



Blue outside and white within and just the right size for two animals

CONSTRUCTION JOURNAL FOR THE FLAT BOTTOMED JIMMY SKIFF 'DAY'S EASE'

(Named for my wife Daisy)

As Water Rat said, in Kenneth Grahame's *Wind in the Willows*, "There is nothing – absolutely NOTHING-- half so much worth doing as simply messing-about in boats. . . ."

It was painted blue outside and white within,
and was just the size for two animals;
and the Mole's whole heart went out
to it at once, even though he did not yet
fully understand its uses.

The Rat sculled smartly across and
made fast. Then he held up his forepaw as
the Mole stepped gingerly down. "Lean
on that!" he said. "Now then, step lively!"
and the Mole to his surprise and rapture

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found himself actually seated in the stern of
a real boat.

“This has been a wonderful day!” said
he, as the Rat shoved off and took to the
sculls again. “Do you know, I’ve never
been in a boat before in all my life. ”

“What?” cried the Rat, open-mouthed:
“Never been in a--you never--well I--what
have you been doing, then?”

“Is it so nice as all that?” asked the Mole
shyly, though he was quite prepared to
believe it as he leant back in his seat and
surveyed the cushions, the oars, the row
locks, and all the fascinating fittings, and
felt the boat sway lightly under him.

“Nice? It’s the ONLY thing,” said the
Water Rat solemnly, as he leant forward for
his stroke. “Believe me, my young friend,
there is NOTHING--absolute nothing--half
so much worth doing as simply messing
about in boats. Simply messing,” he went
on dreamily: “messing--about--in--boats;
messing. . . ”

1960 - The year I got married. Kids and jobs came first. My main job was in a bank but I was also an active, drilling Coast Guard Reservist. I stayed with the bank for eight years but kept the part-time Coast Guard career for almost thirty years and retired as a Commander in 1987. I thought about building a boat someday. I continued to work and. . .

F~a~s~t F~o~r~w~a~r~d

2005 - Deciding to build a boat - What to do when I really retired? Now 68 years young and relocating to New Jersey from the mountains of Western North Carolina. I sold a publishing business I’d built over a 12 year period.

My health was decent yet I didn’t want a job. I wanted to be free to travel the world while my wife and I are mobile. We also want freedom to come and go for the purpose of visiting and

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helping the family. We have four children, twelve grandchildren and five brothers and sisters with families at all stages of life. I needed a hobby. Something that would fit in with our new condominium lifestyle; writing, watercolor painting, woodworking, boating, and other things I've put off for 'later.'

Exactly where the idea came from I cannot tell. I've always loved "messing around" in boats. My dad was a seaman for many years - Chief Engineer on large freighters. I became a Coast Guard Reservist and worked around the Miami Waterfront for quarter of a century.

I learned to sail on rental sailboats. I subscribed to Wooden Boat and Sail Magazines. I bought and restored a 17' sailing canoe on the cheap. It gave me many happy days both working on it and sailing it on sheltered waters in South Florida. Then we lived in the mountains far from sailing water for over twenty years. I became a white water canoeist. One day in 2005 I simply said to myself, "Self. I want to build a boat." Some web-based research followed and I ultimately opted for a kit from Chesapeake LightCraft in Annapolis Maryland - The Jimmy Skiff. A 13'2" flat bottomed rowboat with a dagger board and sprit sail rig. A sweet curve to the sheer and just enough rocker on its bottom. As you can see from the photos, Day's Ease will look a lot like the boat Grahame described in Wind In The Willows. Neat eh!

This chapter appeared as my website billserle.com for a number of years. If you read this early on it will still be there.



My first boating project. In about 1961 I resurrected this 17' sailing canoe. Its sail was made of dacron filters liberated from a cement factory where it was working as an air filter. I replaced some rotten wood ribs and patched the fabric hull. Here son Billy seems to be about three years old sitting in the shallow waters the MacArthur Causeway.

2006 - A longish wait - We were living a condo in Allamuchy, New Jersey to be closer to our more Northern children. Daisy needed to be closer to the daughters. I agreed it was time to sell but it took over a year to get the house ready and time was needed for construction of the condo. We closed on the sale of our house in April but could not move in until the first of June.

Not only did we have to pare our household down to fit into a small apartment, we had to furnish the place completely as we had sold all of our furniture to the buyers of the house in North Carolina. (The buyer loved our stuff!) We spent the summer of 2007 settling in.

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One year to sell our house. Six months to set up our new love nest in beautiful Allamuchy New Jersey. Meanwhile daughter Kris's husband Dan bought a sizable building and began a lengthy remodeling of the premises. It would contain his business operations including a warehouse and office building. He began to move the business in stages in the autumn of 2007.

I needed a place to build my dream. In a moment of loving generosity Dan said, "Bill. Do you want office space in our new building?" I think he and Kris had an idea that I would be in need of escape from the condo once in a while.

I replied, "No Dan. Thanks anyway for a really generous offer. But if there is space available, could you set a corner aside for me to use for building of small boats?" He agreed so I had a place to build a boat!!!

October 2007 - Ordering the skiff. - The warehouse is looking more finished - a renovation is underway to fit it for Dan's vision of the perfect operations center for his burgeoning business.

My Corner was in the 50,000 square foot warehouse. Notice the shiny, smooth epoxy coated floors. I need to put down paper under my project before I begin to fiberglass the hull. The thirty foot ceiling will let me rig the 16 foot mast and sail indoors! My corner of the warehouse was bright and clean. I searched the web, visited the showroom and tried the factory's sample boat before choosing a Jimmy Skiff from the Chesapeake Light Craft Company in Annapolis, Maryland.

The kit arrived the Tuesday before Thanksgiving; one hundred seventy pounds of wood panels, bottles of epoxy, mast and spar stubs to be glued together, bags of hardware and the sail in three cartons. I first saw the boxes in person the Friday after Thanksgiving but my "boat building" corner was not ready yet. The floors were being cleaned. Seven large pages of detailed plans couldn't wait to be taken home and studied.

The type of construction is called "stitch and Glue." The planks can be stitched together with plastic ties or copper wire and then glued together with a strong epoxy glue to form the hull. Fiberglass is then used to toughen everything up after the stiches are removed. The result should be a light, durable boat which will give many seasons of fun.



My corner of the warehouse was bright and clean with smooth, dust free, epoxied floors.

Monday, December 3, 2007 - Opening the three cartons. - I've been shopping for supplies and a few tools. Sharpening stones for planes and chisels. Extra saw horses. A high quality drill bit index, respirator masks, sandpaper, rubber gloves and such. All the odds and ends recommended in my CLC building guide.

After taping protective cardboard to the fresh new floor, I laid a piece of 3/4 " plywood on sawhorses to make a sturdy workbench. I spread out the panels and materials that came with the kit. My first impression was that the plywood parts were beautifully shaped; all clean cuts and no frayed edges. The supplies were boxed and bagged and the process of getting set up took very little time.

I bought a large, single - compartment Stanley tool box with wheels - sort of like a trunk. It was ideal. I loaded it with my drill, sanders, clamps, saws, and hand tools and boat building supplies.

As the actual work was close I needed a day off to keep a couple of medical and banking appointments with Daisy. Tuesday is our movie date day so there was no time to really work on the boat. So far I'd spent more time shopping than building.

Wednesday, December 5, 2007 - Gluing the bottom and sides - My opportunity to really work on the boat finally came. I got to the warehouse after doing a little more shopping - I needed a carpet scrap to cover the sawhorses. I don't want to scratch the pretty hull that will soon emerge from my stack of boards and sticks.

At last - hands on the wood. I mixed about six ounces of epoxy in a paper cup and applied it to the scarfs that would join the two largest sheets of 9 mm marine plywood that form the bottom. After using the epoxy, I nailed them through the scarf, right to the workbench as the plans directed, to clamp them for while the epoxy cured. I also placed a board on the joint and weighed it down. I used waxed paper between the hull bottom and the workbench and under the top, weighted board, to prevent me from bonding the bottom of my new boat to the workbench or weighted boards.

The actual epoxying process needed only a few minutes and was easy to do. It took me a lot longer because I had never used the glue before and had to check every thing twice. I was nervous, never having joined wood this way before. The two biggest panels are glued. This seemed a big step. The bottom panels are made of 9mm Okume marine plywood.

Most of the boat is made from lighter 6mm plywood. The bottom rests against the wall to cure while the sides are joined. Because my work bench was full and the sidepieces are so long I'll have to wait till tomorrow to glue them and begin the next steps.

Thursday, December 6, 2007 - The bottom is now one piece.

The epoxy worked perfectly. I leaned the bottom against the wall and glued the panels to form the two 13' sides of the boat on my plywood workbench. This all took just a few minutes and I felt that my work day was over. Back to Lowes for a little more shopping.

Friday December 7, 2007 - Another exciting day. The sewing process begins. Now that the sides and bottom are ready I was able to drill 1/8" holes every 6" along the bottom and side panels.

My work shop is in a corner of a large warehouse which was formerly an Edy's Ice cream facility. There are all kinds of workers there. The project managers, architects, the warehouse facilitator and others.

My son-in-law has an interest in a concrete design company located in another part of the building. They make forms in a wood shop (completely equipped) and then cast the concrete. Contractors, electricians, plumbers, carpenters, HVAC folk, roofers, communications workers, steel workers and everyone needed to do the project are hard at work. There are lots of people around. But I try to stay out of the way in my corner. Here the side panels are glued. Panels, for the deck and transom seat are waiting their turn.



The two biggest panels are glued. This seemed a big step. The bottom rests against the wall to cure while the sides are joined.



Here the side panels are glued. Panels, for the deck and transom seat wait their turn.

My visitors were mostly men. They wonder what I am up to. So I posted a little sign explaining my project and showing pictures of the finished boat. Guys stop by to express interest and enthusiasm. One guy has a place on a nearby lake and he offered me a place to launch the boat when I'm ready. "Bring everyone," he says. "There's room for a party. "

Two brothers with Polish accents showed up. They expressed real interest. One said, "We understand. When we were kids in Poland we didn't have TV. Our dad was always doing crazy stuff like this. "

I didn't have an assistant to hold the side in position on the bottom so I rigged a little helper with my

portable workbench. Then I was able to drill the holes in the side and begin stitching.

My main work bench is now the hull itself draped over padded sawhorses. The bottom is made of a fine 9mm marine plywood which is known as Okume. It flexes a little to approximate the rocker of the hull. I drill the sidepieces after draping the hull between the two sawhorses to make sure the holes match up. The sides are then stitched together with plastic ties. It suddenly looks like a boat!



The hull is just stitched together. With the transom sitting on its bulkhead for a test fit. The boat is already showing its pretty lines. The stitches are visible.

Monday December 10, 2007 - Drilling holes - Today I drilled the sewing holes in the transom and stitched it to the hull. It really looks like a boat now. I spent some time aligning everything and test fitted the transom seat, bulkheads and thwarts. Alas I must take a break for medical appointments, finding and buying a new car, visiting family and friends and won't be back at work until my birthday on the thirty-first of December.

Other commitments are on the horizon and I may not be able to spend real time on the boat until mid-January. Stitched but not glued, I loosely fitted in the transom seat and fore deck.

December 17-21, 2007 - A factory visit - My brother Sandy lives in Annapolis, Maryland. The Chesapeake Light Craft boat works is located there. I plan a visit with family in tow to check out some construction details at the factory. (Jan and Art Newburg, Sandy and Marisa Grinnell, Daisy and I). Their Jimmy Skiff is on display. I had enjoyed a visit there during their Okume Festival last summer, 2006, when I first met the Jimmy in person. Sandy went with me to the festival and we both tried a variety of boats. The Jimmy was fun to row but there was no wind to test its sailing ability. My impressions were favorable.

Six of us descend on CLC after lunch. My wife and sibs will gawk at the pretty little boats one could make. I gawk and shop and look at the CLC's Jimmy Skiff to check a few transom and bow deck details.

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Their boat is over ten years old and they say it has had hard use. It looks good. Leaning on end against a wall it seems larger. White inside and blue outside. - brightly varnished gunwales.

I buy an extra set of oar locks, ports for bow and stern compartment access, Japanese saw, some cleats and other odds and ends - Oops! Another \$177.00 goes into the project.



The stitches are visible on the outside. Inside the sides, transom and bottom are welded together with a fillet of epoxy mixed with wood flour to make a bond that is stronger than the wood itself. The inside is coated with epoxy and shows off a pleasing wood grain.

2008 - Happy New Year! - We have been to Mclean, Virginia and Annapolis for 10 days. Then we spent Christmas with Kris and Dan and family followed by 4 days in Pittsburgh, Pennsylvania at a basketball tournament rooting for grandsons Billy and Brandon Serle who live in Florida. So my first day available to work on the boat will be Wednesday, January 2, 2008. Then on Saturday we'll be in Florida to help out on a family matter for an uncertain number of weeks.

January 2, 2008 - applying fillets - a mistake is discovered - I glued the sides, bottom and transom together using fillets made up of epoxy mixed with wood flour. No Problema. Covered the fillets with fiberglass tape then applied epoxy to cover the entire inside and wet out the fiberglass cloth. I discovered a boo-boo. When I glued the bottom panel and side panel scarf joints I didn't use the Cabo-sil thickener. The joints seem strong but it worries me that I may not have the strongest possible joints. I'll try to telephone CLC tomorrow and ask their opinion of how big a deal this deviation from instructions is. Perhaps I can add extra fiberglass on the bottom and at the chines and sheer line to firm things up.

January 3 - The boat still looks like a boat! - Good news. John at CLC said that the lack of cab-o-sil was not a problem, as did other boat builders who responded to a question I posted on CLC's Boat Builder's Forum. Phew!

I spent about three hours at the shop today. I joined the sheer rail sections to be ready to install tomorrow if possible.

The warehouse was a little cool today due to some thru-the-roof fittings leaving big holes to the outside air. Temps outside were in the teens and it was windy. Those guys on the roof must have been really uncomfortable today and yesterday when it was very windy. I hope my glue,

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with cab-o-sil this time, will cure by tomorrow.

I trimmed off the ends of the fiberglass at the transom corners and stem. The seams look and feel very strong. The fiberglass tape shows a little inside - I see some sanding in my future. I also fitted and glued the forward thwart together.

I'll post some pictures tomorrow.

January 4 - Just finished packing for a three week trip to Florida. I'll try to work on this web site from there. Clamped in the sheer rails in and had 'em trimmed just right when the starboard side rail cracked. Not a big problem. My first job when I get back will be to buy some 1"x3/4" and make a new rail. It split quite a distance from the glued splice I made. Goes to show epoxy is stronger than the wood.

Quite a number of kibitzers stopped by today to say how nice the boat was looking. They were saying how flimsy the wood looked. Now that the sheer clamps are in they are starting to believe. I wonder if CLC will pay me a commission on plans and kits.

January 21 and 22 - Monday - Back to working on the boat again - a few hours each day seems about right. I bought 2 pieces of 3/4" x 2" x 8', trimmed them to 1.25" and joined them with a scarf joint. I mixed the epoxy correctly this time and clamped them overnight.

Tuesday - The directions said dry 24 hours but at 12 hours the joint was wonderful! I cut the new starboard sheer clamp to fit tightly against the transom and the stem and clamped it in place. Screwed the thwarts together and the transom seat cleats. Wedged in a thwart-ship piece of scrap to hold the hull at 50" beam.

Had quite a few visitors again today. They seem to like my project!

Tomorrow is glue day. I cannot glue the transom seat in until I have the skeg ready to install.



This is the CLC Jimmy Skiff on the shores of the Chesapeake Bay. The same hull we looked at in the CLC store and the same hull I rowed and tried to sail at the Okume festival.

Thursday - Actually glued in the port shear clamp. Made a mistake and applied some glue to the wrong side of the starboard shear clamp and need to let it dry overnight before I reglue and install it. I also glued in the cleats for the transom seat. I ran my tape measure from stem to stern and fixed it in place with masking tape so that I can properly fit the bulkheads.



Photo by Pete Dougherty

Found the hull to be one and one-half inches longer than the plans. Should be no problem. It's also one half inch too beamy. LOL. More boat for the money!

Friday - A very productive day. The bulkheads are glued in place and Monday I'll install the thwarts and start work on the dagger board trunk and the skeg. More visitors stop to chat. I notice that they have started petting it. They're falling in love. To date I think I've spent 20 hours actually working on the boat.

Monday, February 11 - I've skipped a few journal entry days. Now I've got about 35 happy hours into the project. Well - OK. I guess that includes a few hours when my back ached too.

The shear clamps are in. The thwarts are well attached, mounted them on cleats and glued in place. I had some extra glue mixed and used it to join the two halves of the centerboard. Still need to do a smooth fillet of glue on each thwart. I had the bottom of the centerboard trunk squared on the wood shop's joiner so that it would be straight when sitting on the bottom. Handy to have a wood shop under the same roof. I've done some sanding and a second coat of epoxy on the inside of the hull. Need to do more sanding and another coat before I flip the hull.

I'm in Florida again as I write this - Over a thousand miles away so I won't get back on the job for a while. My friend Pete Dougherty took this picture on my last day. The boat looks and feels strong.

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March 4 - 7 - I'm baaack! Happy to be working on the boat again. I put in about 4 hours a day Tuesday and Wednesday and have gotten the fore-deck and Centerboard trunk glued and screwed in and I believe I'll flip the boat and finish up the bottom Thursday and Friday.

The building's remodeling insures a ready supply of guys to talk about the boat and pet it. Joe, occupation unknown, said, "Is this a real boat? You know. Can it be put in the water and float?" He seemed impressed when I assured him that it would look like the picture of a Jimmy skiff I have on the wall. Jeff, occupation unknown, asked, "How did you learn to do this?" He was very interested in the plans and instruction book and seemed impressed when I told him that it was my first boat.

Milo, a gentlemen from Ecuador, the leading janitor/conciarge, who spoke limited English, told me in Spanish that he worked on boats in Ecuador. He said he'd bring a special ruler and help me figure out the boat's official displacement.



Grandson Garrison Keck lends a hand. He mixed the epoxy and did some painting. He's also a good hand with a broom.

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Sunday March, 16th - The hull is flipped! All the stitches are cut out, all holes filled and sanded. The skeg is glued up and ready to finish. Time to fiberglass. Daisy came to the shop with me today, a volunteer, to mix epoxy while I roll it on.

Joe, from the concrete Design Company's wood shop, has worked with fiberglass molds for concrete work. He looked it over for me and pronounced it, "good to go." "I laid the fiberglass cloth on the hull and smoothed it as well as I could and tacked it with a few push pins to make sure it doesn't slip out of place. The glassing went well and Monday, Saint Patrick's Day, I'll grind off the rough parts, trim the overflow cloth and give it another coat of epoxy. (There will be three coats altogether) I thought the boat looked good. Milo came by one day last week and showed me his hull displacement calculating wheel. My boat is too small to measure.

Wednesday March, 26 - I've been working a few hours every day since my last notes. The boat is glassed and then extra fiberglass tape placed on the wear points. After three coats most of the uneven patches are gone on the outside of the hull and it will soon be time for paint. I bought polypropylene based marine paint; blue for the outside and white for the interior.

Today I finished sanding the bottom of the centerboard trunk opening and did a bit of work on the skeg. I must leave town for a month's vacation on the 8th of April so no way will I see a May 1 launch. Maybe June 1. It's a good thing I'm not in a hurry to finish. I'll need to think about a trailer soon.

Ciao!

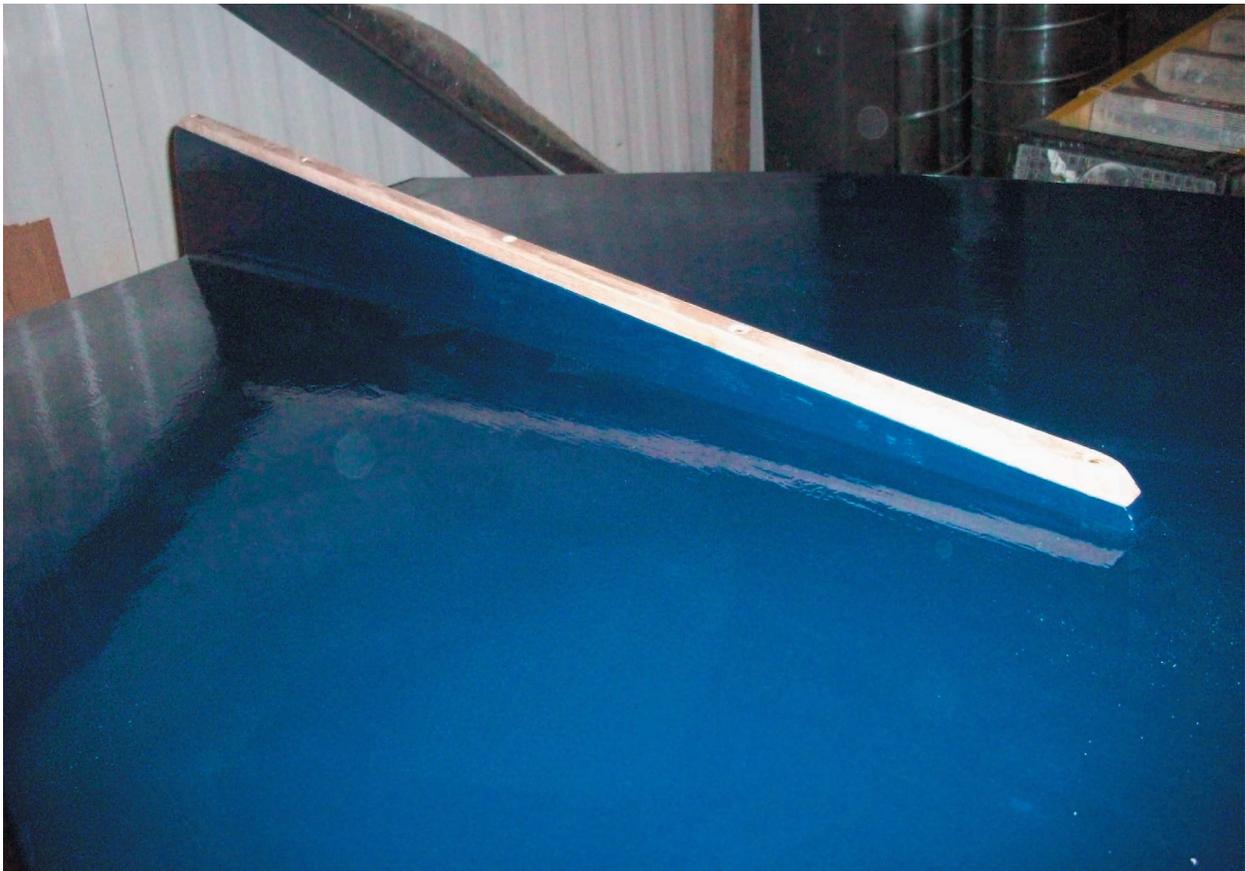


OH HAPPY DAY - While I was away the electricians installed an electrical outlet for me - I've been using a 125 foot extension cord every day. It was subject to forklift damage, borrowing, and disappearance. Now the juice is just right!

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April 2 - Primed the bottom today. It looked good. A couple of construction guys I haven't met before stopped by. They were from Macedonia. Spoke five languages. They said the boat looked beautiful. I felt so proud. The white primer makes it all look so perfect and virginal! We all wear hard hats in the warehouse now due to insurance rules. Makes me feel like one of the gang. Everyone there knows me by name. Someone cut my 100' extension cord with a forklift and promptly fixed it with a new plug while I was out. I wonder who it could have been. Phew.

Just a few more days to work before I leave. I'll paint the bottom blue tomorrow and flip the hull on Friday for the interior finish. Then spars, rudder and rigging. Gotta buy oars and a trailer. How will I tell Daisy??? She thinks I should carry the boat on the roof of my Explorer. I don't think I can do it. The primer went on brilliant white. The shiny blue hull, after just one coat, reflects a lot of light. It looks smooth and unspotted in person. Somehow the hull reflects everything around it in the photo. Talk more in May.



I placed a tough, unfinished oak strip on the skeg as a "sacrificial" grounding point.

July 7, 2008 - Dear web site - sorry about May and June. We have been traveling. Family medical emergency, high school graduation and other events in Florida. So I have neglected my boat building.

Earlier, in May I think, I finished a second coat of blue on the hull and added a sacrificial oak strip to the skeg. I flipped the hull some time ago.

I was able to work a few a very few days in May and June. Today I got back to it. I shaped the rudder, worked on the tiller and mast step. With the able and enthusiastic assistance of my grandson Garrison Keck, I mixed up a batch of epoxy and coated all the little parts laying around. Garrison mixed and painted - I kibitzed.

We mixed up a little glue and assembled the mast step and the handles on the centerboard. We mixed some epoxy and wood flour to a nice peanut butter consistency and did the final, finishing, filets on the thwart seats and the transom seat. I used masking tape to keep the filets neat and it came out great. I've decided to leave the seats, the mast, rudder, the spray rail and rub-rails natural wood. The inside of the boat will be white. Can't wait!

Mast tabernacle - Meanwhile my son Jeff Serle is working on a stainless steel mast tabernacle fitting. He's a mechanical engineer and his company does a lot of stainless steel work. Putting an oak strip on the bottom of the skeg seemed like a nice touch.

Tomorrow I'll assemble the rudder, sand, and go back to work on the mast. July 8th thru 11th - I worked a few hours every day. I discovered that the two little pieces of mahogany included in the kit for the spray rail have vanished. I found some likely cedar strips at Lowes but after ripping them to size with I believe that they will probably split when I bend them.

I'm on the way to Virginia for three weeks and may buy the wood and some other odds and ends when I visit my brother Sandy in Annapolis.

The rudder is hung and the foredeck is epoxied. I screwed up the mast-step by assembling the precut parts backwards. It will probably be an easy fix. I'll think about it while I'm away. Tabernacle - I'll cut the mast at about 3' from the mast step and use this to create a hinge. Ultimately it lets me erect and lower the mast with one hand. Thanks Jeff!

I ran low on epoxy hardener and ordered a pint from Chesapeake Light Craft on the telephone.

FIRE - Meanwhile the final, finishing filets on the transom seat have not hardened properly. Possibly not the right hardener mix? I called CLC and John advised me to put a heat lamp on



Tabernacle

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them (Just bright incandescent bulbs in a work light should be OK he said). I borrowed a double work lamp from Bill the warehouse manager and turned it on. I told him that I'd like to run them overnight. He worried about danger of fire but I left them on anyway and drove thirty minutes home to take a nap before dinner.

I felt the need to rest up for our trip, don'tcha know. I was asleep at home when the phone rang and Steve from the warehouse (whose face I can't recall) informed me, sadly, that the boat had caught fire!

They had to take it outside due to some nasty smoke.

Oh my God I thought! What have I done? He said there didn't seem to be too much damage - just a little charring. I asked, "Have you called the fire department?" "No," he said. "There were no flames - just smouldering and lots of smoke." He told me he would put it back inside for me, if I liked, after it cooled off.

Dang!

The phone rings again as I'm getting dressed to drive back to the warehouse. It's Pete, on my son-in law's phone. Just kidding! No fire. LOL. Grrrrrr. Phew! I need a few weeks off after that.

I should be back to work by the end of July and launch by mid-August.

August 13, 2006 - Busy traveling as usual so I haven't finished the boat yet. I guess you're not surprised. We got back to town last week and I've been painting, sanding and fussing.

I ordered a trailer but it's been back-ordered and I may have to launch from the roof-rack of my Explorer. I left the rub-rail, the seats and centerboard trunk as brightly varnished wood and painted the rest. The trailer was not available when I was ready for it

August 26, 2008 - I borrowed a set of tall saw-horses. Tapering the mast with my skill saw and plane is much easier with a higher bench. Less stooping is good. I think it looks pretty sharp. I rigged the sprit so that I can release it and the sheets quickly. The boat is ready to float - 99. 9%



The heat lamps doing their thing. They helped warm the filet weld to help it harden.

complete. All I need to do to totally finish it is to put a little marine silicone sealant under the new brass stem protector and devise a mast crutch to support the mast while trailering to the lake.

I bought a used trailer for \$300.00. It needs a little work on the bunkers to make it fit the skiff. Launch date will be the first week of September if all goes as planned. I'd do it sooner but Daisy and I must leave for Virginia in the morning to be with our grand daughter Jordie for her 13th birthday.



I'm using taller sawhorses here to make shaping the mast and spar easier.

LAUNCHED - Thursday, September 4, 2008 - Daughter Kris, her husband Dan our grandchildren Maddy, Garrison and Mackenzie, friends Pete and Jean Dougherty with baby Lana and launch-site host Dan Hatchard, aka Hatch and his son, gathered to toast *Day's Ease*. They wished her fair winds and following sea to speed her on her way. Everything worked. I need to make a few adjustments to the tabernacle and rig and then hope for a few mild days before cold



Note the bowsprit and brass stem. Both are personal enhancements. Blue outside, white inside with the rub rail, bow sprit, seats and centerboard well natural wood.

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This is the party on
Lake Tranquility at
Dan Hatch's house
in late summer
2008.

(l - r) Jean Dough-
tery, me, Daisy,
Mackenzie, Maddy,
baby Lana, Gar-
rison, Kris, Hatch Jr,
Dan Keck and Dan
Hatch.

Photo by Pete
Dougherty



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Lake Tranquility sea trials

Fall 2008 - Ready to launch for a sail on Greenwood Lake.



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weather shuts me down for the season.

Now I'm unemployed again - I wish I had another boat project to start on. This time something larger - a good day sailer with a little accommodation - trailerable, of course. Here are a few final pictures.

Daisy and I have taken quite a bit of time away from home this year and the pattern continues so that I will take my first solo sail tomorrow, September 23rd, on Spruce Run Lake in Beautiful, rural, New Jersey. Perhaps I'll revisit the website, billsrle.com, and add a bit about the future voyages and adventures of *Day's Ease* from time to time.

PS - This and the next page of this chapter are about a dream of mine that...



The Pocketship is a new design from Chesapeake Light Craft. I'm at the helm at the Saint Michael's Small Craft Festival. CLC owner / designer John Harris and my brother Sandy Grinnell enjoy the light air, ghosting around the harbor. I think Daisy would not be afraid to get into this boat. I just don't have the space to build it right now.

See clcboats.com for photos and information.

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The PocketShip is fifteen feet long but the cabin is a simple but delightful hidey-hole.

