

Spent Fall, Winter Making Boat of Seaworthy Design

Wives who would like to be sure that their husbands are kept busy and out of mischief and the house for the coming winter might be well advised to interest their mates in building a boat. Not only does this keep hubby out of the way for the next eight to ten months but, when he is finished, he should have lost weight and there should be a nice, new boat on the harbor for the family to spend its leisure hours and vacation on.

Such might be the comment of Mrs. R. J. Morry of 42 Tracey Street, whose husband, Reg, has been out of sight in the family garage for the major part of his leisure time since last August until several weeks ago, when his 23-foot 10-inch Rhodenhiser-design power craft was launched on the Bay of Quinte.

Since the laying of the keel last August, Reg has spent many long hours running into the wee hours of the morning shaping, planing, fitting and nailing, and getting sage advice from local boat build-

er-designer Bill Rhodenhiser on some of the finer points of construction. The result has been the slow but sure construction of a design of boat not often seen on local waters.

Reg's boat does not exactly have the forward look of streamliners such as are produced in great quantities these days by commercial builders. Rather his boat sacrifices sleek lines for comfortable build. High in the bows, broad of beam, and a specially designed hull and keel give the craft excellent stability in rough weather and keep it quite dry and easy to handle. It is more like a deep sea craft than an inland water pleasure craft.

ARE MARITIMERS

This is not surprising when one realizes that the designer, Bill Rhodenhiser, is from the east coast and learned his trade in Nova Scotia and the builder Reg, is from Newfoundland and grew up on the broad reaches of the Atlantic. So far the Morry boat has been through winds up to around 30

knots and has yet to ship any water, except when it rains.

Perhaps because of his background, Reg relies upon an ancient two-cylinder Acadian engine to power his craft. This fascinating power plant, which features such "advanced" mechanical design as instantly adjustable valves (the entire valve operating train being external) and direct fuel injection priming (via petcocks leading into the combustion chamber) appears to rely mostly on salty oaths and hearty kicks on the flywheel for reliable starting, accounting, perhaps, for its nickname of "kicker."

The surge of power delivered by this engine, rated at around eight horsepower, is almost overwhelming and, until Reg solves the problem of dampening its vibrant enthusiasm, is not unlike the sensation one might experience whilst standing in the centre of a stampede of wild horses.

All of which definitely adds character to the boat, plus the advantage that until Reg does get the vibrations out no other boat out of Belleville harbor has an inbuilt massage system of soothing, albeit ominous, effect.

The boat will sleep four and has complete conveniences below decks and plenty of room,

despite a deceptively small external appearance. Reg will admit to having lost some eight pounds during the building of his boat and can cite examples where other boat builders have lost even more. Come to think of it perhaps it wouldn't be such a bad idea for some husbands to set their wives to building boats for the winter, even if the patronization of one local industry must suffer to a degree for the creation of a new one.