

## JOEST BOATS - BOAT BUILDER'S JOURNAL - 7/2013 THRU 12/2013

July 2013 started with the arrival of a new project - a complete restoration on a 1959 31' Chris Craft Constellation Bullnose. After the vessel was shipped in from northern territories, the owner came to the shop to go over the boat and make a plan for her future. Structurally, the vessel is in very good condition however, she is in need of a total re-finish. She will be re-powered with two Yanmar diesel engines, the fuel tanks will be replaced, and a 5.5kw Genset will be added. All systems and wiring will also be replaced. Additionally, she will get new air conditioning, ice maker, aft deck shower, a new toilet, and new holding tank. The bottom will be covered with fiberglass to worm-proof the vessel for southern waters and make it possible for the vessel to live on a lift. The canvas covering on the cabin top will be replaced with fiberglass and finished with Awlgrip. We will also be adding a carbon fiber hardtop to hold the radar, cockpit lighting, and speakers.

Work continued on the MF-40 Catamaran. Planking is now complete on hull number one and we have moved onto planking hull number two.

I have also begun work on a 14' cold molded outboard powered utility launch for my wife, the two dogs, and me.

We have finally found a contractor to build our dust-collection building as well as a 14' tall "Boat Port" behind the shop, to house the Chris Craft during its rebuild.

We are all looking forward to cooler, dryer days. The shop temperatures in the afternoon have been reaching as high as 94 degrees with daily afternoon, monsoon type rains. In other words, we are experiencing, typical Florida summer weather.

Fair winds and following seas,

*Skip Joest*

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August 2013 began with building hull number 2 for the Chris White Catamaran project. Planking went very quickly and the second hull has been faired and covered with carbon fiber. The hull has been flipped right side up and we are now glassing the inside and installing bulkheads will be September's projects.

The Chris Craft project is moving along well. The new electric system has been started. We have found and repaired some small areas of rot. The entire bilge and inside of hull has been cleaned and painted. The new engines and generator have arrived. The owner decided upon granite countertops for the galley and head so we are working with a company that makes lightweight granite tops by laminating ¼" granite on a ½" honeycomb core. This makes these granite tops weigh in at just 4lbs. a sq. ft. vs. 20lbs or more. Other projects have been relating to the electric system. Our goal is to build a modern electric panel which can be hidden from view. We wish to keep the 1959 look throughout the interior. We are also installing new systems.

That list includes air conditioning in such a way as to not change the look of the vessel as well.

I continue to work on our 14' skiff however it has been slowed due to lack of "extra" time.

The new dust collector building was completed in August. It is concrete block up to 4', on a slab, with a metal building on top. The front allows is open below to allow a trailer to sit under the dust collector which is mounted just above. The duct work has begun and should be finished, soon. This will make working in the shop much cleaner.

Our mornings are beginning to be slightly cooler but afternoon highs remind us we are still in Florida.

Calm seas and following breezes,

Skip Joest

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September has finally brought some lightly cooler temperatures. Both of the catamaran hulls are right side up and have been glassed with the Hexcell material on the inside. The collision bulkheads are installed and we have primed and painted, (with Awlgrip) the hull areas forward of the collision bulkheads. The reason for painting now is due to the incredible difficulty of working in these very deep, narrow areas. We masked off the places where more bonding will take place when the decks are installed. We are waiting on the P. V. C. core foam to arrive so we can start on the wing deck and bulkheads.

The Chris Craft project is moving along very well. The bottom is nearly ready for the fiber-glassing operation and the electric system is progressing. We discovered enough rot in the plank ends and framing at the transom to justify removing the transom planking and re-framing the area. We will be replacing the transom with a layer of plywood then a thin planking layer. We will be using ribbon stripe Sepele for the new transom.

I did get a very interesting call. I thought it was a friend playing a trick. A man called to say he had a 1959 31 foot, Chris Craft which needs work. Turns out he wasn't kidding. Of the 104 boats built to this design in 1959, two of them are now within 50 miles of each other. Hopefully we can get some pictures of them together on day.

The fourteen foot skiff project has no new progress due to lack of "extra" time.

Expect big things for October. Our two catamaran hulls should become on boat by the end of the month.

Live life one coat of varnish at a time.

Skip Joest

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October started with the arrival of the PVC core we will be using along with carbon fiber to build the decks, bulkheads, and interior parts for the Mast Foil 40 Catamaran. The wing deck and two of the three main bulkheads were laid out and laminated. Just before the end of the month we positioned the two hulls and installed the wing deck. We now have a Catamaran in the shop.

Work on the Chris Craft proceeded at a slow pace in October due to a push to get the MF40 put together. More wiring has been done. The transom frame repairs are complete and the plywood inner transom has been installed. Joest Boats has found a chrome-platter in Texas which we are trying out. The Chris Craft has a lot of hardware that needs to be plated in order to bring the boat to show condition.

There was no progress on the fourteen foot skiff. Time is truly a precious commodity.

Fair winds,

Skip Joest

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November started with a big push to get the MF-40 bulkheads installed. These are big parts which eat up a lot of shop space. The forward and aft main bulkheads have been installed, fillet bonded, and taped into place with carbon fiber. The structure is beginning to stiffen up. The biggest bulkhead is the aft end of the cabin house. It has been fabricated and fitted into the structure.

The Chris Craft got a lot of hours in November. The bottom is now covered with fiberglass. Six layers alternating 18oz. woven roving and 1 & 1/2oz. matt. The fiberglass is held to the wood hull with stainless steel staples spaced every three inches. Because of the shape of this vessel, the fiberglass was applied with the boat upright. Joest Boats has used this glassing technique with great success in the past but it is still a miserable job to apply fiberglass and resin upside down! The hull is now leak and worm proof as well as much, much, stronger.

More thought has gone into the fourteen foot skiff but that is about all.

Don't eat too much turkey and enjoy the Holidays!

Skip Joest

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## December at Joest Boats

Work continued on the new MF-40 and the restoration of the Chris Craft for the first two weeks of December. The crew was then sent on Holiday Vacation and I enjoyed the Holidays with family and friends and started building the new office.

The MF-40 fuel tanks were fitted and supports for the tanks were installed. The cockpit wing extensions were made and the floor boards down in the hull were made.

The Chris Craft Constellation's bottom is complete.

The fourteen foot skiff now hangs from the rafters because January will see a 103 year old steam boat come in for some upkeep.

Stay warm!

Skip Joest