



COLD-MOLDING A CORTEZ MELONSEED

~Mike Wick

Standing on the shoulders of great boatbuilding presentations by Phil Maynard, Harold Bernard, Frank Stauss, and Carl Weissinger, I trailered my current project, a Cortez Melonseed, to the May meeting. In spring 2007, John Guidera and I had trailered our melonseeds to Florida to race against the new Cortez Melonseeds that David Lucas's shop had been building. I lost the melonseed race to David by about a boat length, and he has been bragging since that he has never been beaten. That boast became my challenge. This spring, David offered us a strip-plank hull to finish. I am using the strip-plank hull that he gave to us as a male plug to cold-mold a two-layer, Okoume plywood hull. Cold-molding turns out to be fairly strenuous, but it produces a smooth, strong, and very light hull. To preserve the hull, which I will pass on to Roland Anderson, I built an exoskeleton consisting of a temporary transom, garboards, keel batten, and nose cone around the plug. I draped a plastic dropcloth over the mold to keep the new hull from sticking to the plug. The exoskeleton parts provide a place to fasten the planks for the first layer.

One of my first steps was to consult with Gary Holmes who built his melonseed this way. Gary visited my plug and pronounced that there was no tumblehome to make it difficult to get the new hull off the plug. He loaned me his copy of Chapelle's *Boatbuilding* which



Mike Wick courageously trailered his new project to the May meeting.

was a great help. It is a comfort to know you aren't the first, and Gary gave me the assurance that I needed to make a start. I had already experimented extensively



A temporary garboard is being fitted here. This, along with a temporary transom, keel batten and nose cone, form a landing for the first layer of planking.

with luaun templates and decided to start with planks measuring roughly eight inches wide and laid 15° off the vertical. I tried several different spiling methods but found the best approach is to use a compass and a small Porter Cable power saw, then apply a peanut butter-like mix of epoxy and milled fiber, and use lots of bricks, clamps, sandbags, straps, and staples to hold the planks in position. I considered trying Titebond III but ended up using epoxy because of its greater gap-filling properties. Two layers of 3 mil planks mean about 100 planks cut from six and a half sheets of plywood and a gallon and a half of epoxy. To get the planks to ride close to the mold, I kerf them using a laminate trimmer and a $1/8$ inch router blade set very shallow to give a little extra cup in each plank. The first layer laid up on the plug is pretty wobbly, but when the two layers marry up in an epoxy bath, I can feel the strength.

One hundred planks are a lot when each is individually shaped. If I rushed and tried to hang too many planks in one session, my joints, and the hull's joints, suffered. At stations three and four, I changed the

orientation of the planks to 25° off vertical so they would lie smoother, and I used narrower planks in these areas. You learn by doing, then finish, and start a new part of the project. Today (May 28th), I finished planking and began to pop the new hull off the plug. It seems to be going well. Watch this space.



The first layer of planking nearly complete.

**NEXT MEETING: Tuesday, June 3rd at 7.30 pm,
Cooper River Yacht Club.**

This will be the Annual Pond Boat Regatta combined with a meeting of the Delaware River Radio-Controlled Model Boat Club. Although pond boats are the focus, small kayaks, canoes, or pulling boats are welcome. Bring some 3-strand line to review splicing (eye and end) for the summer season. Directions to the CRYC can be found at the end of the newsletter.

BULLETIN BOARD

There will be a Solstice Sail on July 2nd at the Ocean Gate Yacht Basin Marina on the Toms River. Meet and launch at 10:00 am. Pull out in the late afternoon and eat supper together.

Those planning to bring their boat to the Traditional Boat Festival at the Independence Seaport Museum this month should give the following information to John Brady:

Name, address, phone number, and email

Type of boat

Length

Beam

Draft

Rig

Engine? Horsepower?

Approximate weight

Is the boat normally dry sailed?

Will the boat be here for both days?

Coming by land or by sea? Do we need to launch the boat?

Ten TSCA members have the opportunity to sleep aboard GAZELA the night of June 14th. She will be berthed at the pier next to the museum and will host a chili dinner for \$5 a head. Contact Wendy if you are interested.

Mike Wick is going down to Cambridge, MD to give a presentation on the cold-molding of his melonseed for the Eastern Shore TSCA on Saturday, June 7 at 1 p.m. There will be a sail afterward.

The 2008 John Gardner Smallcraft Workshop at Mystic Seaport has been cancelled. In the coming months the museum will review possibilities for the future. If you would like to make suggestions for this event, please email: Dana.Hewson@mysticseaport.org.

Boat Camp

This summer build a boat on the banks of the Delaware River.



Ages 13 - 17

July 7 through August 8, 2008



Monday Through Friday
9:00 am to 4:00 pm
\$850 for Museum Members
\$895 for Non Members
www.phillyseaport.org

Independence Seaport Museum
Workshop on the Water
211 S. Columbus Blvd. at Walnut St.
Philadelphia, Pa. 19106
215-413-8630
groupsales@phillyseaport.org

WHY IS FRANK SMILING?



On May 24th, a handful of TSCA members and Frank's family joined him at the Union Lake Sailing & Tennis Club and did just the same. After roughly two and a half years of careful labor, QUIET TIME was ready for her mooring. Congratulations! She looks great! Frank will tell us more about her design and construction at the August meeting.





Directions to the Cooper River Yacht Club:

From Philadelphia, take the Ben Franklin Bridge into New Jersey. Once in NJ and on the east side of the Ben Franklin Bridge, stay in the left hand lane and head toward Route 70 east. This will place you onto Admiral Wilson Blvd (Rt 30 east).

Stay in either of the two left lanes, heading toward Route 70, and you will go OVER a small overpass bridge. As soon as you get off of the overpass bridge, move to the right hand lane. You will be on Route 70 east.

Stay on Route 70 east for approximately 2 miles and take the Cuthbert Blvd South exit (BEFORE the Crown Plaza Hotel). Move into the center lane and cross over a small bridge which spans a section of the Cooper River. Make the first right as soon as you reach the end of the bridge onto South Park Drive (at the sign that says Camden County Parks). Follow South Park Drive for approximately six tenths of a mile and the Cooper River Yacht Club will be on your right.

From South Jersey, take Route 168 (Black Horse Pike) or Route 30 (White Horse Pike) north to Route 130 north. After you pass the Collingswood Traffic Circle, stay in the right lane and exit to the right onto South Park Drive. The Cooper River Yacht Club will be approximately one mile ahead on your left.

From North Jersey, find your way onto Route 130 south. When you reach the Pennsauken/Camden area, exit onto Route 70 east and follow the directions above for **From Philadelphia**.

MAINSHEET

Monthly newsletter of the
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