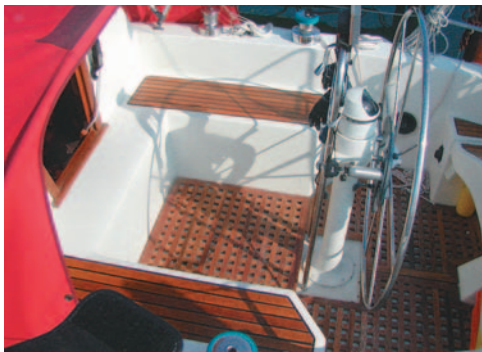


Refit



and Joe stripped the hull of all paint and gelcoat. Dave located templates and faired the keel. This task was complicated by the fact that previous owners had bought a shoal-draft kit, cutting the draft to 5 feet 4 inches and crudely adding a half bullet to each side of the base of the keel. Dave and Joe faired these to create a smoother transition. They applied Interlux Interprotect 2000 barrier coating below the waterline, following the manufacturer's instructions. Interlux VC-17 provided the final finish.

Interior shambles

A year into the project, the exterior of the boat looked great, but the interior was still in shambles. It would have to be rebuilt. The layout didn't suit Dave's needs, so he gutted the interior during the second winter of the project. Only the head remained in place, sans walls. He discarded all plumbing and wiring. He checked the hull's balsa core and found it to be OK except for some damage around the through-hulls. These areas were cut away and rebuilt to eliminate future seepage.

Dave redesigned the interior with two aft quarter berths, a port galley, opposed saloon benches, and V-berth. He created a navigation station starboard aft of the head with cabinets to accept the electrical panels and electronics. It looked good on paper. Now

Images at left: the completed cockpit and the completed deck. In the center: the completely rebuilt head and the power panels. At right: the saloon and the galley.

it was time to build it.

He installed new cherry bulkheads, defining the cabin layout. He built cabinetry using cherry wood that was tabbed in place. Then he bonded $\frac{1}{4}$ x 2 $\frac{1}{2}$ -inch strips of plywood to the hull on 12-inch centers. He attached tongue-and-groove cherry planking with polyurethane glue and brads, effectively lining the hull — even behind the cabinets.

Dave planed and grooved all the cherry planking from rough kiln-dried stock. He ran out of planking and had to set up to make more, making a mental note to overstock next time he

calculated a project. Because he only needed to make one or two of everything, he felt he never got efficient at making any single component. The wood was finished with satin-rubbed-effect varnish to naturally darken the wood to a rich warm look.

Cherry battens

He bonded wood strips to the overhead to accept screws for mounting off-white vinyl wrapped panels. Cherry battens held the overhead panels in place. The results looked professional.

During the construction of the interior, Dave installed 12v DC and 110v AC wiring and led this to the new panel locations. The electrical cabinets were built with key locks that opened to reveal wiring and junctions, all arranged for easy service. The interior is stunning.

The engine had low hours and was in good condition. A new, 2-bladed folding propeller finished the propulsion system. Dave was able to clean and reuse all the original tanks. Fortunately, the sails were good enough for a season, allowing him to select a new inventory based on future needs after sailing the boat for a season. The current sail inventory is a 2004 main; a light and heavy #1, circa 1985; a Mylar #2, circa 1995; a #3, circa 1990; a cruising spinnaker; and two symmetrical spinnakers.