 1 1/2" x 1 3/4".
- Lower: From fwd quarters aft around the stern. Shaped and painted hardwood approx. 1 1/2" x 4" on a tapered Douglas fir sponson.
- Ironbark or equal at the bow port and stbd as anchor billboards.
- Ironbark or equal port and stbd at the waterline from the bow aft past midship as ice sheathing.

Displacement - 31,000 pounds.

Propulsion:

Original engine is unknown.

GM Bedford Diesel installed in the 1970's

Installed 2016 -

Lugger 4045 (JD4045TF001), serial #T4045T580418, four cylinder, 96 hp.

Propeller: 3-bladed bronze, diameter and pitch 33 LH 18.

Shaft: 1 3/4" SS alloy with conventional bronze packing gland.

Stern Tube Housing: Conventional bronze casting with rubber cutlass bearing (appeared good).

Rudder: Double hung, semi balanced steel plate with palmed stock and pintle bearing on rudder shoe.

Cruising speed is 7.5 knots at 1600 rpm

History

Historical Background NOOTKA of Lummi Island

The former Mission Boat "Ave Maria"

As many as twenty Mission Boats and one seaplane operated from 1905 to 1969 providing medical, dental, pastoral and social care to remote settlements and communities of British Columbia. Ave Maria served until 1983 when the Christie Mission school finally close. This unique vessel was built by the eye and hand of a First Nation Shipwright which makes her unique in the history of the Mission Boats.

Built at Meares Island, Clayoquot Sound in 1957 by Barney Williams, a Shipwright, fisherman and Chief of the Nuuchahnulth Nation Student/residents assisted Barney in the "Ave Maria" served the Christie Mission School for almost 30 years along the rough West Coast of Vancouver Island from Barkley Sound to the Brooks Peninsula. The boat was rescued during the early 1980's in Tofino, transported overland to the Gulf Islands and resurrected in the late 1980's by Doug Johnston of Tofino. Doug rebuilt the hard working mission boat over, turning her into a unique Pacific Northwest cruiser, renamed AVE. This included replacing her running gear. Her original bronze propeller shaft now graces the aft cabin as a compression post under the missed mast. "Ave Maria" remained in Canadian registry until 2006, when she was purchased by Bill Turner of Bainbridge Island

2006 - 2007 Returned to her original name "Ave Maria" now in the United States underwent substantial work in Port Townsend. This included some planking and complete refastening and rudder replacement followed by complete rebuild of her forward deck, cabin and forward steering station. This rebuilding was followed by installation exquisite bronze and brass railings, and the addition of bronze bits and chocks from Port Townsend Foundry. The originally installed Dickinson Range was replaced by a huge cast Iron Diesel Heater made by Refleks and it appears to be the only one imported to the United States.

I found the old Mission Boat in 2016 chained to the dock at a Bainbridge Island Marina- seized by the US Marshals in a Bankruptcy proceeding, and up for auction. some risk, I prevailed at the auction.

Initially intending to keep the name "Ave Maria" I became more familiar with the fraught history of Residential Schools and the treatment of First Nations and Native American Children here attendance was compulsory, and speaking in native languages was punished.

The name NOOTKA reflects the history of the Pacific Northwest, is the name explorers originally gave to the Nuuchahnulth and seeks to honor the heritage of the builder. The Vessel also has and a unique and continuing connection with her builder., Barney Williams. A photo shows Doug Johnston, who rescued and rebuilt AVE MARIA in the 1980's with her original builder Barney Williams of the Nuuchahnulth First Nation with AVE (ex. Ave Maria) in the background. Another photo shows Barney Williams at the helm of AVE MARIA (ex. AVE) in 2006. During the trip back to British Columbia to visit her builder the vessel was presented the reed cedar Sea Otter plaque carved by Barney's son, reflected the the families Clan which is

now mounted in NOOTKA's pilothouse.

The old Mission Boat's well used GM Bedford diesel dating from the 1970's was removed and replaced with an Luger/John Deere 96hp Diesel greatly improving fuel efficiency and reliability.

NOOTKA has many unique features including antique brass and copper running lights all originally oil burning. The Side lights are from Spain, the steaming light in English, and the stern light is a great old Perko - all converted to LED lights but retaining their original internal reflectors. Stainless Steel Hydraulic Drum Anchor Winch and Forfjord #6 Anchor, and Kolstrand hydraulic boom winch

When not out wandering in San Juan and Gulf Islands, or elsewhere on the Salish Sea, NOOTKA can be found on her mooring in Hale Passage off Lummi Island. Winter will find her moored just inside the Ballard Locks on the ship Canal in Seattle.

Images & Files

Images of the yacht for review by the Yacht Registration Committee, as well as for posting on the website. If preferred, photos may be emailed to Yachtregister@classicyachtinfo.org. (Any number, any size.)

Boat Profile Image

Boat Image 2

Boat Image 3

Boat Image 4

Additional Document File

Additional