

Cincinnati Literary Club  
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To Build a Boat  
By Pete Strange

“Noey call de boys in fum de plain –  
    Shem, Ham an’ Japheth!  
Tol’ ‘em, Boys, hit gwine ter rain;  
    Gwine to be a mighty flood –  
Tern de hull dry lan’ ter mud –  
    Gotter cut sum Shitem wood –  
Ter buil’ de Ark:

So grab de hammer, axe an’ saw –  
    Tell yo’ wives an’ tell yo’ maw;  
Got no time fer whoop-te-doo –  
    Days’re gitten mity few –  
For all de wu’k we gotter do –  
    Twixt dawn an’ dark - -

De boys wu’kked mite nigh day an’ nite –  
    Shem, Ham and Japheth!  
Getting’ ebberthing jes’ right;  
De tarred de j’int’s – pitched the seams –  
    Dubbel-j’inted all de beams -

“Noey An’ De Ark”

From “Uncle Em’s Bible Tales”

Here is the version produced by committee under the Hampton Court Conference convened by King James the VI of England.

“And God said unto Noah . . . Make thee an ark of Gopher wood, rooms thou shall make in the ark, and shall pitch it within and without with pitch. And this is the fashion which thou shalt make it of: The length of the ark shall be three hundred cubits, the breadth of it fifty cubits, and the height of it thirty cubits.

A window shalt thou make to the ark, and in a cubit shalt thou finish it above; and the door of the ark shalt thou set in the side thereof; and lower, second and third stories shalt thou make it.”

There you have it. Ninety seven words in the biblical version; slightly more in Uncle Em’s interpretation.

Consider the magnitude of the undertaking described by those ninety seven words.

Actually that analysis has been done for us. A few years ago a group of self-styled experts on the meaning of every word in the Old Testament undertook the task of creating an exact replica of the ark, at Williamstown, Kentucky. It was a good thing that they were experts because there is a lot that must be read between the lines to get to a finished project. For instance, the definition of the unit of measurement, cubit. The traditional cubit was described as being the length of a forearm from the elbow to the tip of one’s finger; and the standard was set as the length of the king’s forearm. Because kings and human beings come in different sizes and even the averages change with changes in diet, health care and - dare I say - evolution, there is some difference of opinion as to a cubit’s length, ranging from eighteen inches to twenty-one inches. Being experts, the builders at Williamstown elected what they describe as the Hebrew definition of a cubit – 20.4 inches. Choosing the Hebrew definition was not just a nod to being a little more ecumenical than most fundamentalists, it was a first step in exactness, indicating a level of insight into the facts underlying the ninety seven words that stands as a triumph of explanation over mere information.

Those confident interpreters went on to not only name Noah’s daughter-in-laws; they ascribed to each a certain set of features and even contrived a set of interests and hobbies for them. This writer grew up with two Baptist ministers in the family, and so has some experience with creative explanations that fill in the blanks and answer the questions: however, the new ark set the bar very high on biblical interpretation. Whatever the source and depth of their insight, I am

deeply grateful for the good folks who built the modern ark, for they defined the scope of Noah's undertaking.

First, there is the matter of the building material. What the King James Committee called Gopher wood. I am sure that they were not connecting God's great work to a common American rodent, but that word occurs only once in all the translation and there is no guide I can find to shed light on what tree they were referring to. Uncle Em called the material Shittim Wood, which is believed to be the Acacia that was used to build the Ark in the Temple. Maybe the material Noah used was from the Cedars of Lebanon? Wherever it came from, there was a lot of wood in that ark.

Here is the magnitude of the construction. The modern model is 510 feet long, 85 feet wide and 50 feet high – all faithful to the Hebrew cubit.

Here is the materials list:

3.1 million board feet of timbers. There is no debate regarding the definition of a board foot; it is a piece of material 12 inches square by 1 inch thick. Using an average weight of 30 pounds per cubic foot, each board foot weighs about 2.5 pounds. So to start Noah and the boys needed to gather up about 4,000 tons of timbers.

15,150 sheets of plywood. I am stumped to find an explanation for how Noah obtained plywood, but at an average weight of forty pounds per sheet, that adds up to another 300 tons.

290,000 board feet of Bamboo flooring, for another 360 tons. Again no explanation as to where Noah might have run across Bamboo; but a clear nod to his Green Building commitment.

95 tons of steel plate connectors; 300,000 screws and 50,000 bolts.

Those steel connectors suggest that this is the time to talk about time. According to the Biblical experts Noah was born about 2948 BCE; Japheth, Noah's youngest son, was born about 2448 BCE; and the flood occurred about 2348 BCE. Assuming that Japheth was not a toddler when construction of the Ark started, then the Ark was built sometime in the eighty years between 2428 BCE and 2348 BCE. I share this arithmetic to point out some events in the evolution of materials and tools. The Iron Age didn't begin until about 1200 BCE – so iron was a thousand years into the future. The Bronze Age started about 3000 BCE, so assuming that Noah was an early adopter that would have been the material available for fasteners and connecting plates. A bigger challenge was tools. There is evidence of copper saws around 3000 BCE, but most tools at that time were made from flint or obsidian.

In the twenty-first century AD it took five years to complete the ark replica, using hundreds of workers and modern equipment. As just one example, the fabricator of the timbers – the owner of some very sophisticated band saw sawmills - worked a crew of 25 people, three shifts, six days a week, for a year; to produce 120 semi-truck loads of timbers. Calculating that back to Noah and his three sons (assuming for fun the same level of efficiency) means that the four biblical builders would have used up approximately 22 years fabricating timbers; without regard to logging, hauling and erection. Since the scholars estimate the construction by Noah to have occurred over fifty to seventy-five years, and since the crosscut saw (and many other tools) were far in the future, the four members of Noah's family were prodigies of the carpenter craft.

The modern builders opted for GlueLam timbers for the curved sections in the bow. Again, no suggestion as to how Noah might have accessed the technology for curved, stranded fabrication; but a clear savings in the long hours required with a stone axe and obsidian adz.

It leaves one to wonder whether this was another case of something dropping like Manna out of the sky; and, if so, why it took God fifty years to act after he got good and mad. Or whether Noah hired contractors to do the work, and like the Trump organization, stiffed them on payment; leaving them amid the coming flood to sink or swim on their own.

But theology and even history are not the point of this paper. This is about building a boat. Whatever the details, that first great adventure in boatbuilding has had a lasting impact. The result as we all learned from our bible stories was a floating menagerie that survived the deluge and saved one extended family and all of the earth's animals. We are all descended from Noah, so it should be no surprise that we all contain within ourselves the urge to build a boat.

Rub-a-dub-dub,  
Three men in a tub,  
And who do you think they be?  
The butcher the baker, the candlestick maker'  
And all of them out to sea.

This old, English, nursery rhyme originally pointed toward respectable folks who did naughty things – like attending the peep shows at fairs. It is brought forward here for no particular purpose other than to show off the narrator's erudition and to assure the listeners of the wholesome nature of the boat building to follow.

All of which leads us to our story about how three old guys in Cincinnati made the decision to build a boat. All three were lovers of boats. Two with long experience in sailing; and the other - who knew just enough about sailboats to not call anything on board a rope - having grown up on the rivers and creeks of Kentucky. All three had attained some level of success in their professions; the legal profession, medicine and commercial building; and all three were retired enough to devote a few hours a week to some new endeavor. The lawyer and the contractor had actually built boats somewhere back in ancient history. The lawyer, along with his bride, built a dory in a boatbuilding school – a boat for their son that has seen long service. The contractor, having grown up in a less organized environment, had nailed together galvanized roofing sheets and 2 x8's for his first boat and eventually progressed to a canoe constructed of brown wrapping paper – all without any lasting success. The good doctor brought to the project a level of attention to detail and patience - arising out of the fact that every child came to him in a fully non-standardized, unique edition - that served the team beyond experience.

For simplicity in the narrative (and for the amusement of any of their family members who may read this writing), I shall refer to the lawyer as Jim, the doctor as Tom and the contractor as Pete.

The conversation about building a boat started right after Jim finished a building on his property that was designed for projects, in addition to housing grandchildren on their visits. The building can't be called a barn any more than the Biltmore can be called a house, but beyond the heated floors, sleeping loft, office furniture, auto-lighting gas fireplace and indoor plumbing, there was space enough for boatbuilding – provided the tractor that was intended to occupy the space was

parked outside. Looking for an undertaking to compare to the potting and planting his wife was pursuing in her half of the barn, Jim reached out to some friends to assess their interest in doing a project that would bring them together on a regular basis – for conviviality, learning and , hopefully, accomplishment.

Despite the fact that Jim and his family already owned more than a dozen boats and that Jim’s family operated those boats from an island in Maine for only a few months each year, his first suggestion – probably based upon his “great to a google” grandpa Noah’s success – was, “Let’s build a boat.”

So; three sorta old, sorta retired guys decided to meet once a week to build a boat. The Beta phase of this glorious project began with wooden boat models – as a way of identifying the bugs in the concept. Each builder had a model of a different boat and each builder progressed as his time and patience allowed. There were four great learnings from that early trial.

First, being with friends, in a warm space, with coffee, is a pleasant experience and well worth a couple of hours a week.

Second, even wooden boat models require something more than the tools made by the Dremel or Exacto Companies.

Third, any adhesive strong enough to be useful in boat building will be impossible to remove from clothing or fingertips.

Fourth, the work product from model building does not come close to satisfying the egos of impatient, old, white guys.

The first learning about warmth and friendship has been reinforced many times over the past year.

The need for more tools was addressed by the fact that Pete had grown up in a family of carpenters and was a life-long pile-it. Not the sort of pilot that ever leaves the ground, but the sort that would pick up any stray tool or machine and pile it in one of his sheds or barns. Pete’s pile-it avocation resulted in his accumulating more than 100 hammers, twenty-five hand saws and dozens of wood planes of every description. Given that his early introduction to the carpenter trade was spent mostly in closets – to avoid what his more accomplished relatives called Peter tracks on the finish work - Pete was often described as having far more tools than he had carpentry talent. But among his many possessions were things like band saws, compound miter saws, belt sanders, and other tools that moved the team beyond the Exacto Knife and

Dremel Moto-Tool. And, the opportunity to relocate parts of his vast collection to Jim's new barn relieved some of the congestion in Pete's own buildings.

The learning about aggressive adhesives had no solution, leading to some strain in the relationships with the builder's spouses; however, the addition of white mineral spirits to the already copious amounts of alcohol applied to hands during the pandemic might have had some positive effect in preventing infection.

The learning about impatient, old men led to its natural outcome. It is always more fun and more interesting to embrace a new project than to complete the tedious work required to finish the project at hand. In commercial construction this results in what are named the three definitions of complete. Contractor complete is when the contractor can see a path to completion, and he starts thinking more about the next project than about finishing this one. Designer complete is when the architect can see his vision in the reality of the project, which gives the architect a new idea that he is anxious to pursue. Then of course there is owner complete, that elusive time when the individual paying the contractor and architect actually gets what he or she is paying for in a usable form. The three models, in various states of completion, reside on the shelf – having served their purpose of creating interest and excitement in building a boat.

The next step in the process was to select the boat to build. There were thousands of choices, from bare bones plans requiring a single sheet of plywood to complete pre-cut kits of complex, large sailing skiffs or power boats. Jim and Tom – as experienced sailors – scoffed at the idea of building a power boat; and Pete had once mistakenly used the term motorboating in the presence of younger friends; only to learn that it had a meaning beyond his experience. (As an aside, the narrator wonders if motorboating was included in Mr. Clinton's definition of not having sex with that woman.) At any rate, boats that required motors were out, so the builders turned their attention to boats propelled by oars. The whirlpool that drew the three builders in was presented in a two-part series of articles in "WoodenBoat" magazine. The title of the article was, "The Periwinkle Junior – A Simple Skiff and an Excellent First Boat." The Periwinkle Junior seemed to be a perfect fit in terms of space available in the new barn, a beginner's level of complexity and thousands more words of description than were necessary for Noah to get his grand result. Each of the builders read the two articles several times; and, proving that none of the three was meant to be a proof reader, retained only the exciting news that the Periwinkle Junior is so simple that it is used as a learning experience in a program to engage fifth grade students in Boston.

In reading the articles, our three novice builders failed to notice that the experts, who built nineteen of these boats each school year, felt the need to provide a chart of corrections in the

second article. It brings to mind the challenge of reproducing Grandma’s recipes, which – for all her talent in cooking – always seemed to leave out a key ingredient when passed on to others.

In the program for inner city kids, the boat was described as a tool for teaching mathematics, spatial relations and engineering; and along the way to help the students develop teamwork and self-confidence. Whatever our three old guys lacked in the other areas, they had plenty of self-confidence. Calmly confident that they were “Smarter than a Fifth Grader” they charged ahead.

To maintain the historical perspective of this offering, I should mention some smart fifth graders. By the age of eleven:

- Blaise Pascal had written his first math proof on the wall- with a piece of coal.
- Frederick Chopin had written his first music – a polonaise.
- Sergei Prokofiev had written an opera.
- Franz Liszt had performed his first piano concert.
- Ruth Lawrence had completed her second year at Oxford – in mathematics.
- And, in 2018, Elijah Preciely had received a full scholarship to Southern University in Physics.

A little research might have tempered our boat builders’ confidence.

But; off they set, in the spirit of Noah. The first surprise and learning was that you don’t start building a boat by building a boat. The first step in the process was to build the “Lofting Floor.” The Periwinkle Junior is ten feet long by about three and one-half feet wide. The lofting floor – sheets of plywood bound tightly together and painted white – turned out to be twelve feet long by eight feet wide. It was described in the instructions as “ample;” a word like cubit that is subject to a wide range of definitions. This was the first insight into the failure of the English language to accurately capture the challenges involved in boat building. (It is folly to suggest that these proportions applied to Noah’s project, but if they did, his lofting floor would have been 600 feet by 200 feet. That’s a lot of painted plywood!)

The purpose of the Lofting Floor is to show, full scale, the three views of the boat – the profile view (looking from the side); the plan view (looking down from above) and the body plan (looking end-on). The layout on the lofting floor is anchored by three lines – the Center Line, the Strongback Line and the Design Water Line. The curves of the boat are laid out as a series of

offsets from those lines. At this point Pete, the contractor, who was used to detailed plans and specifications, contacted the boat designer mentioned in the article and “purchased” the plans – hoping to speed the work with more detail. What arrived by email was the exact same set of offset tables contained in the magazine article; and when Pete called the designer to suggest that he wanted to buy complete plans, the response was, “those are the complete plans.” It was more guidance than Noah got, so the three builders learned some math by interpreting the offset tables, which set forth measurements in an arcane presentation of feet, inches and eighths of inches – or sometimes, without explanation, sixteenths of inches. The project might have faltered at that point, except for Jim’s preteen grandson showing up and proving to be an expert with the tick stick – that marking stick used for transferring measurements from one view to another. The three builders got a practical exposure to the fact that they were not smarter than that one fifth grader.

The builders carefully laid out the offsets and using a thin, bendy piece of wood called a batten, drew all of the curved lines for the boat. Stepping back and looking at those lines led to one of the great learnings from the adventure: **“If it’s not curved, it’s not a boat.”**

The not so great, but most enduring, learning was, of course, “Half of the work is in the preparation to build the boat, half of the work is in the constant search for the materials and the tools to do the building; and the last half of the work is the actual building of the boat.”

That first half – preparation - included building the construction jig. This was a set of wooden molds shaped like the shape of the boat at various places along the hull and fastened to a raised platform. The raised platform held the molds rigid, but also provided the very important benefit of reducing the amount of time that the aged boat builders spent on their knees. Having the shape of the boat established was an absolute requirement for bending various pieces of white oak into the proper curves. Jim – who is in love with process – argued for using a steam box for the bending of the wood. Cooler heads (pun intended) prevailed and brute force cybernetics proved to be adequate. This experience reinforced the learning: If it’s not curved, it’s not a boat.

With the construction jig completed – and now two months into the adventure – it was time to gather materials and start building a boat. This was when the builders learned that boat designers do not like manufactured products. The standard dimensions of lumber are, of course, one and one-half inches by three and one-half inches for a nominal two by four, and so forth for larger sizes; and the standard size of a sheet of plywood is four feet by eight feet. Nothing in the boat plans matched any of that. The transom was thirty inches by nineteen inches by one inch thick –

requiring every plank to be planed from one and one-half inches thick down to one inch, and having to glue together two nine and one-half inch wide planks into one solid unit. The planks used for the boat sides were one-half inch thick requiring planing each from three quarters of an inch.

The standard size of a sheet of plywood probably has to do with the width of the first rotary lathes, used in the mid-nineteenth century to cut the veneers. Today sheets are available in many widths and lengths, but the standard is still 4 feet by 8 feet. The plywood for the Periwinkle Junior needed to be ten feet long, which left the boat builders two choices. They could scarf together two pieces of plywood to get to ten feet. Scarfing is a process of cutting a very acute angle, across the pieces to be connected, to create a wide glue surface – usually at an eight to one bevel. As everyone learning more math by boat building knows, the miter adjustment on a typical power saw allows an angle from 90 degrees to 45 degrees, far from the acute angle needed to scarf. One solution would be to buy a scarfing jig (an expensive tool that has no conceivable use after the boat is built), or to learn much more interesting math and take a lot more time by building a scarfing jig. The alternative solution was to pay three times as much for a manufactured sheet of plywood ten feet long. The magazine articles may have called the Periwinkle Junior simple, but they never said it was cheap. (It makes a person wonder whether the inner city kids in Boston would rather have had a pair of Air Jordan's instead of a row boat.) Our boat builders of course opted for the purchase, which reinforced the harsh reality of Occam's Razor: It often costs more to achieve the simplest solution.

And, now on to the excitement of actual boat building. This step opened the opportunity to fill the tool box. A carpenter's tool box is a sort of reverse Pandora's Box; instead of evils escaping when the box is opened, opening the carpenter's tool box always seems to disclose that one more expensive tool needs to be purchased and inserted into the box. The term box is, of course, just a metaphor. Lots of tools were purchased or transported from Pete the pile-it's sheds, but almost none of those tools made their way into a box where they could be easily found when needed. Remember that learning about the second fifty percent of time and effort being used in finding materials and tools; well most of that time was spent searching for the ever elusive tri-square, bevel gauge, hammer, screwdriver, proper size screw or the rare and valuable sharpened pencil. (To this day the high end, brass pencil sharpener that Jim purchased for his tool box remains missing.) In this Trumpian era of conspiracy theories, one could leap to the conclusion that some spouse or spouses of the boat builders - in an effort to prolong the amount of quiet time they enjoyed while the boat builders were in Jim's barn – had acted to hide the tools. It may even be that the high-end, brass pencil sharpener has started a new life in some wife's pencil box.

The magic of the biscuit joiner having already been discovered in making the transom, the builders moved on to other horizons involving table saws, cut-off saws and high-speed routers. This simple boat plan included dimensions to 1/32 of an inch and angles to be cut to ½ a degree. Pete the pile-it had lots of power tools, very few of which could be adjusted or manipulated to such exact specifications. The result was a great learning taken intact from the first page of the instructions, “**Minor adjustments may be necessary.**”

This learning was especially true for the aptly named “Fashion Pieces” that had to be fashioned to fit at three intersecting angles. After a couple of failed tries by Pete, this work was put into the hands of Tom the doctor, who was much more used to taking care up front rather than dealing with consequences down the line. Tom received later assignments when descriptors like “this is a difficult fit” and “notoriously difficult to shape” appeared in the directions. The great learning from these processes was, “Always cut one more piece than you think you will need, to allow for the rule that applies to cooking pancakes: “Throw the first one away.”

An even more ominous line in the instructions appearing after “notoriously difficult to shape;” was “Our students install these, and later volunteers glue up the trickier center piece.” Jim did that trickier work on his own, during the week between meetings; after all it was his idea to build a boat.

A particularly interesting piece to fabricate was the stem knee, the main support for the bow of the boat. The instructions were to make the stem knee from glued up thin layers, bent to a curved shape in a jig; then after the epoxy sets to cut the knee to shape. No definition of thin was provided and no instructions for making the jig. It took forty 1/8<sup>th</sup> inch strips to make the 5 inch thickness; and a very robust jig to squeeze everything into the suggested S-shape. By actual count the instruction for this process included seventy words; not nearly enough, but more than Noah got as a description of the huge door he was to make in the ark to load elephants and camels. A good time was had by all over three weeks of meetings; and the builders relearned the lesson about epoxy not coming out of clothes.

As assembly began, the good people who wrote the instructions at last provided some recognition of the difficulty in creating surfaces free of holidays and joints absolutely tight for all their length. The instructions disclosed the fact that the boat builders in Boston used Sikaflex in all of their joinery. Sikaflex is a high-end, polyurethane sealer and adhesive that will cure a host of slight variances. It was a boon to the amateur boat builders, although at the cost of several more pieces of clothing ruined. The instructions to Noah to pitch the ark within and without

were no doubt in recognition of the frailties of the first-time ark builder. Our builders could have followed the path of Cormac McCarthy's "Suttree" who scraped up tar off the county road to seal his fishing boat; but once again they embraced the simplest, but far more expensive, solution.

Offsetting the joy of Sikaflex was the fact that everything had to be bound together by bronze screws. The Bronze Age was undoubtedly an advancement for the hardy folks of Noah's time; however, bronze for all of its resistance against corrosion, proved to be a challenging fastener because of its softness – better than brass but not nearly as tough as steel. Based upon his experiences with drywall screws (Which for fixing things are the next best solution to duct tape) Pete recommended square drive screws, rather than star drive, slot drive or Phillips head. The screws were easy to drive, right up to the point when they locked into the white oak wood and the square drive hole became a round hole with nothing to grip the bit. Coming full circle this was the point in the project when the Dremel Moto-Tool was the perfect solution; to cut a plain old slot across the screw so it could be extracted. This experience provided support for the builders' assumption that "you can never own too many tools."

Along about this time, as the boat was taking shape and the builders were swelling with pride at the bones of their Frankenstein coming to life, the thorny question of ownership came forward. It was Jim's idea, it was Jim's barn, but was it Jim's boat. None of the builders actually needed a boat, least of all Jim, but the idea of owning a product of one's own creation surpassed any amount of deductive reasoning; so the project reached its obvious outcome – three boats. After all, the guiding beacons for boatbuilding had been captured on the wall early in the adventure. With the joyful confidence embodied in the two rhetorical questions: "**How hard could it be?**" and "**What could go wrong?**" the three builders embarked upon two more boats before the first was off the molds. That of course led to another great learning, which was: iterative work (doing something three times or even thirty times) does not lead to greater speed or fewer errors. Speed is driven by deadlines, which were absent from the project; and it turns out that creative and talented builders can come up with an infinite variety of errors. Every meeting brought a new set of inadvertent departures, which resulted in the opportunity for intentional compensations.

So here is the butcher's bill in terms of trees killed, extraction of ores and high-energy-consumption processes required to build three ten foot row boats.

- 250 Board feet of white oak, pine and poplar lumber.
- 3 sheets of 4 X 10 foot marine grade plywood.

- About 900 bronze screws and bolts.
- A dozen tubes of Sikaflex.
- A quart of good, marine epoxy.
- Fiberglass cloth and coating for the bottoms.
- A couple of gallons of good paint.

And, of course, several new tools that made a very satisfying sound when plugged into a wall socket. (An early and continuous learning was the location of various circuit breakers, when the tools blew a fuse.)

All of this was a very far cry from Noah's carbon footprint - destroying thousands of trees in old-growth forests - but it was enough to make Jim opine that he wished he had built a bigger barn.

The three boats are constructed. The three Periwinkle Juniors are far from perfect – and may not come up to the standards of Boston fifth graders – but they are far sounder than Farley Mowat's "Boat Who Wouldn't Float" that was built and rebuilt by professional boat builders in Newfoundland. Farley described his boat, Happy Adventure, as: "She looked as if she might have been flung together by a band of Neolithic builders equipped with stone tools." Certainly an unfair reference to Noah and his progeny; however, over ten years of ownership – despite many rebuildings, recaulkings and repaintings – Mr. Mowat never succeeded in keeping his boat from leaking like a sieve. It leaves one to marvel at the miracle of Noah's accomplishments and to pray for a better outcome for our three old men.

The next steps for our three intrepid builders are fiberglass for the bottoms (Kevlar for the boat going to Maine where there are no soft landings); a couple of coats of paint to cover the adjustments and the blemishes; a ceremonial launching in either Jim's swimming pool or Pete's farm pond; and most important a post-Covid road trip to deliver Jim's boat to Maine – combined with some sailing to test how the new boat tows behind.

And then on to building the next boat – or three.

Which brings us to the final great learnings from the opportunity (or in Noah's case, the obligation) to build a boat.

Nothing is simpler than something that you already know how to do. This must explain how the good folks in Boston can turn out nineteen Periwinkle Juniors in nine months, while teaching a group of fifth graders.

Most important, nothing is more fun than turning a dream into reality, along with good friends who are open to the adventure.

You may build a boat because God tells you to; you may build a boat that you need to get across the water to where you want to go; or you may build a boat that you don't need but that will cause you to come together with friends. But no matter what your age or your experience, before you die you must build a boat!

TO HELP YOU ON YOUR WAY, OUR BOAT BUILDERS SHARE THESE LEARNINGS:

1. IF IT'S NOT CURVED, IT'S NOT A BOAT.
2. MINOR ADJUSTMENTS MAY BE NECESSARY.
3. WHAT COULD GO WRONG?
4. HOW HARD CAN IT BE?

If you get discouraged, visit Williamstown, Kentucky and see what God asked of our "Great to the Google" grandpa, Noah.

Pete Strange

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