

## MEMORY MONDAY 40



In June 2005, Skip begins working on the refrigeration and freezer. He is a Frigaboat dealer now therefore we are able to get the unit for a fair price. When it comes to fridges, cruisers have plenty to say with the main topic being power for, and the art of keeping food stores cool. I have learned that even the best marine fridge systems will not work without proper insulation. Many times, I have talked with people who ordered a production boat and when looking at options, will order one of the best fridge systems available thinking that this alone will keep them worry free. Unfortunately, although a good refrigeration system is ordered, the builder may not put the manufacturer's recommended amount of insulation. In general, four to five inches of insulation is required, top, bottom, and on all four sides. Many times, the top is shortchanged subsequently causing the unit not to work efficiently. Of course, it is true that the more insulation you use, the less space you get for your cold stores, but that's boat building.

This is what Skip did for MISTRESS. This picture is showing 1 & ½" foam sitting on top of the frames thereby giving a 2" air gap between the refrigeration and the hull. It also made the inside even with the top of the bilge stringer. The plywood clamped up in place is the outside of the box. After that, he built a fiberglass inner liner and covered that with 5" of foam, and 1" of heat shielding insulation. He then wrapped the whole assembly in Mylar and then drew a vacuum on it to seal it. I'll let this go for now and we will return to it at a later date.

## MEMORY MONDAY 41



On June 25, 2005, I shot the following pictures of Skip as he was working on the cabin house sides. When I showed Skip these pictures he says, "Yippee, the final layer of the cabin house sides are going on". For about two years, Skip had hoped to find one mahogany board, which would be 18" high, 21 feet long, and an inch thick so he could have it milled into two pieces for the cabin house sides. This would make both book matched and neither side would have a seam. This is not an easy thing to find. He brought this to my attention and the next day I did some investigating. Low and behold, right in St. Augustine I found a mahogany board that was almost perfect. This one, however, would only be about ¾ of an inch thick. Skip and good buddy Rick took the board across the state to a gentleman with a mill, within a few minutes; the board was halved, the hard way.

With E Bond epoxy, Skip attached the boards to the cabin house sides. The holes you see will be the location of the portholes, however, they were used this day, to put bolts through

and then with temporary frames inside and out, he clamped the 3/8<sup>th</sup> inch board to those frames for a good fit.



The Dynel deck he had lapped up onto the cabin sides before this last layer of mahogany, thereby stopping any water from getting in.

The aft end of the cabin would come from another board, which was 26" wide. It is nice to get these three pieces with continuous grain and no seams. The forward ends of the cabin house sides, has some beautiful swirl in it.

Originally, MISTRESS had four portholes on either side, two in the front. Her new design would call for five on either side therefore, after Skip cleaned and restored the original portholes, we would order two more for the forward end of the house. While they are different from the originals, it is hard to tell, especially once the pin rail was made and installed. The prisms are installed. Next, Skip will move onto the combings.

#### **MEMORY MONDAY 42**



By June 20, 2005, Skip is ready to spend time on the combings. This picture shows the core material being shaped to the new cockpit combings. It has been fillet bonded with epoxy then glassed with bi-axle fiberglass tape to the deck. That glass in this picture had already been covered by the Dynel.



This picture and the following two pictures were taken in early July and show the combings coming together. Here you can see the bulkheads forming partitions inside the combings. It also shows the round solid mahogany block at the forward end.



In this picture, the 1/4" solid mahogany has been applied to all the core material. You can see the cutout holes for the electronics and the access plates. The lazarette hatch frame is in.



The above picture completes the three photos for early July, 2005.

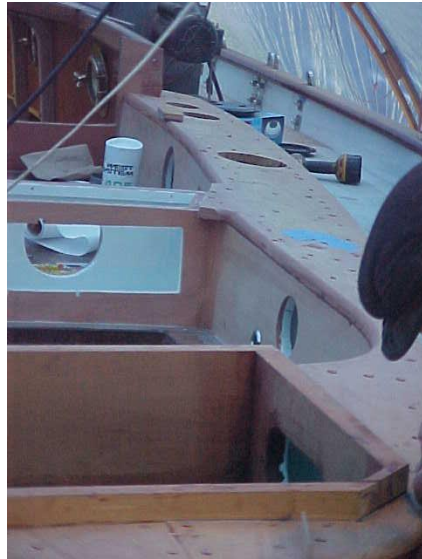


It is July 23, 2005, three hundred and sixty-four days until launch day. This picture shows the inside of the compartments being finished. There is also solid blocking where winches will someday go and the engine room ventilation has seals inside the combings, which can be closed to make the engine room watertight. The inside of the combings was painted with Awlgrip.





Early August 2005 and this picture shows the cap on the combings. It is one-inch solid, genuine mahogany. He is sanding using 220 grit, getting the combings ready to bleach, stain, and apply Bristol Finish.



You can see here all the plugholes for the fasteners holding the mahogany cap in place. Plus, glue.



Skip's Baby Grand. - August 19, 2005



I shot this picture on August 23, 2005. You can see that Skip has already made the engine hatch and the forward hatch. I'll tell more about those later, but for now, I wish to talk about the housetop. Skip built it just like the deck, the first layer seen here; he varnished everything before it was laid down. He added a tongue and groove and then laid it down to the sheer line. He then glued it down with polyurethane adhesive to the beams.



The effect below was immediate and stunning. Forward, in my office, you are able to see the curve in the wood. It looks good. It was nice not to have to varnish it after it was in place. In this picture, you can see some of the posts Skip turned on a lathe out of butternut. He really enjoyed doing this. It had been a long time since he used a lathe.



This second layer has no tongue and groove but instead each piece butts up to the other, glued down, and laid to the centerline. The next step, which I do not have a picture of, would be the 3/16th" Maranti Ply. That layer he laid on the diagonal. Each layer laid differently would give MISTRESS the strength we were looking for. This picture was taken on August 24<sup>th</sup>.



The next step, after the Maranti is the Dynel. Once again, Dynel offers 10-times more abrasive resistance than fiberglass, has the look of traditional canvas, and is easy to work with. This picture was taken on August 27<sup>th</sup>.



This final picture shows the housetop with the first coat of paint on the Dynel. I do not seem to have a date for this picture, but Skip says he painted it before the epoxy kicked therefore; it would have been no later than August 30<sup>th</sup>.

#### **MEMORY MONDAY 44**



The fridge and freezer will be a top loader to help keep the cool in. Skip has built shelves in the fridge and each will have a small sea rail to help keep things where they belong. The round holes you see here, allow the cold from the freezer to move into the fridge. The top will also be several inches thick to insure the cold stays in. Behind the freezer will be a cabinet for the microwave and behind the fridge will be storage for dishware and glasses. Skip will build cutouts so that the dishes, bowls, glasses, and coffee mugs will all have a secure place. This he will build it from cedar. To make the shelves for the dish storage, Skip did the following. We made the decision before hand, which dishes and glasses would be coming with us on MISTRESS. He then took those items out to the shop and laid them out on a board. He drew lines around them to determine what was required to house them and keep them secure. It took three days for Skip to design and build this area. I happened to find really nice mugs about two days after he had completed this section and when I showed them to Skip, I was promptly told I was out of luck. As for the refrigeration shelves, Skip epoxy coated plywood and then added Formica. Everything then received two coats of Awlgrip.

The fridge and freezer do a great job of keeping our cold stuff cold using an amp an hour. Since living on board I will defrost the freezer about once every three months. The black tube use see at the rear of the unit is a conduit tube, which houses wiring.

#### **MEMORY MONDAY 45**





In October of 2005, Skip began work on the bow sprit.



This picture was taken on May 16, 2006

#### **MEMORY MONDAY 46**



It is May 20, 2006 in this picture; Skip has finished the teak in the cockpit and now moves on to the bridge deck. The teak is  $\frac{3}{16}$  thick strips glued down with epoxy. They will get a white Polysulfide compound in the seams. The staving around the foot well is mahogany. Almost all of the cutouts are in place for the electronics, with the exception of the depth sounder. From this picture, we can see he has completed the companionway hatch; its frame is  $1 \frac{3}{8}$  mahogany. The skin he cold molded from juniper and there is the  $\frac{3}{16}$  teak strips on top. Watching Skip build this hatch was amazing. On the bench, it looked oddly twisted making it hard to imagine it in place. I recall one evening when Skip came in for dinner, appearing rather frustrated. He explained the source of his frustration this way.

“I am just trying to trial fit the companionway hatch before I varnish it. Even though there is a  $\frac{1}{64}$  of an inch leeway, I can't get it to slide into place”.

You see, a  $\frac{1}{64}$  of an inch will be the thickness of the varnish. I turn my face so he cannot see me roll my eyes.

I say, “A 64<sup>th</sup> of an inch Skip. Are you kidding? You really expect it to slide right into place when you are using tolerances that tight”?

“Of course I do”, he shoots back. And there you have it.

That evening, after dinner, the hatch did slide into place and once again, all was right in the world of a Shipwright.



On the same day, I shot this picture showing the new Sampson posts. Skip made each from Pasture Oak. The 5” by 5” post extend through the deck and are bolted to the keel. They are very strong.

#### **MEMORY MONDAY 48**



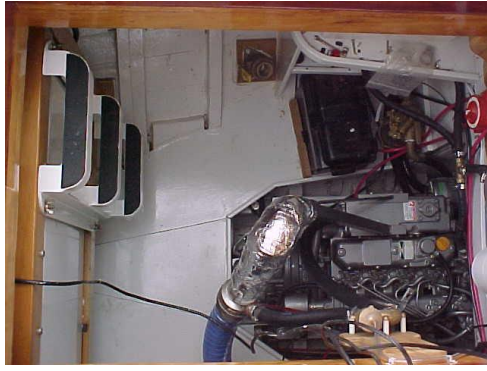
All of the pictures from today’s MEMORY MONDAY were taken on June 23, 2006, just one month away from launch day.

These are the spreaders made from Sitka spruce. This particular wood is 55 rings to the inch, which means that the tree it came from is about 450 years old. While it is very strong, it is also very light there by making it a great wood for the spreaders. Skip really hated painting this beautiful wood.



Skip never met a wooden block he didn’t like, subsequently, each and every time he sold a boat all wooden blocks on board were removed first and stored away. Each have been sanded and will get as many coats of varnish as Skip can get on them in the next few weeks, before MISTRESS leaves our back yard.





The engine room is finished and MISTRESS has gotten her first start up inspection. Everything went very well. In this picture, we can see the steps leading into the engine room. Skip made this from scratch using, aluminum angle he cut, bended, and welded; he then added the nonskid. In time, Skip will remake the V-shaped cabin sole piece just aft of the engine with clear Plexi glass. This will make it easy to see the stuffing box while underway. There is plenty of room here to work and for storage.



To the left of this picture we see the intake valves for the water tanks, at the top of this picture, we see the valves to access each tank. One of the neatest features in this picture involves the cedar. Put your finger into that hole and lift out the drop board and you will discover a cedar lined, vented laundry hamper that can hold up to four or five loads of laundry. It may seem like a small thing to get excited about, but it really is nice to have the laundry in an out of the way place and am happy Skip thought to do this. Sometimes it's the small stuff that really makes a difference when you are a live aboard.

#### **MEMORY MONDAY 49**



On July 6, 2006, the boat shed came down for the last time. I am finally able to take pictures of her without too much interference. Tim's room, which has housed much of MISTRESS's equipment while he was away at college, is quickly emptying allowing me to see the floor once again. Each evening, Skip carries more parts and pieces up to MISTRESS

and the following day's sets out to install everything on his work list. MISTRESS will leave the back yard and head to the boatyard in just a few days.



Additionally, the little shed that housed most of the heavier equipment; chain, windlass, winches, and the like have been emptied. The shed will now go to the river property and will now house those things we wish to save from the house, but will not need on MISTRESS while we cruise. Once she arrives in the boatyard, it will be all about her new rig.



The companionway steps are in. The bottom three steps are one piece, and are so light you can easily remove them with just two or three fingers. Under the steps are two of our four AGM 8D batteries and spare line. At the bottom of the steps is a grate. I will use this grate to sweep dirt into, and then remove the pan below to clean it out. There is another one of these grates in the galley. It does make it easier to keep her clean.



On July 10, the night before MISTRESS leaves our home there is a full moon. In reality, the moon was so much larger than it shows in this picture. It was awesome. After being in our backyard for six years and two months, she is ready enough to head to the boat yard for an additional ten days-worth of work. The gallows Skip sent off to the powder coater and we hope to have it back by launch day, so on the following day we can take her out for our first sail with her.