



LAUNCHINGS

Edited by Mike O'Brien

These pages are dedicated to sharing news of recently launched new boats and "relaunched" (that is, restored or substantially rebuilt) craft. Please send color photographs (slides preferred) of your projects to: Launchings, *WoodenBoat*, P.O. Box 78, Brooklin, ME 04616.

Include the following information: (1) length on deck; (2) beam; (3) type, class, or rig; (4) boat's name; (5) names and addresses of designer, builder, and owner; (6) port or place of intended use; (7) date of launching (should be within the past year); (8) brief description of construction or restoration.



HEINZ STUECKLIN

Above—A few summers ago, Heinz Stuecklin spent five weeks here at WoodenBoat School. He went home to Switzerland and built this fine 26' sloop to Carl Schumacher's *Gold Rush* design. Heinz strip-planked the hull with Western red cedar covered by two layers of mahogany veneers, all bonded and coated with epoxy. A 2-kw electric motor provides auxiliary propulsion. THE MAINE RESULT sails even faster than the builder expected. You can reach him at von May-Strasse 43, CH 3604 Thun, Switzerland. Carl Schumacher's plans are currently unavailable.



MARIE LAMOTHE

Above—Steve Kaphaem operates Blind Faith Boats alone because "there is no room in the shop for anyone else." He strip-planked RAVEN II, with Western red cedar, to his own design. Six-ounce fiberglass cloth, set in epoxy, sheathes the hull inside and out. The 15' 3" pulling boat weighs only 60 lbs. Blind Faith Boats, 10263 Wildwood Rd., Interlochen, MI 49643.



JOHN F. PYDYNKOWSKI

Above—John Pydynkowski made this 22' Fisherman's Launch to Phil Bolger's Plan No. 537. The Lynn, Massachusetts, builder strip-planked the hull and added a diagonal overlay of 6mm okoume plywood sheathed with 6-oz fiberglass cloth set in epoxy. John installed a 75-hp Evinrude E-TEK two-stroke outboard motor, and he uses the DIANE M for recreational fishing and lobstering off the North Shore of Boston. Plans from Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.



MIKE DEVOUR

Above—Mike Devour coached his children and their friends as they built SPLINTERS, a 15' 6" weekend skiff, to a design by Richard Butz and John Montague. Mike devised the gaff rig, with help from members of the WoodenBoat Forum. Plans for the original design are contained in *Building the Weekend Skiff* (Tiller Publishing, 1997), which is available from The WoodenBoat Store, 800-273-7447. For information about the modified rig, contact Mike at 4675 Haverhill, Detroit, MI 48224.

Below—Working to Iain Oughtred's MacGregor design, John Hudson built this 13' 7" lapstrake double-paddle canoe. Although the plans call for wood-epoxy construction, he applied traditional methods and riveted the plywood strakes with copper nails and roves. John paddles MADERIA near Lawrenceville, Georgia. Plans from The WoodenBoat Store, 800-273-7447. You can reach designer Oughtred at Struan Cottage, Bernisdale, Isle of Skye IV51 9NS, Scotland.



JOHN HUDSON



DOUGLAS BOND

Left—Douglas Bond is a sailor, but he couldn't turn down an offer of a free 16' molded-plywood Grandy runabout that had been built in 1954. The Bond family repaired and restored the old boat (the worst damage had been caused by a falling branch from a Douglas-fir, which holed the hull). Douglas tells us that, for a 51-year-old, SPEEDI gets along quite well with his six kids. You can write to him at 3010 N. Proctor, Tacoma, WA 98407.

Right—Dave Howell has relaunched his 1957 Century Palomino. The 15'1" outboard runabout was restored by Miller Marine Systems of Miami, Florida. Upholstery and hardware were brought back by A & A Marine Manufacturing in Manistee, Michigan. Dave completed the details himself, and he completely restored the 1958 Johnson Super SeaHorse 35-hp outboard motor. You can reach the happy owner at 5827 Spruce Creek Woods Dr., Port Orange, FL 32127.



DAVE HOWELL



Left—Tom Cornacchio, 2 Warner Rd., Ipswich, MA 01938, has restored his 1966 Century Bronco. A Ford Dearborn 352 V-8 engine mated to a V-drive puts out 240 hp and pushes the 17' BABY RUTH to "well over 60 mph." Engines & Components of Beverly, Massachusetts, rebuilt the powerful engine. Scotts Autobody in Ipswich, Massachusetts, applied the Imron paint. Tom runs the boat on the lakes of New Hampshire.

TOM CORNACCHIO



SEA LOVE BOAT WORKS

Above—Sea Love Boat Works completed a two-year refit of the Wells 38 ketch VIRGINIA ROSE for Lee De Carlo and Myrna Pearce of Winter Park, Florida. The all-teak cruiser now sails out of Madera Beach, Florida. Contact Sea Love Boat Works, 4877 Front St., Ponce Inlet, FL 32127.

Hints for taking good photos of your boat:

1. Use 35mm slide film. (If you use a digital camera, shoot at the highest resolution and largest size possible. Send an unretouched electronic file and a print.)
2. Clean the boat. Stow fenders and extraneous gear below. Properly ship or stow oars, and give the sails a good harbor furl if you're at anchor.
3. Schedule the photo session for early, or late, in the day to take advantage of low-angle sunlight. Avoid shooting at high noon and on overcast days.
4. Be certain that the horizon appears level in your viewfinder.
5. Keep the background simple and/or scenic. On a flat page, objects in the middle distance can appear to become part of your boat. Take care that it doesn't sprout trees, flagpoles, smokestacks, or additional masts and crew members.
6. Take many photos, and send us several. Include some action shots and some of the boat at rest. For a few of the pictures, turn the camera on its side to create a vertical format.

We enjoy learning of your work—at a juncture the vitality of the wooden boat community. Unfortunately, a lack of space prevents our publishing all the material submitted. If you wish to have your photos returned, please include appropriate postage.



Hints for taking good photos of your boat:

1. Use 35mm slide film. (If you use a digital camera, shoot at the highest resolution and largest size possible. Send an unretouched electronic file and a print.)
2. Clean the boat. Stow fenders and extraneous gear below. Properly ship or stow oars, and give the sails a good harbor furl if you're at anchor.
3. Schedule the photo session for early, or late, in the day to take advantage of low-angle sunlight. Avoid shooting at high noon and on overcast days.
4. Be certain that the horizon appears level in your viewfinder.
5. Keep the background simple and/or scenic. On a flat page, objects in the middle distance can appear to become part of your boat. Take care that it doesn't sprout trees, flagpoles, smokestacks, or additional masts and crew members.
6. Take many photos, and send us several. Include some action shots and some of the boat at rest. For a few of the pictures, turn the camera on its side to create a vertical format.

We enjoy learning of your work—it affirms the vitality of the wooden boat community. Unfortunately, a lack of space prevents our publishing all the material submitted. If you wish to have your photos returned, please include appropriate postage.





LAUNCHINGS

Edited by Mike O'Brien

These pages are dedicated to sharing news of recently launched new boats and "relaunched" (that is, restored or substantially rebuilt) craft. Please send color photographs (slides preferred) of your projects to: Launchings, WoodenBoat, P.O. Box 78, Brooklin, ME 04616.

Include the following information: (1) length on deck; (2) beam; (3) type, class, or rig; (4) boat's name; (5) names and addresses of designer, builder, and owner; (6) port or place of intended use; (7) date of launching (should be within the past year); (8) brief description of construction or restoration.