



DOLPHIN SWIMMING AND BOATING CLUB
FOUNDED 1877
SAN FRANCISCO



RESTORATION LAUNCHING
27 JULY 1997
OF

JOHN WIELAND

FORTY FOOT
ONE HUNDRED TEN YEAR OLD PLEASURE BARGE
LAUNCHED 1887

John Wieland, a gold miner, baker and beer baron, was a charter member of the Dolphin Club. When he died in 1885, his family commissioned the construction of a magnificent new boat for the Club as a tribute in his memory. This boat, named for Wieland himself, was launched in 1887. It has served as the flagship of the Club's rowing fleet ever since.

Not being quite a ship of the line of the Navy, the *John Wieland* has come to us with little history recorded about her voyages in the century since her original launching. Old timers recall that one time she nearly sank off Alcatraz with a cargo of horse manure, that she transported Club members to Candlestick for the ball games, that she regularly served as a team bus for softball competitions on Angel Island, and that she frequently contributed to the public safety by keeping Club members off the state highways on return trips from Sam's in Tiburon and other bayside watering holes.

Perhaps the details of this hard usage were better left unrecorded. However, by the late 1980's, the *Wieland* was showing desperate signs of age and wear. She leaked. Blows to the side had stove in and cracked her sheer strake. Short term repairs had caused stress to the planking at the turn of the bilge and had fractured it. In order to permit a

new keelson to be installed in a repair job done in the 1970's, every frame had been cut at the center-line, destroying the frames' main job of tying one side of the boat to the other. The oarlock mounts had worked loose. While her copper rivets had survived, her numerous steel, bronze and brass fastenings had largely disintegrated. In short, the old *Wieland* was very tired after a century.

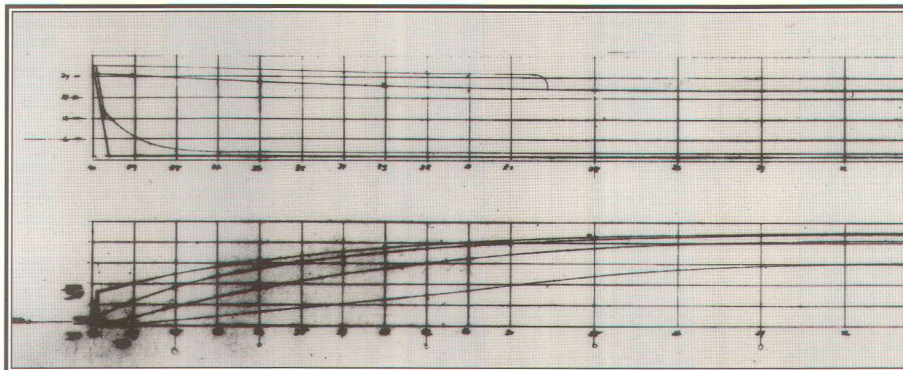
To remedy this condition, the Dolphin Club Board of Governors approved rebuilding the *Wieland*. After a last row around Alameda, the place of her construction in 1887, the *Wieland* was decommissioned in December 1991 and placed



Early in the restoration process in the spring of 1994, most of the original planks and ribs are still in place, and the molds are in position. The lofting of the vessel can be seen on the shop wall behind the volunteers.

in the Dolphin Club boatshop.

With help from Tuesday "boat night" volunteers, boatbuilder Jon Bielinski took off the *Wieland's* measurements and lofted her lines. With this information, he constructed molds to



A portion of the lines drawing of the John Wieland as drawn by Dolphin Club volunteers of the vessel are as follows: length, 40'; beam, 54"; length of sweep oar

define her shape upon reconstruction. Once these molds were placed into the vessel as a final check upon her shape, her bottom and keel structure were cut out with a Sawzall. With the bottom out of the old boat, Bielinski laid a new and lighter keel, stem, sternpost and deadwood.

With the help from the volunteers, Bielinski milled the 3/8th inch garboard planks and the six 5/16th inch upper planks out of straight grained Port Orford cedar. Each strake was flat scarfed in two places to complete the forty foot run of the boat's length. The strakes were lapped with adjoining planks and rabbeted towards the bow and stern.

On a single night in June 1996, forty-five volunteers steamed, bent and fastened sixty frames into the *Wieland*. Teams of volunteers drove over a thousand copper nails through the planking and

frames and peened them over roves.

Bielinski and the volunteers installed longitudinal stringers, thwarts and fore and stern sheets of Douglas Fir, rub rails of oak, and grown knees of applewood. With guidance from the design of the traditional eight-oared shells, volun-

teers engineered the layout of the rowing positions. Oarlocks were acquired from George Pocock in Seattle.

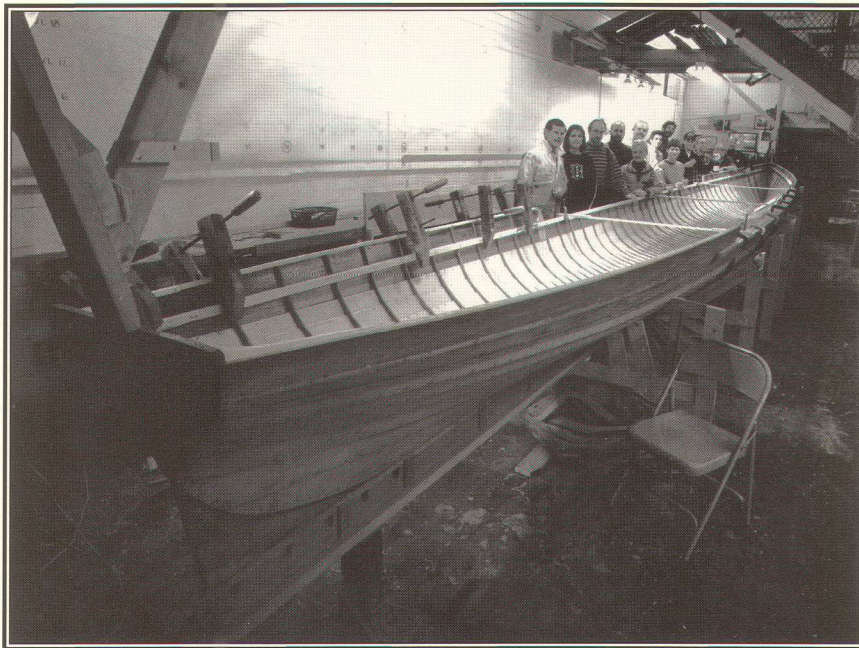
Nine coats of varnish protect the inside of the planking, six coats shield the frames and interior fittings, and six coats again seal the outside hull.

The most significant design change from the boat as decommissioned is in the keel structure. The

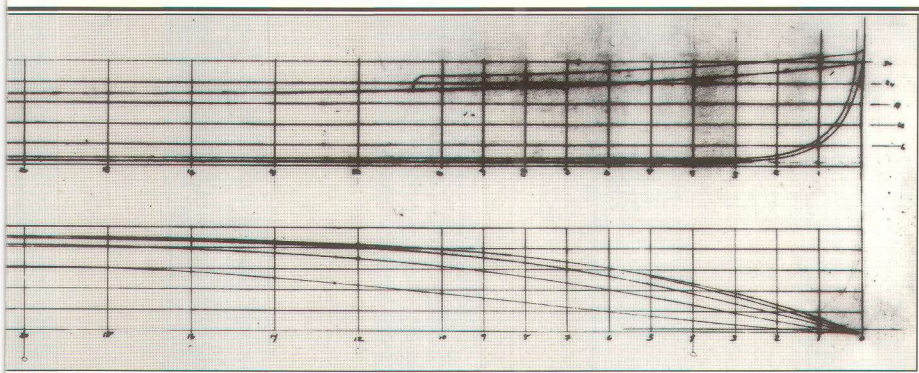
heavy log keel installed in the 1970's as a repair was replaced by a "T" structure composed of a 1" by 1-1/4" oak keel topped with a 1/2" oak hog piece slightly over two inches wide. This single change saved approximately three hundred pounds in weight over the old log keel. It stiffens the boat to resist bending in her length but allows the boat to twist to soften the stress of the waves.

With a crew of six on the oars and a helmsman, the *Wieland* should cruise at six knots. With two crews aboard trading rowing watches, she will travel San Francisco Bay waters to Sacramento and further and back.

—John Kortum



By late 1996, all the new planking and ribs were in place, and the form of the boat was fully defined. The molds had been removed. The fabrication and installation of inboard fittings was about to begin.



Volunteers. These lines were used to build a half hull model. Principal dimensions, 13'; rowing stations, 6.

SUSTAINING PARTICIPANTS OF BOAT NIGHT

The following individuals consistently provided many volunteer hours, typically on Tuesday "Boat Nights" in the Club's boat shop, performing all sorts of woodworking, finishing, metalworking, etc. on the *John Wieland*.

Lee Caldwell	Ken Frank	Deb Henning	John Muir	Marti Spiegelman
John Conti	Susanne Friedrich	Brian Huse	Todd Oppenheimer	Nick Strelchuck
Bob David	Pat Frielinger	John Kortum	Phil Reiff	John Tansley
Padraic Doyle	Paul Gisler	Lou Marcelli	Gabe Scurlock	

PARTICIPANTS

The following individuals contributed various amounts of their time and services to the restoration of the *Wieland*.

Lynn Alcorn	Deb Conti	Mike Heafe	Mike Lord	Bill Rus
Bob Allen	Ken Coren	Reuben Hechanova	Harry Louie	Mary Sancimino
Virgil Anderson	Steve Counselman	Deb Henning	Jim Mason	Phil Sancimino
Robert Baldwin	Boomer Counselman	Bill Hesley	Lou Marcelli	Anne Sasaki
Tim Ballard	Joe Cowan	Steve Hiatt	Peter Marchant	Steve Schidler
Louise Bea	Cornelius Crenshaw	Stan Hlynsky	Paolo Marchesi	Walt Schneebeli
Nick Bea	Ed Curtis	Bob Hoff	Brian Marin	Lino Scrivant
Bonnie Berg	Vicki Cunningham	Ned Hoffman	Marla McGowan	Gabe Scurlock
Chris Bergen	Bob Danielson	Sid Hollister	Al McCann	John Selmer
Deanne Bianucci	Peter Darlington	Heidi Howell	Eric Mellinger	Stef Smith
Pete Bianucci	Bob David	George Howell	Cecco Menucci	Jules Sofer
John Blackman	Liz Davis	Annabel Hoyt	John Mervin	Marti Spiegelman
Armond Blasi	Ed De Cossio	Jerry Hurtado	Bob Mittelstadt	John Stacey
Andrew Bliquez	Ruth DeGroot	Brian Huse	George Morales	Peter Strand
Peter Brand	Jeff Deren	Bill Huse	John Muir	Nick Strelchuk
George Brennan	Dave Devlin	Hal Irish	Robin Nowinsky	Pete Strietman
David Broadbear	Mike Dinunzio	David Jackson	Kristin Nakazawa	Al Stutrud
Riki Brooke	Bill Doll	Louis Jaffe	Janice Nelson	John Suerth
Christopher Cadelago Jr.	Mark Dolphin	Cliff Jennings	Rosalee Nichols	Jack Sullivan
Christopher Cadelago Sr.	Padraic Doyle	Gary Jennings	Brian O'Flynn	John Tansley
Justin Cadelago	Tony DuComb	Klement Jesch	Tom Okey	Erik Tellander
Mike Cahill	Dave Duncan	Janfried Johnson	Todd Oppenheimer	Craig Telles
Lee Caldwell	Pete Evans	Jack Kamesar	Stephanie Osiah	Noreen Tierney
Bill Callihan	Jim Fagan	Rachel Kaufman	Dan Osborne	Charlie Tobias
Tom Callinan	Phil Fernandez	Candace Kelly	Mimi Osborne	Greg Turek
Aileen Camaclang	Tom Ferrero	Hugo Kenyon	Sophia Palumbo	Peter Vander Sterre
Andy Camous	Rob Forbes	Jim Kershner	John Perino	Chuck Vogt
Larry Cannon	Ken Frank	Tony Kline	Pete Peterson	Keith Weaver
Will Chambers	Susanne Friedrich	Phil Kohlenberg	Will Powning	Jeremy West
Matt Chen	Pat Freilinger	John Kortum	Kelly Ray	Tom Whelen
Barry Christian	Paul Gisler	Marc Lambrose	Phil Reiff	Gretta White
Susan Cobb	Ian Glidden	Dino Landucci	Meg Reilly	Marc Wilson
Chris Cooney	Jim Hamilton	Modesto Lanzone	Wayne Riddle	Steve Worthington
Rich Cooper	David Hamm	Tina Lee	George Robin	Martin Zeleznik
Pete Conner	Eric Hansen	Mark Leyse	Andy Rodgers	Dave Zovickian
John Conti	Chester Hazelwood	Marty Long	Boris Rozenberg	

BOATBUILDER

Jon Bielinski

DOLPHIN SWIMMING AND BOATING CLUB

502 Jefferson Street, San Francisco, California 94109

415-441-9329

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