

# Watermen get a new boatyard; Restored log boat is launched

The owners of **Chesapeake Marine Railway** on Fishing Bay in Deltaville, Va., are now operating a second boatyard in nearby Urbanna. The Farinholt brothers — Rick, Jon, and Lee — took over the boatyard and buildings that were occupied by two companies, Cameron Marine Service and Catman Catamaran — a builder of high-end catamarans — and named their new boatyard **Urbanna Boat Works**.

This is particularly good news for commercial watermen because Urbanna Boat Works provides fishermen on Virginia's western shore with another place to bring their boats.

Chesapeake Marine Railway has an experienced work force that can be utilized at the Urbanna yard, which is just 20 miles away. "Our philosophy is going to be to move staff where the need is to work on boats," says Jon Farinholt. "We can also move the boat to the need, either Urbanna or Deltaville."

Urbanna Boat Works has a 40-ton travel lift for hauling boats, while the Deltaville yard has multiple marine railways, with a maximum capacity of 300 tons. They can haul boats up to 120 feet long and with a maximum beam of 26, service up to four boats on the railways, and one of the railways leads into a building.

Cameron Marine Service allowed

watermen to work on their own boats. The Farinholt plan to continue this practice. "We have a strong connection with commercial fishing boats at our Deltaville yard and we know about their needs," says Farinholt.

In April, Chesapeake Bay clammer and charter-boat captain Chris Deal had his boat, the wooden 42-foot Charlotte D, at Urbanna Boat Works. He is working on the boat himself, partially replacing toe rails and washboards. Fir was used for the washboards and salt-treated wood for the toe rails.

"The Urbanna location is very convenient for me," says Deal, whose boat is moored on Robinson Creek, just a short distance from Urbanna Boat Works. "If I have to go to Deltaville to work on my boat and forget something, I have to come all the way back here."

"We know how important it is for watermen like Chris to have a place that will haul his boat in a timely manner," says Farinholt. "We don't necessarily encourage everyone to work on their own boats, but we know watermen are fighting a time frame to get their boats back in the water to go to work."

"With a recreational boater, you never know when the work will be complete on the boat, and that can tie up valuable space for long periods of time," he says.

Down at the Chesapeake Marine Railway in April, the F.D. Crockett was on a railway receiving final touches before sea trials.

The buy boat, with a hull built of logs, is in its final stages of restoration by volunteers at the Deltaville Maritime Museum in Deltaville.

Project director and boatbuilder John England and others took the boat out for sea trials in Chesapeake Bay on April 22. The boat has been refitted with a Detroit Diesel 6-71 Gray Marine engine, rated for 120 horsepower. The F.D. Crockett ran smoothly through the seas and cruised at 9.5 knots at 1,500 rpm.

Poquoson builder Alex Gaines built the F.D. Crockett in 1924 with assistance from John Franklin Smith of Smith Marine Railway, in Dare, Va. Smith Marine Railway is still in operation.

The 55' 8" x 15' 7" x 4' 6" hull was built from nine logs at the end of Chesapeake Bay's log-boat building era. The



The buy boat F.D. Crockett is one of only two boats left on Chesapeake Bay with a hull built of logs.



This 42-foot clammer and charter boat was hauled out at Urbanna Boat Works for some minor repair work.

low-sided F.D. Crockett worked particularly well in the oyster and crab-dredge fisheries, and as the fisheries grew in the 1920s, so did the demand for large log-hulled boats.

The F.D. Crockett is one of only two log boats left in the bay region. The other one, the Old Point, is owned by the Chesapeake Bay Maritime Museum in St. Michaels, Md. The Old Point was restored recently at the museum's railway and is a featured attraction there.

The Deltaville Maritime Museum volunteers, called Crocketteers, who worked on the F.D. Crockett's restoration, logged more than 7,000 hours on the project.

— Larry Chowning

For information on companies in Around the Yards, see page 53.