

Campaign for the IDA MAY Project



The new IDA MAY is a replica of a 1925 oyster boat.

Support

- * the preservation of the marine environment of Oyster Bay and the historical, economic and environmental significance of shellfish farming,
- * the future use of the boat - connecting people to the water through education and recreation,
- * the volunteers and process of building something of lasting value.

Construction of a replica of the IDA MAY is a project of the Christeen Oyster Sloop Preservation Corp, a not-for-profit 501(c)3 organization whose mission is to preserve Oyster Bay's maritime heritage by involving the community in traditional boatbuilding.



The Ida May
 24 1/2" x 36" x 1 1/2" 1925 C.O.S.P.
 William B. Jonas

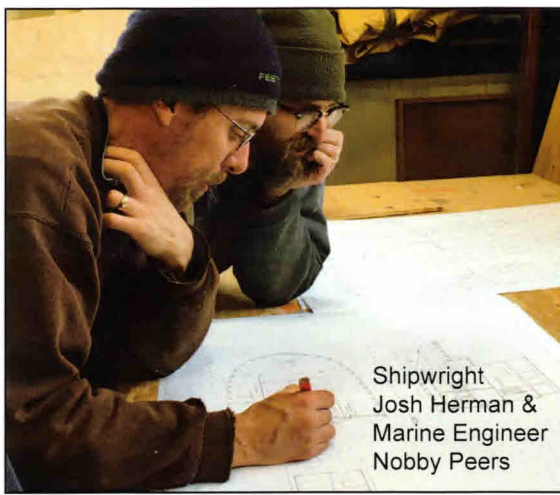
Christeen by William B. Jonas



History

Ida May played a role in the industrialization of the oyster industry in Oyster Bay. For centuries, baymen harvested in row boats and sail boats, and the *Ida May* was revolutionary because she had an engine. She worked in Oyster Bay for Frank M. Flower & Sons for over 75 years. As one of the first powered oyster dredges-

es, *Ida May* represents the transition from harvesting under sail in oyster sloops (such as *Christeen* to the left) to the modern dredges we see today.



Shipwright
Josh Herman &
Marine Engineer
Nobby Peers

The Project

Following earlier successes restoring and repairing the *Christeen* oyster sloop, the Christeen Corp resolved to build a replica of the *Ida May* that meets current Coast Guard standards to take people out on the water. Over the last six years, much has been accomplished by volunteers under the guidance of shipwrights Dave Short and Josh Herman.

2009-10: Josh Herman took the lines off the original *Ida May*, and McCurdy and Rhodes, Naval Architects, modified the design for current safety standards and future uses.

2010-11: A wooden boat-building shop was created in Building J. Logs were obtained and milling began for lumber to create supportive structures and the boat.

2012: The keel was installed. Shipwright Short lofted and made patterns for the frames, and built and attached frames and keelson.

2013: Framing was nearly completed. Pause for funding. Maintenance and remediation.

2014: Under Shipwright Herman's guidance, floor beams were shaped and installed. Sheer strake, bilge stringers, sheer clamps and beam shelves were steamed and installed.

2015: Finished beam shelves. Installed deck beams, carlins and coamings, ceiling planking and knee braces. Drilled a new shaft hole.

2016: Bulkheads and bulwarks were constructed. Shaft log, shaft tube, cutlass bearing and engine beds were installed.

2017: Painted interior/bilge. Installed floor boards and covering boards. Prepared deck planks. Built deck structures - hatch frames and trunk cabin.

2018: More development of hatches. The pilothouse trunk and deckbeams were built, and king plank, rudder and steering gear were installed.

2019: The pilot house structure was built and installed. Much work was done below decks constructing the head enclosure, bunks and curved staircase.

2020: Amid the Covid-19 pandemic, work slowed, but varnishing and other finishwork continued on the pilot house, as well as priming and painting bulwarks and ceiling planks. The engine was delivered. Deck planking began in the 4th quarter.



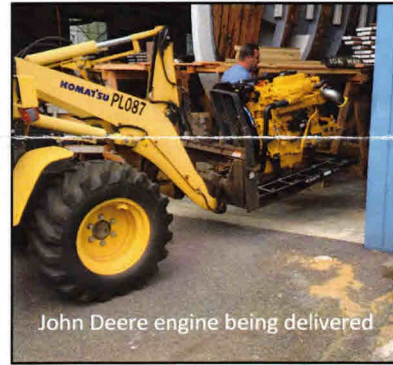
Pilot house



Above: foredeck and engine hatches.
Right: spiral staircase below pilot house.



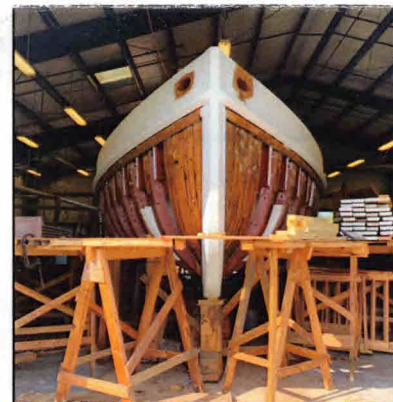
Milling planks



John Deere engine being delivered



THANKS



The Future

The new *Ida May* will be turned over to The WaterFront Center to take people out on the water for educational and recreational purposes such as marine ecology programs, harbor cruises and fishing. She will accommodate 44 passengers on a stable and spacious deck.