

Eric Rentner of Rentner Marine lowers the PowerTech 4045DFM into the hull.



Wayne Shibley caulks the seams of the hull.



## Crafting with care

### Wayne Shibley blends beauty and practicality in a John Deere-powered wooden trawler

Wayne Shibley pours passion into wooden boats. If he's not sailing or rowing one, he's repairing, restoring, building, and designing anything made of wood with the potential to float.

"A well-designed, well-constructed wooden boat is the finest combination of the beautiful and practical that I know," says Wayne. "Working on any wooden boat, new or old, to make it as perfect as possible is the most satisfying occupation I know."

Having honed the art of custom boat building in Nova Scotia, Wayne can construct a vessel using traditional methods, such as carvel planking, or more contemporary methods like cold molding. And he can turn about any stack of wood — from pine and locust to Tai teak and Honduras mahogany — into a finely finished hull. In fact, he's known to artfully craft as many as six different woods into something as simple as a dory or skiff.

His latest work involves turning a pile of Douglas fir into a Diesel Duck, an 11.6-meter (38 ft.) George Buehler-designed trawler that Wayne lengthened to 12 meters (40 ft.) for a client wanting to live aboard. The 16-metric-ton (35,000 lb.) vessel features a 3.9-meter (12 ft., 9 in.) beam and a 1.5-meter (5 ft.) draft.

"For a 40-foot (12 m) boat, there's a lot of room," relates Wayne. "It's not fast, but comfortable, solid, and dependable."

The Diesel Duck will hatch this summer with two sails and a single PowerTech 4045DFM marine engine. "I never installed a John Deere engine before, but a lot of boats that I like have John Deere engines." Wayne will pair the 60-kW (80 hp) engine to a ZF transmission with a 2.78:1 reduction that will turn a 28-inch (71 cm), 3-blade propeller. "I wanted an uncomplicated, low-speed, high-torque engine that could turn a big propeller, and the John Deere engine was the best engine that I could find for that," says Wayne. "A slower-speed engine should last longer and be more reliable. John Deere is also a good name; it's well known and parts are available almost everywhere."

The John Deere global service network could prove valuable when the vessel eventually heads offshore for its passage-making adventures. After three summers of construction, the Diesel Duck is expected to splash in Chicago, Illinois, this summer. She will then begin her travels throughout the Atlantic and Caribbean, with future destinations to the Cape Verde Islands off of the West African coast.

Powered by the John Deere engine, the trawler will be economical to operate and should have good range, says Wayne. "I'm expecting between 1 to 2 gallons per hour (3.8 to 7.6 L) at cruising speed running 6 to 7 knots," he says. "The vessel should easily cross the Atlantic with 500 gallons (1,892 L) of fuel. Going slow, you can go far."

The 12-meter (40 ft.) hull is carvel planked using Douglas fir and bronze screws.



Engine Model	PowerTech 4045DFM70
Displacement	4.5L
Rated Power	60 kW (80 hp) @ 2500 rpm
Cylinders	4
Aspiration	Naturally aspirated
Distributor	Superior Diesel Rhineland, Wisconsin (715) 365-0500, <a href="http://www.sdiesel.com">www.sdiesel.com</a>
Boatyard	Wayne Shibley Wooden Boats Rentner Marine, Inc. Chicago, Illinois (630) 336-1840, <a href="http://www.wood-boats.com">www.wood-boats.com</a>