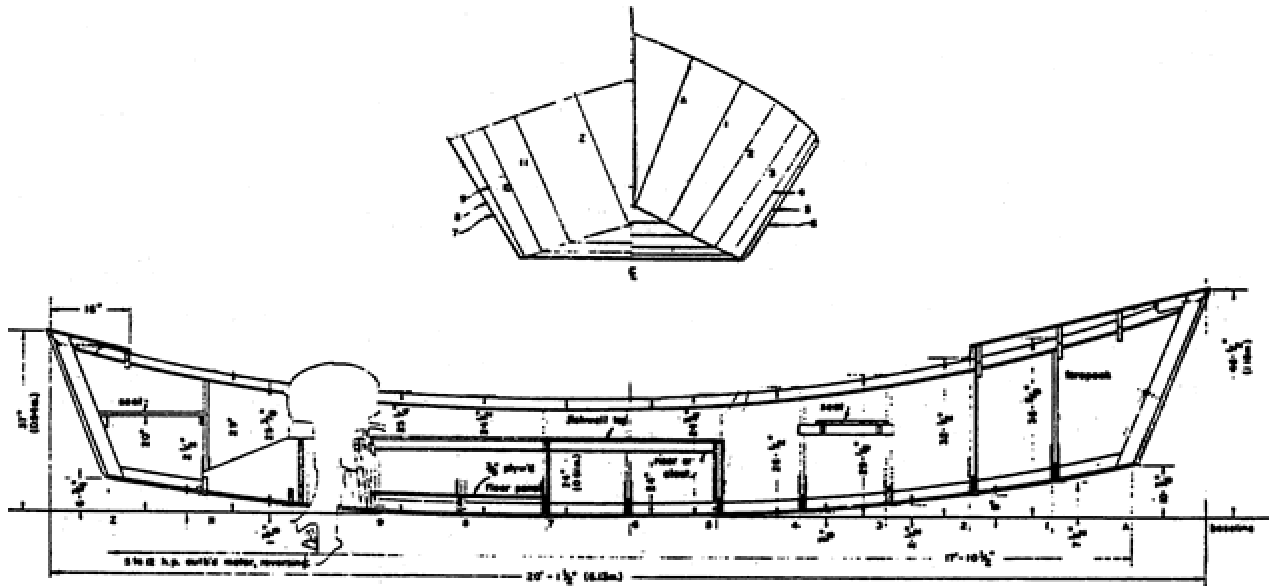


Anatomy of a 19 foot Sailing Bartender

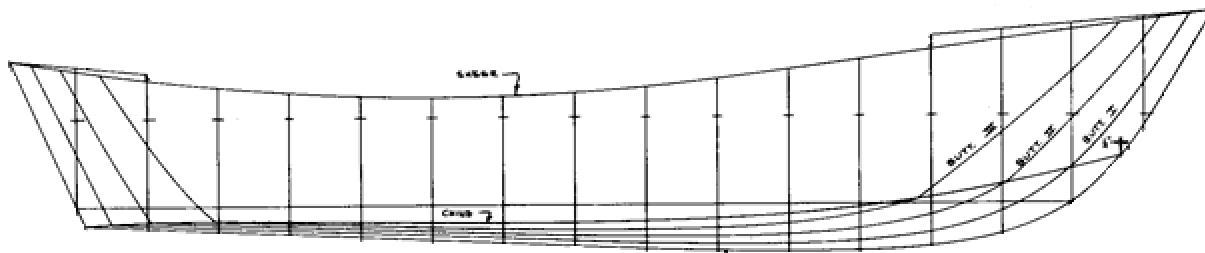
By Thom Vetromile

Along the Oregon and Washington coast, mighty rivers empty into the Pacific spawning Salmon runs that were huge in the 50's. From the Columbia River, south to Pacific City and the Newport area, boats were developed to catch this precious cargo -- back when the limit was however many fish would fit in the boat!. Launching from the flat beaches -- or going through the river bar rip tides -- lead to the development of shallow draft, double ended boat designs that could be trailed to the launch site. The dory was the obvious choice. These boats were able to handle the particular extreme sea conditions, especially entering and returning through crashing surf (without getting turned sideways) to skid upon the beach with a load aboard.



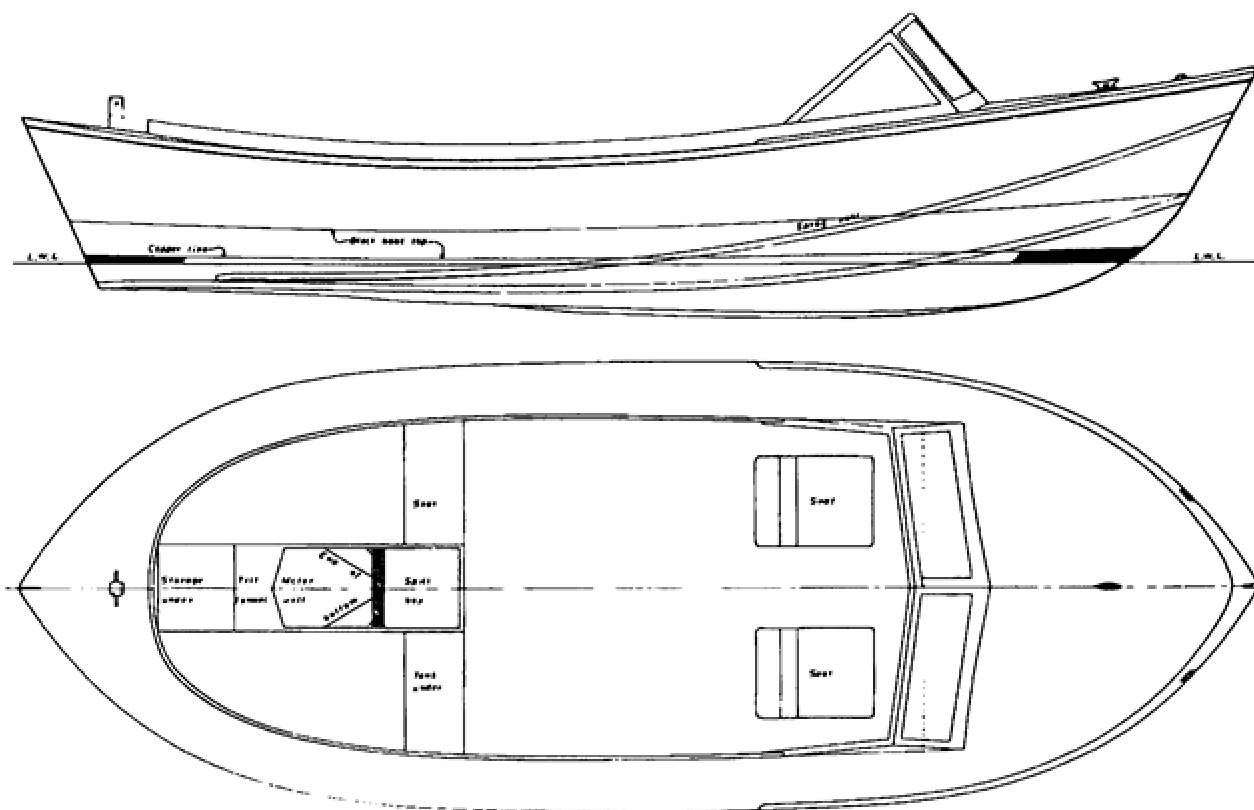
These boats were about 20 feet in length, 4 foot bottom beam, 6 foot sheer beam with steeply rockered ends and flaring top sides. Loosely based on the Banks Dory they were launch from the beach and rowed through the surf. The boats usually used the troll method to fish having two long poles which swung out to the sides of the craft; each carrying a number of fishing lines. Small outboards were used to troll for the fish, horsepower being 5 to 15.

George Calkins was building these flat bottomed plywood surf dories out of his shop in Delake Oregon as well as being involved in powerboat racing. The race boats used a modified V- bottoms and George reasoned that the double-ended surf dories could be improved with this type of bottom, especially for crossing the river bars to enter the Pacific using the greater horsepower inboard and outboards now becoming available. In 1957 a 22 foot Bartender was launched and tested well.



Profile for the Bartender 22 footer, the most popular version of the Calkins' Bartender series. LOA 22' 7", LWL 18' 7", Draft1' 6".

Over time George developed 4 versions of the Bartender series: 29', 26' (both standard and a 'cruiser' version), the 22 footer, and perhaps the sweetest version of them all – designed in 1962 -- the 19 footer.



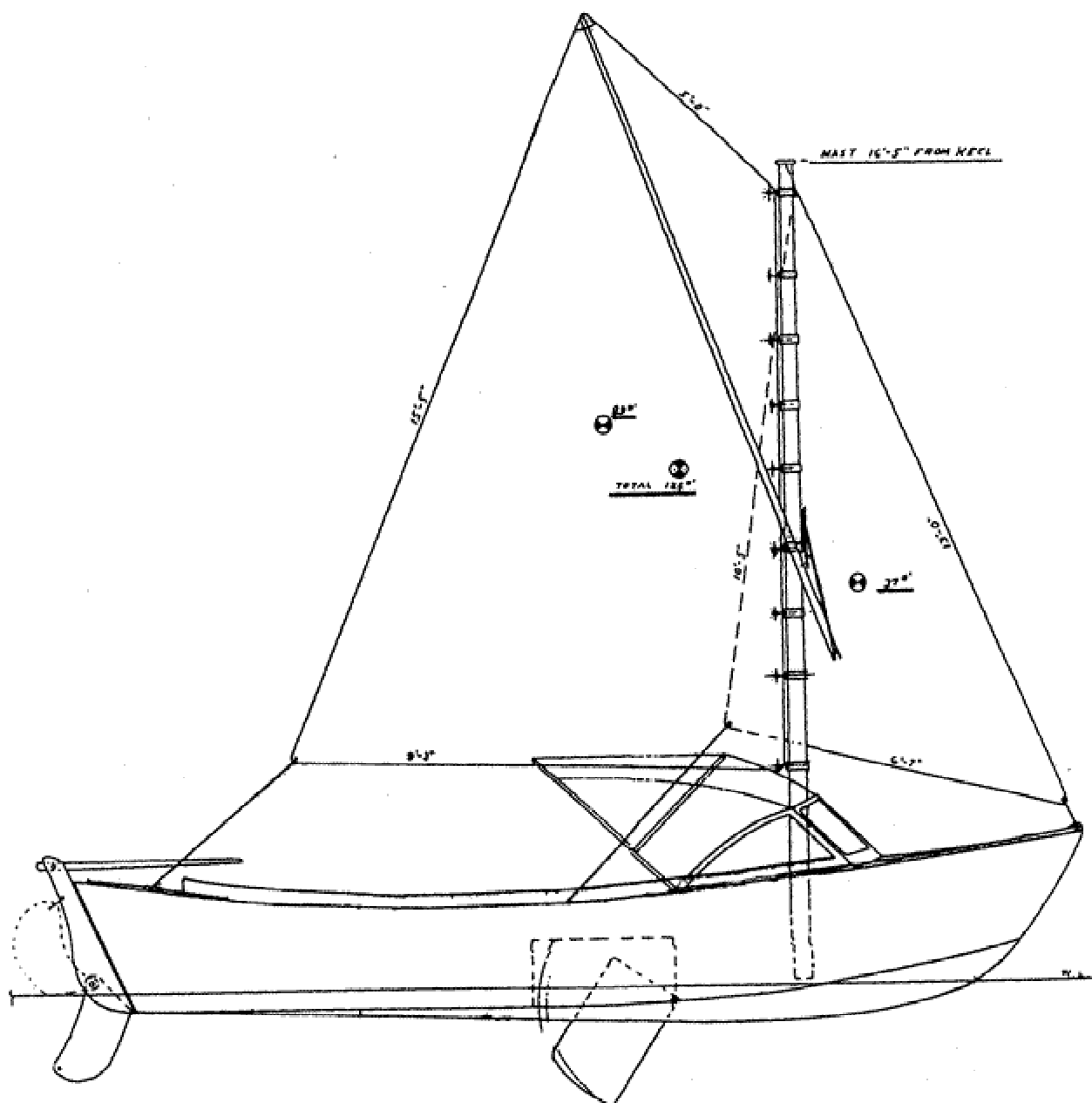
The 19' Bartender Stats: LOA 19', Beam 6' 8" LWL 16', Draft 8". Bartenders are characterized by their V- bottoms, pointy ends and wide decks keeping passengers dry and weight to the center of the boat



Above: The 'Lauren B' a 19 footer George built in 1982 for his own use. Note the 3-sided windshield a departure from his original plan drawings and this Bartender was designed to sail...!

Bartenders were designed to be built in the conventional way: Sheet plywood over closely spaced frames. George used Spruce for frames "helps keeps the boat light" he explained. The boats must be lofted to get the elegant shape with the frames set up on a backbone to lay on the plywood. The bottom, sides and decks are fiberglassed. As these are planning boats, appropriate horsepower must be used to get the performance. The 19 footer requires 30 to 60 hp depending on build and intended load. She will plane at about 20 mph and keep this pace through daunting sea conditions.

The drawing is by George showing the profile of this sailing Bartender 19. George built the boat in 1982 shortly after he moved to the Nordland in the state of Washington. The main sail is a Sprit rig, the mast is 16' 3" tall and breaks into two pieces to be stored along the inside of the boat. The Sprit also breaks into two pieces. The main sail area is 83 square feet. The centerboard is on the small side. A detachable rudder is added to the stern when sailing. George commented that it took twice as many tacks to get out of the bay than with his sailboat. The centerboard, a thin shape of galvanized metal, is short and not too deep when lowered. George stated this boat took "about twice as many tacks to get out of the bay" as his sailboat.



Otherwise, "she sailed almost as well as the sailboat". When asked if the centerboard, in the stowed position, effected the planning performance of this Bartender George answered, " Don't seem to".



The frames are stout in sizing to take rough water conditions and provide cockpit flooring. The mast tabernacle is just to the left of the pilots wheel, and the hole in the flooring is to secure it's foot. The mast and sprit rest to the inside of the boat. The athwart ships bench ties into the side frames and to the top of the centerboard case creating a very stiff structure. Note also the raised Down East Style rowlocks on the Port and Starboard decks. No oars came with the boat. It appears that a good length oar would be needed. maybe in the 9 to 10 foot range. One would face forward standing up to push the boat.



Looking into the aft portion of the cockpit shows the 50 hp. Mercury outboard and a split bench seat with batteries under. The exposed bilge pump rests at the below the motor well splash pan.



Looking down into the motor well note the white pipe hooked to the Merc's exhaust outlet. The pipe continues to the outside of the well, turns aft and exits out the stern. At slower speeds, these engines exhaust out below the power head. Only at higher speeds is all the exhaust directed to the thru-prop exit underwater.



The aft portion of the motor well has a thick swing up/removable plug. The aft bottom sections of Bartenders are narrow to preserve the pointy stern for following seas.

To gain planning surface George Calkins designed this nifty motor well plug. The smaller cut out is removable mini plug that one can put a small outboard -- 4 hp. or so. This motor would be used in an emergency or to troll while fishing.

Right: The portable transom for the small outboard is in place.



Another characteristic of Bartenders is the sprayrails. The upper rail terminates below and parallel to the waterline. Just before the stern it widens (see above) forming additional surface area allowing the boat to get on a plane faster.

Bartenders have enjoyed a fine sea boat reputation these past 40 plus years with their sweeping sheers, their double ends, and single chine good looks. Today a new found interest is growing for this timeless design.

For more information -- or to purchase plans -- go to: <http://bartenderboats.com>