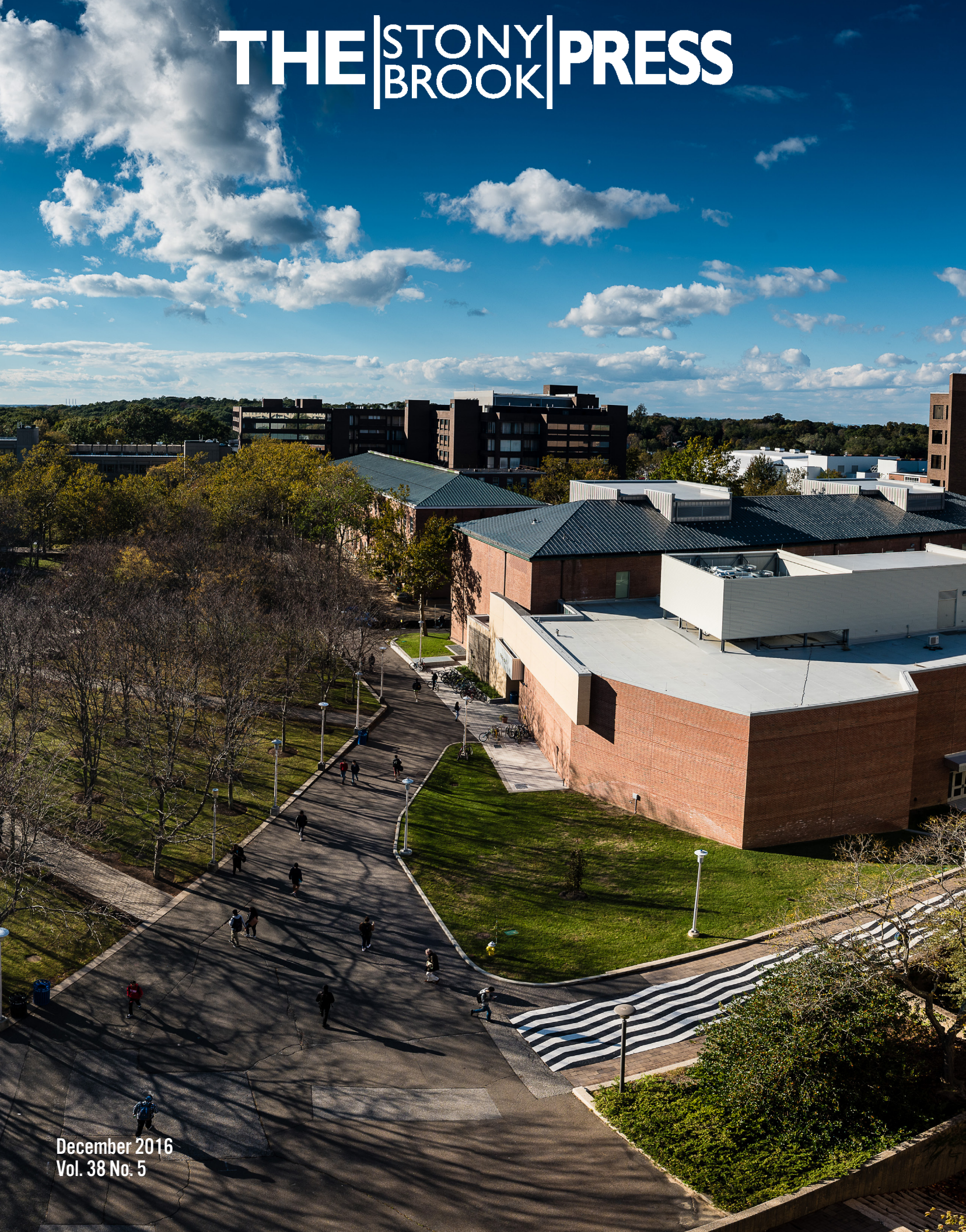


# THE STONY BROOK PRESS



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Photo by Joseph Ryder



*From The Editor*

# WHY WE NEED PHOTOGRAPHY

In its purest form, photography exists as a way to communicate in a way that transcends language. Photography speaks to the best and most generous part of our human nature and allows us to share what's important to us with the world.

Photography has the ability to grab our attention and speak directly to our emotions. We remember images in a way words can't quite replicate. We remember history through images and look back on our lives when we dust off family photo albums or scroll through our camera's photo gallery.

Through photography we can capture life, one fraction of a second at a time, and in each photo we put a little of ourselves in it. On a deeper level images can help us learn about our emotions. Grief has an ability to wash color and luminance from our lives and when this has happened to me I find myself flipping through photos in order to try to bring color back to my life.

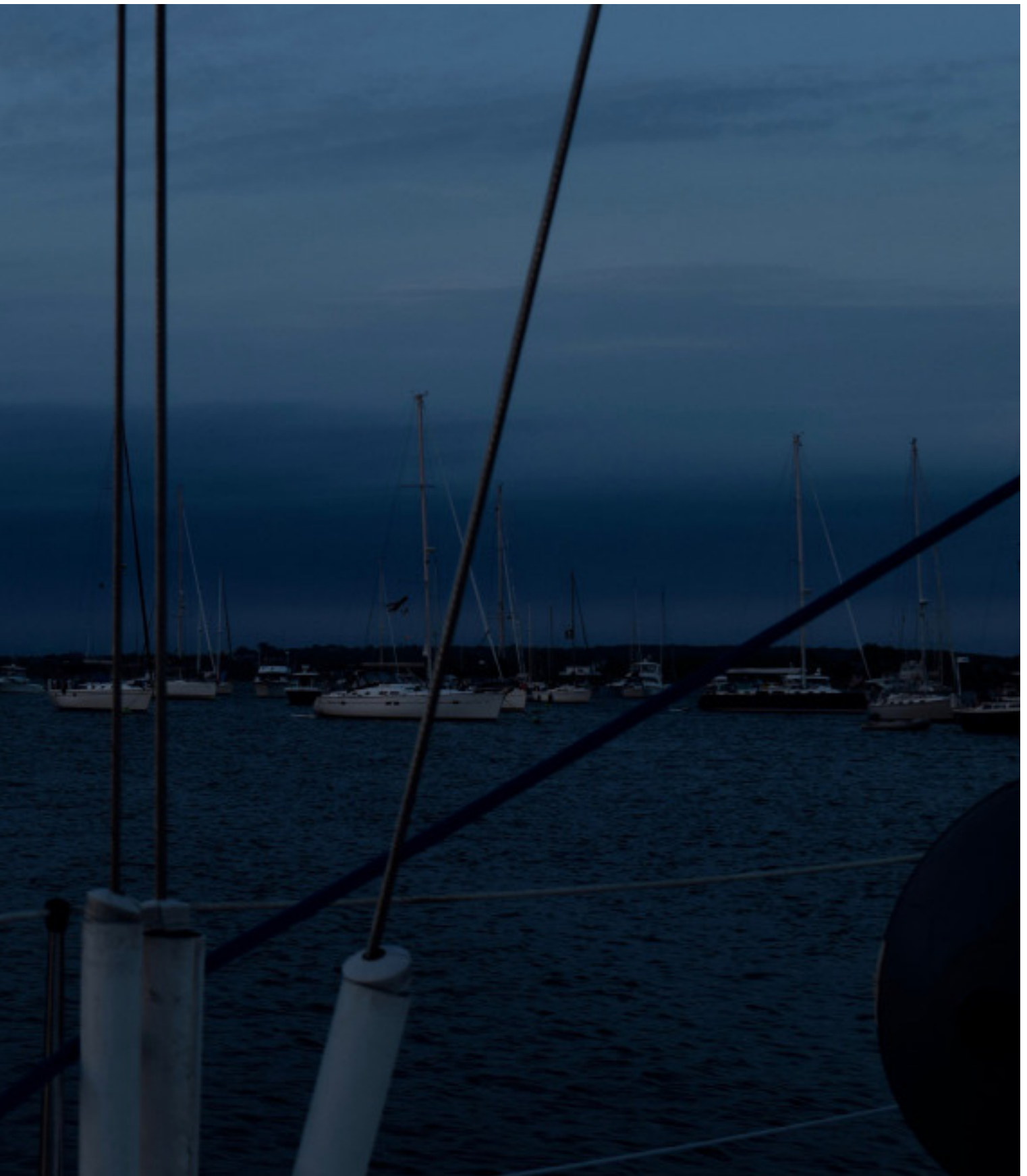
You don't need a fancy camera to capture powerful and impactful images. My message to you is get out there and capture life. A moment doesn't last forever but its essence can be preserved through photography.

## **SOLACE OF INTROSPECTION: AMANDA SANDGREN**

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I am so constantly caught up in my own mind, and I find myself finding havens for contemplation. I want these places to instill an impression of quiet reflections. For the overall issue, the main idea is character; so I want the viewer of these pictures to relate and find themselves amidst their own thoughts and hence, their own character in the pictures.





Water Solace



## COMMUTER SOLACE

Top Left

## BEDROOM SOLACE

Bottom Left

## DRIVING SOLACE

Top Right

## NATURE SOLACE

Bottom Right

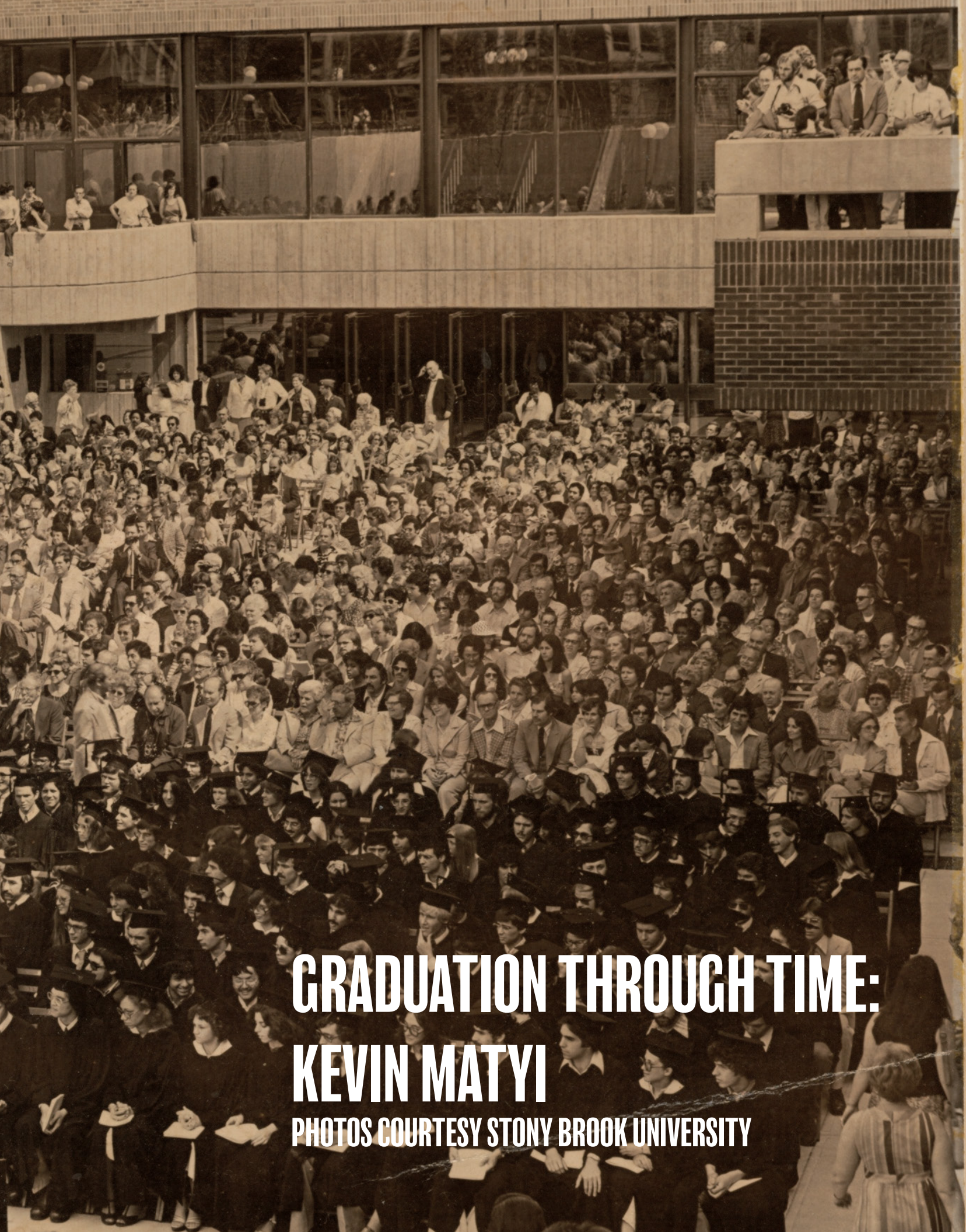






Graduation 1975





# GRADUATION THROUGH TIME:

## KEVIN MATYI

PHOTOS COURTESY STONY BROOK UNIVERSITY



## 1966:

The university, at the time called the State University of New York at Stony Brook, had been open for around 10 years, slowly growing and graduating an increasing number of students each year.

In 1966, for the first time in the school's history not only did over 200 students total graduate, but the first Stony Brook doctoral student graduated.

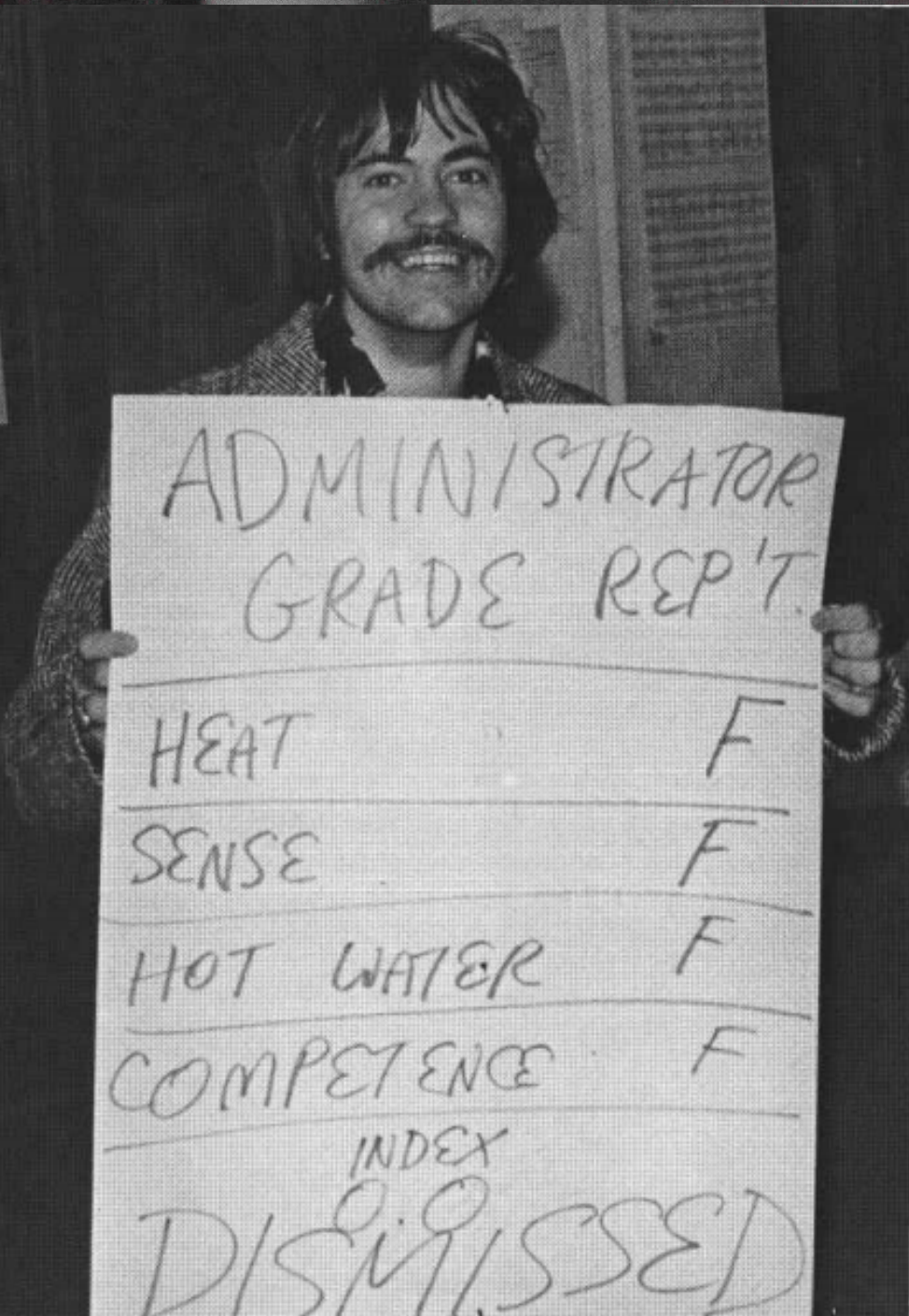
Also, Dr. John S. Toll, after whom the new Toll Drive is named, became the university's president on April 1, 1966. The Specula yearbook refers to him as "a diligent, humble charming man." He replaced Dr. John Lee, the university's first official president. (Top Left)

## 1976:

The United States of America officially turned 200 years old.

The university was connected via tunnel to a hospital still under construction. On the university's campus, some buildings and scenes were recognizable as still existing on the campus to this day, like the physics and chemistry buildings, but many of the modern garnishes were missing, like the Mobius Strip that now occupies the plaza outside of the math tower or the grass outside the Staller Center For the Arts. And as always, the campus was under construction.

Over 3,500 people graduated the school in 1976. Also, for some reason a dog named Jasper is listed in the Specula yearbook as one of the school's Senators. (Bottom Left)



## 1985:

The university officially has over 100 clubs and organizations on campus and 96 buildings spread across 1,100 acres of land. Some recent building names changes confused students, like the Lecture Center becoming the Jacob K. Javits Lecture Center and the Old Biology building becoming Central Hall. Meanwhile, from the outside, the Frank Melville Jr. Library looks exactly the same as it does in 2016.

ICON, the annual science fiction convention held at Stony Brook University was in its fourth year, boasting that 1,600 people attended.

The university also began giving out honorary degrees a few years prior, and in 1985 gave out five for categories ranging from "Astrophysics" to "History of Judaism." During commencement, students took to the Administration building in order to protest apartheid and call for diversity at Stony Brook University. (Top Right)



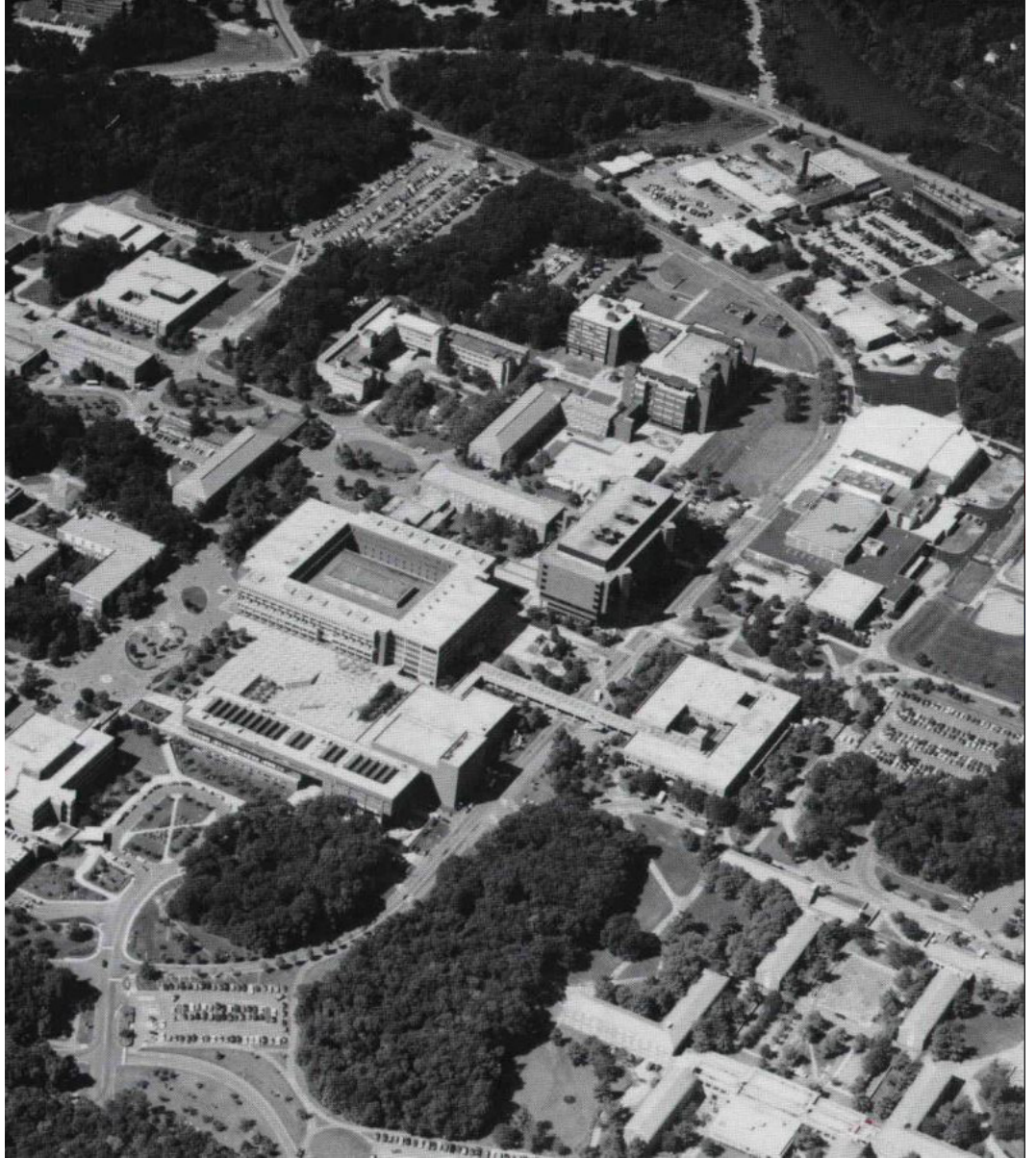
## 1995:

The leaders of Jordan and Israel signed a non-aggression pact in the White House, the Irish Republican army announced an end to military operations in Northern Ireland and Bill Clinton along with British Prime Minister John Major commemorated the 50th anniversary of D-Day.


Meanwhile, Stony Brook had officially adopted the Seawolf as its mascot, although it was not yet called "Wolfie," instead it was simply referred to as "the seawolf." At the same time, the school logo changed to the Seawolf in a swirl that is used to the present day. Previously, it had been rocks partially obstructing the flow of a brook.

Along with a new mascot and logo, the university got a new president in Dr. Shirley Strum Kenny, the first and thus far only female president of Stony Brook University, and almost 3,900 new graduates, including a cat named Josephine LaChat, according to the Specula yearbook.

Around campus, construction continued, with the Student Union finally opening and Roth Quad reopening. (Bottom Right)





A photograph of a workshop or boatyard. In the foreground, a red power tool, possibly a sander or planer, sits on a wooden workbench. Behind it, several wooden boat hulls are supported by sawhorses. The workshop has a high ceiling with exposed pipes and fluorescent lights. A large window on the right side of the frame lets in bright light, creating a strong contrast with the shadows in the workshop.

**THE IDA MAY:  
STORY BY KYLE BARR  
PHOTOS BY JOSEPH RYDER**

The Ida May, a 50 foot oyster dredge, lay in its warehouse with its bowels exposed like the open cavity of a human chest, the ribs curved up from the spine and its grey painted skin caulked only on the inside. At the moment the Ida May is but a skeleton made of wood, but it slowly forming into the ship that once trawled up and down the shores of Oyster Bay.

The volunteers who slowly bring her to life straddled the inside beams and routed the planking for the lower deck so it wouldn't split. The beams are white oak. Some wood is yellow pine, other is black locust and cedar. The arms and shoulders of the volunteers are carpeted in sawdust. The dust is everywhere, on the floor of the warehouse, on the circular saws and bandsaws, on the blueprints and the tables, and on the small stereo echoing classic rock and pop to the volunteers like Ed Zuckelli.

What's the hardest work they do? "Everything," Zuckelli smiled. "A lot of the lumber is heavy. Everything has a template and everything has to be fitted."

"The oak is as heavy as iron," said Syosset retiree and volunteer Jim Brannigan. "The wood we have is 5-6 inches thick. We first rough cut it, then take it in for milling right here behind the shop, then we plane it down to a specific width. We paint the ends of boards and the rest with a sealer. Seasoning takes one to two years."

Each plank on the inside and outside of the ship has to be bent to the curve of the ship, that means steaming them and clamping them. "Here, it's all muscle,"

Brannigan said.

This Ida is a reconstruction of a ship of the same name that had worked offshore in Oyster Bay from 1925 until 2003 when it was broken up. Work on the Ida May has gone on for years. Work started in 2010, when the Christeen Oyster Sloop Preservation Corp. set up shop in Building J on the Western Waterfront in Oyster Bay. In 2011 they began the reconstruction of the ship. Everything was going to be

## **“Shipbuilding is a tradition. It’s also an art form.”**

new, and except for a few trinkets and memorabilia from the old Ida May, every inch of the new construction was going to be built by hand, that includes cutting the lumber, curing it, cutting it and fitting it. Most of the work so far has been done by volunteers, many of whom are retirees.

Brannigan once worked on Wall Street, but he has been volunteering on ship restoration projects for several years. Other volunteers put their livelihood on the ships. Douglas Nemeth from Syosset works for the merchant marines on a container ship, and has been working on boats and ships for around 40 years. He has tried to come down once a week since the group laid the keel in 2011. "I love boats, but you know, it's the spirit

of volunteering. It's about working with other people."

Bill Shephard is a retiree who once worked for the Grumman Aerospace corporation. "My last job was Star Wars," he said, talking about the Reagan administration's ballistic missile defense program made in case of Nuclear exchange.

The process of building the Ida May may not be as minutia driven as missile defense, but shipbuilding itself is not only a labor intensive but extraordinarily technical. The ship needs 20 to 30 tons of ballast, which they expect to use a bathtub with a fire underneath to cast lead ingots. Each stanchion in between the decks of the ship was hand fitted in all through the previous summer.

"You know what it's like, if you've ever done interior work in a house. The easy part is getting the studs in," said Shephard. "We got the studs in, but its the electrical, plumbing and finish work that kills you. And we haven't even began to start that."

That's not to underestimate the precision needed for such a project. Each rib of the ship once had to be lofted, the process of scientifically mapping how wood needs to curve, then it cut into the straight pieces so large four men had to carry them, then they steamed to a higher temperature without burning so it became more malleable, than it had to be cut into its curve. It is a process that is half mathematical, and half feeling for an experienced shipwright, where it is placed on a band saw that several men hold the board, one checks the angle of the wood, calling out to another to use a crank to change the direction as it saws.

"Just think of the skill involved in doing that," said Vice president and secretary of the Preservation Corp. Jack Hoyt. "How do you get from that set of numbers to a full blown ship?" "Shipbuilding is a tradition. It's also an art form."

The plans for the Ida May sit on a workbench in the corner of the warehouse. In the end, the ship plans to be 49 feet 11 inches long and 17 feet wide at its widest point. The project had been going on for six years, and even with the time and effort of the volunteers, Hoyt said he felt that they were about 55 percent done.

"Everything is paced by finances," Hoyt said. In 2010 through 2011 the volunteers were still experiencing the impact of the









economic downturn. The shipwright they had hired originally for the project left, and funding dried up in 2012.

New grants such as the NYS Parks Department Reimbursement Grant has put new energy into the project, and while at the time of this article a deal hasn't been finalized, but the group is hoping to sign a contract with a shipwright Josh Herman that should help get the project done in two years time. They have had a number of both large and smaller donations from the local community, along with their original support from NY state senator Carl Marcellino as well as support from local politicians like Nassau County legislator Donald Mackenzie.

"People are fascinated by boats," Hoyt said. "We get a lot of good reactions from the community."

During Oyster Bay's previous Oyster Festival, Hoyt said an older couple had toured through and were just staring at the boat, talking quietly to themselves. They left without saying a word, but the woman stuck her head through the door

and told the volunteers standing there. "We just wanted you to know, that what you're doing is important."

The Ida May's history traces all the way

## **"Once you put it in water, it becomes alive"**

back to 1925 in Bayville, when Frank M. Flower, the son of the founder of the century old oyster company Frank M. Flower & Sons Inc. thought he lost his three sons to the sea when rough waves and fog enveloped their boat as Frank watched from the beach. When he learned that they were safe, he went into the forest and cut down an oak tree that would be the start of the Ida May. The ship would last another 75 years, when in 2003 the ship would be decommissioned and scrapped.

The volunteers expect the ship to last another 75 years. It will no longer be used for oyster fishing, but be used for education and taking school children out on the water. When it is finished, they expect the ship to hold around 40 people at one time.

The warehouse smells of fall and dry wood. It's not just the sawdust or the lumber piled up all around, the building is infused with it. Wood was the centerpiece for shipbuilding going back millennia, and while Brannigan said there is no difference in sailing quality between a wooden or steel ship, "once you put it in water, it becomes alive," Brannigan said. "That's what all the support is there for. Once you put it in water, it's gonna shift, it's gonna move it's gonna do all these things. Only real difference between materials is longevity. If wood did last as long as steel we would build skyscrapers out of it."

"A wooden ship is different," said Shephard, stopping himself before he becomes uncharacteristically whimsical. "I don't know... it's just the feeling of it."





Pier



Territorial



Reach for the Sky



Blue



War



State of Dreaming



Under the Stars: Acadia, Maine  
Photo by Joseph Ryder

