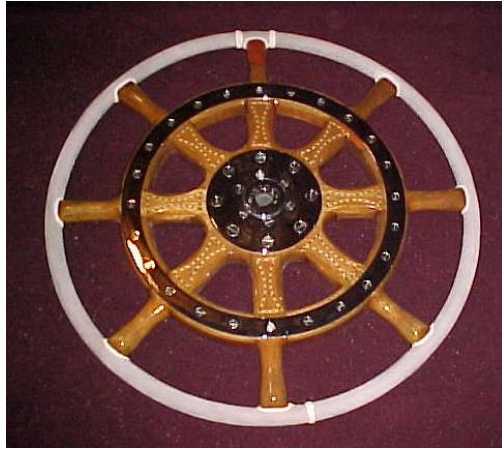


MEMORY MONDAYS 30 THRU 39

MEMORY MONDAY 30



It is January 2005. Skip has finished about 20 coats of Epiphanes on her original wheel after doing a few repairs. One pin had a fair amount of rot at the top. Skip repaired it but you could see the new wood. When he mounted the wheel he made it so this pin identified the king pin. Skip also added a diamond patterned purfling inlay, which turned out very nice. The metal parts were originally aluminum. Skip sent them off to be chrome plated. The outer band he covered with elk hide. Great on the hands and it gives you a good grip. He then added the rope work to finish it off.

Skip bought an entire elk's hide and we have been using it for all of our chafe gear. It is the best.

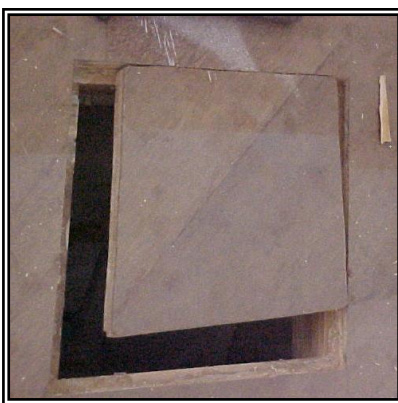
MEMORY MONDAY 31



Skip begins work on the propane tank lockers. There will be two, one on either side of the cockpit set flush with the deck. He will spend 40 hours building the template for this project and then lay up the final product in fiberglass. One locker will have lines running to the stove the other is for stowage of a spare tank. Each locker will hold a 20 lb. tank. In this picture, we see parts for the template, odd shaped pieces that will somehow come together to make the outer shape of the locker.



This is the template. He has put the wood pieces together and faired it. He will then fiberglass the outside. This should allow just enough space for a propane tank and the fittings necessary for the lines that will carry the propane to the stove. It will also be watertight.



This is the deck cutout for one of these lockers. The lid will have a ¼ turn screw to unlock the locker and allow access to the tank. We have done much better than I thought with reference to how long each tank lasts. I believe we get about four months with each tank even though I cook at least 5 to 6 days a week, and of course, there is always morning coffee. Once Skip finishes this project and he was ready to put the first tank in place, he found he had misjudged the height by less than an inch. He will end up modifying it slightly to allow for the regulator, which must go on top.

In order for me to use the stove, I go to the electric panel at the chart table and turn on the stove switch. There is another electric switch in the galley, which allows the gas to run to the stove. It is nice to have a few ways to turn off the gas to the stove, and I appreciate having a few different locations to do so; one at the propane locker, one at the chart table, one in the galley, and of course, the stove itself. Originally, MISTRESS came with a 4 burner gimbaled oven broiler, which appeared to be in excellent shape. It would turn out although it looked nearly brand new it was actually a 1976 model. Of course the galley was built with this stove in mind and on our first trip to the river property the stove died. No one would consider repairing it considering its actual age. We would order a Force 10 three burner oven broiler which was smaller than its predecessor. This then afforded me an additional area forward of the stove for my cookie sheet and a glass bake dish.

MEMORY MONDAY 32



Skip has finished all the work he wanted done to the rudder and has returned it to its proper place. The rudder is steel and hollow. Skip sand blasted it first, then primed it, and then faired it with epoxy. For the fun of it, he then Awl Grip'ed it. Once finished, he put coal tar epoxy on and then two layers of bottom paint. He fashioned it with Delron bushings so the rudder would move with very little friction. Once all the steering was hooked up you could move the rudder from side to side with just a two-finger push although it weighs two hundred and fifty pounds. In this picture, you can see the two bladed prop. Within the first year, Skip would end up careening MISTRESS and changing the prop to the three-blade prop she has now. This two-blade prop would vibrate at anything over 2700 RPMs. The new three-blade prop would resolve that.

MEMORY MONDAY 33



It's just over one and a half years until we launch MISTRESS. With so much work still needing to be done, Skip goes full time with her while I work full time in the granite industry. His schedule for himself is strict by anyone standards and there will be a few times before launch that he will complain about his ^&(**) boss. Friends and some of Skip's customers drop by to see the progress. Most thought they already knew just how fast Skip gets things done. They quickly learned that to stay away for even one or two months, meant the next time you saw her you would think ten shipwrights had been at work. Yes, he is obsessed at this point. He can finally see the end-product nearing completion and it will take the help of good friends and family conniving some plan or scheme to get Skip to take even a half day off. While Skip is not completely finished up on deck, it is the interior which he really enjoys doing. My job is to pay the bills, feed him, and force him to sleep at night so he will have the energy to get him to launch day.

Using ½" fir plywood, Skip has completed the sub-sole at its correct height. At this height, there is ample room for the water tanks, hoses, and their connections.

Skip tries to help me see what he has planned for MISTRESS's new layout. As you move forward, you can see a step up. This area he has reserved as my office. You see, just before Skip and I finished our final negotiations for a schooner that would sail us around the world, one of my requests was to have a space, all to myself. An office, with a door, that would be my retreat. Skip quickly agreed and we often joke about his motives behind this agreement. The office will be on the port side and my hanging locker for clothes, and the cubbies for both our tee shirts, will be on the starboard side. The next step up, you see the foremast step. Just outboard of it on the port side will be a chain locker, which holds 300 feet of chain to be used with the 100lb fisherman. Just forward of this area, will be the V-berth and just forward of where the picture ends, will be the Sampson posts and two more chain lockers for her working anchors. In this picture, MISTRESS has all of her interior paint. There are several coats of Awlgrip and she is ready for her interior.



I guess you can figure out which room this is. It is located port side as soon as you come down the companionway. Both Skip and I wanted head aft keeping galley forward away from that hatch. The first thing Skip did was fabricate the shower pan with a hole for the sump pump. He used marine plywood and fiberglass with epoxy to make up the shower pan. The walls he built from customized core material and if you look closely, you can see the core material on the right hand side. The core is ½" plastic honeycomb core with 1/8" Maranti plywood bonded to each side. It is a wonderful material for boat

building. It is as strong as marine ply, weighs less than half as much, and water does not affect the core. The actual head in this picture, came with MISTRESS however, less than one year after the launch, we would end up replacing it with a Raritan. You will be able to obtain access to the front of the engine through a watertight bulkhead. This access also doubles as a small shelf. If you look outside the head, you can see other areas being built. Take note of all the circular holes. Throughout MISTRESS, everywhere you cannot see without opening a locker or such, Skip cut out holes for ventilation. Once he completed making all the holes, he then got PVC pipe and cut it up to fit within the holes giving them a fair finish. He did this because I said it was too much money for the oscillating spin sander he really wanted to add to his collection of toys, opps, I mean tools. Anyway, most of our good friends enjoyed teasing Skip for such a task saying they thought it was a bit anal even for him. I made the mistake of asking Skip about the weight we would save because of the holes. Like any sailor/boat builder, weight was always a concern. He informed me the original PVC pipe was actually heavier than the hole it was fitted into, and therefore he had to go back to Home Depot for thinner stuff. Overall, it did not save much in the way of weight; it was really more a matter of good ventilation.

MEMORY MONDAY 34



It is now March of 2005 and Skip, MISTRESS, and I experience some heavy storms. On March 4th we figure out the business next door to my office has been mishandling toxic paint fumes and for the past year and a half have been ventilating the fumes through my office. It makes me sick enough I am unable to work, and to date, have not been able to return. This leaves Skip with all the responsibilities and he is forced to go back to work on other's boats to pay our bills, while he takes care of me, the house, and continues his work on MISTRESS. I do not mind telling you he is one hell of a man and I am very lucky to have him in my life.



The next storm that blows through happens just a few days later. A strong westerly wind crushes several frames to the building MISTRESS calls home. I am not able to help Skip, therefore I do the only thing I can and take pictures of her without the building in the way. Had Skip known in the beginning that it would take six years instead of four to five as we anticipated, he would have painted that part of the braces embedded in the ground to stop rot. He removes the cover and sets out repairing the frames. By the day's end, her cover is once again in place and Skip returns to his work on her interior.

From this picture, you can see that the chain plates are in place, polished to near perfection, Skip has made each by hand from scratch and they all sit flush with the hull.

MEMORY MONDAY 35



Using the core material with the Maranti ply veneered to each side, Skip makes up the $\frac{1}{4}$ berth. It will be 80" long, assuring comfort for our tallest friends. Under the berth itself there are three storage accesses and you can see that Skip has continued boring holes to add ventilation throughout the boat. This berth will also have a long shelf in it, a regular fan, and a micro solar fan, which I will tell you more about later, a light, and a celestial compass. Skip has always had a thing about compasses and when he found this upside down compass many years ago, he saved it just for this berth. It is nice when you are underway and not the one on watch, because while lying down you can see the compass above your head and know which direction the boat is heading in. Just forward of the $\frac{1}{4}$, is a locker which will hold Skip's tools and our overboard bag. Just forward of that you can see a $\frac{1}{2}$ round piece of wood. This will be the start of the chart table. Those stairs you can see he made in 2 hours and they almost stayed with MISTRESS when time started to get short, but in the end, he would make grand companionway steps.



In this picture, I am facing aft and on the port side. Skip has begun the galley, which will extend on both sides. This old sink he saved for some time and while I would have preferred an under mount sink, it is nice to have two deep sinks, especially when we are underway and I need a safe place to store something quick. Skip will give me a shelf at the top of this part and the whole area will include much in the way of storage area. The gimballed stove will be just outboard of where I am standing to take this picture.



You can see he has progressed with the head and in this picture, you can see the entry to the engine room I spoke of a few weeks ago. The sink came with MISTRESS along with that great hand pump. In the end though, the hand pump would not make it to the finals but instead will be replaced with one faucet, which doubles as a showerhead. It has a long hose and therefore when one wants to take a shower, you pull the faucet out and can attach it to a mount on the bulkhead. When you pull on the end of the faucet, it turns into shower mode. I have a lot of storage space in the head. There are the cubbies you can see aft and there are two additional ones, much larger, that are outboard.

MEMORY MONDAY 36



On April 24, 2005, I shot the above picture. Skip is all over MISTRESS now, working both above and below deck. The white you can see on the side decks is Dynel, which is a fabric similar to fiberglass however it has no loose fibers, is lighter, and much easier to work with than fiberglass. It also has 10 times the abrasion resistance of fiberglass. Done properly, it comes out looking like a canvas deck but many times more durable. The material came in widths that allowed Skip to cover the entire deck with only a seam at the centerline, fore and aft. It took him one day to do the port side and one for the starboard. The housetop is not finished yet therefore the Dynel for that area will come later.

In this photo, he has begun the cockpit combings using the core material with the Maranti ply skin. The bulwarks are fair and the waterway is nearly done. The house sides at this point are the three layers of Eurolite that was vacuum bagged. There is also Biaxial fiberglass tape joining the house and combings to the deck, which is over an epoxy fillet. You can see one of the access hatches to the propane tank I have already explained. Skip says that if the builder had used more forethought, you would also see a built in cooler in this picture, but alas, he just cannot think of everything.

MEMORY MONDAY 37



We left off last week looking aft. This view is port side looking forward and shows one of the prisms in the side deck. There are six in all and often allow enough light for reading, and on a bright day, it's like looking at a 100-watt light bulb. In the evening, each prism lights the way utilizing either the red or, white lights, from below. There is one in the saloon, one over the chart table, one in the galley, one in my office, and one forward of the forward chain locker.



This week Skip is working on the caprail, made from 1 & 3/8th inch thick mahogany. He joined the rail with shiplap scarf joints and teak butterflies. There is a 1/4" deep groove in the bottom of the cap rails, which fits over the top of the bulwarks. The cap rails are bedded in polysulfide and screwed every 8" with 3 & 1/2" #14 SS screws. Skip says it took him 40 hours to get this done.

In this picture, we get a glimpse of the transom now in place. Not yet completed, but coming along.



Here Skip is routing the cap rail to shape. He will then sand it all to 220.

MEMORY MONDAY 38



Skip continues onto the port side caprail and before long, ...



...six layers of Bristol Finish are put on in one day. After two years, that Bristol still looked good. Here, after bleaching, staining and five coats of CPS he put 12 coats of epiphany and 5 coats of Albright. This does not include the gold he would use on the carved rope and lettering.

MEMORY MONDAY 39



June 18, 2005 I shot the following pictures of the interior although Skip was on deck this day working on the caprail. I am standing at the bottom of the companionway steps looking forward. On the right, or starboard side you can see the chart table and the seat which will house two of our four AGM 8D batteries. Just beyond it, Skip has started framing the starboard side galley area where the fridge and freezer will go. He has also put in the partition that will separate my office and our V berth from the main cabin. On the port side, the settee is beginning to come into focus. The back of the settee is the start of the galley port side. Skip has again used the core material with the Maranti ply on both sides. This will save a lot of weight considering the extensive interior. The locker in the settee you see here is where the central heat and air will end up going. Two years later, it is still with us, however, we consider removing it for lack of use and the desire for more food store area, at least when we are ready to do extensive cruising.



The locker with the small opening is where a new 20-gallon water tank will go which we will purchase instead of the ones Skip made housed under the cabin sole. Outboard there are three, though you can only see two in this photo, lockers that will hold can good storage. Not yet in place will be three additional lockers behind the seat cushions. One locker is for Skip's stuff, one for food storage, and one is for the water maker.