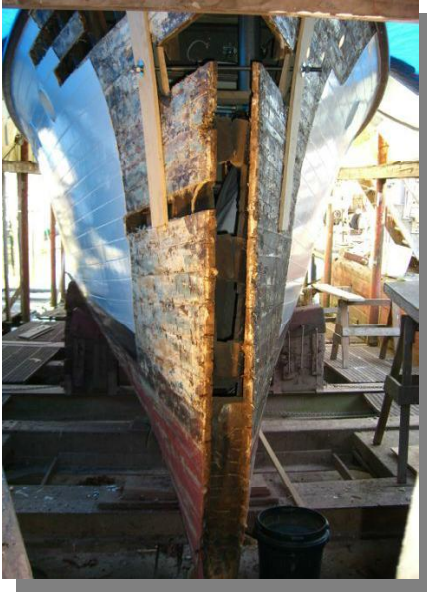


# ... for the love of our boats

## Olmaha ... Major Hull Restoration Projects



Caretaking of a classic wooden boat to keep it healthy is a constant task. Olmaha has had electrical system updating, mechanical maintenance, annual bottom painting, periodic hull and brightwork re-finishing, as well as caulking, refastening and occasional new planking. In addition she has also presented some larger shipwright challenges for "big timber" items. Here is a little photo essay of three of these.

In fall 2006 Olmaha made her first visit to Chris Earl at his Gronlund Boatworks on the North Arm of the Fraser River in Richmond BC. With his experience and sharp eyes,

Chris went straight to the 11' x 12" x 8" gumwood stem to diagnose a serious hidden defect that had eluded several thorough surveyors over the preceding years. Under the nice paint and cladding, as well as on close inspection in the chain locker, the stem had appeared to all to be flawless.



Then Chris set his gaze and paint scrapper upon it. In some extremely violent collision in the dim past the stem had in fact been fractured at the rabbet from top to bottom. Out of sight behind bow cladding, over subsequent decades, rainwater had tracked down the crack to cause deterioration of the plank ends and fasteners. Up on the ways, after the cladding was removed, with little effort the stem virtually fell out leaving the bow wide open. Clearly, a fairly gentle bump on the stem from a minor collision with a deadhead or a dock would likely have produced a

catastrophic result.

Some bad planks were removed or bad ends cut back to healthy wood and, to preserve as much original structure as possible, a new deeper stem was skilfully crafted from purpleheart.

With no "dry-fit" opportunity the new stem was rolled out and driven down between the plank ends to mate perfectly with the keel, leaving perfect caulking space. A work of art!

A new breast hook was constructed and the bow further restored with new fastenings and a substantial amount of new Douglas fir planking.

The restored bow was nicely finished off with purpleheart cladding, a bronze anchor plate and a bronze bow iron, fabricated by cutting a bronze propeller shaft in half.



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# Olmaha's restoration projects

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Suspecting that the force of the long-ago stem fracturing collision might have resulted in Olmaha suffering additional latent damage, a brief critical search for a likely secondary injury brought us to the project for the spring of 2010.

With a critical eye and suspicion the hull tumblehome in the aft starboard quarter seemed to have slightly lost its smooth curve. As an immediate consequence of her stem splitting collision Olmaha had likely slewed about striking her starboard quarter. Inspection behind the inner hull revealed 8 consecutive cracked frames and



of wood hydrolysis in the horn timber around the rudderpost and keel bolts.

This clearly could only be properly corrected by completely replacing the horn timber, a major surgical challenge, but not beyond the skills of Chris Earl. After hauling Olmaha stern-first up the ways, the rudder, shaft and garboard planks were removed.

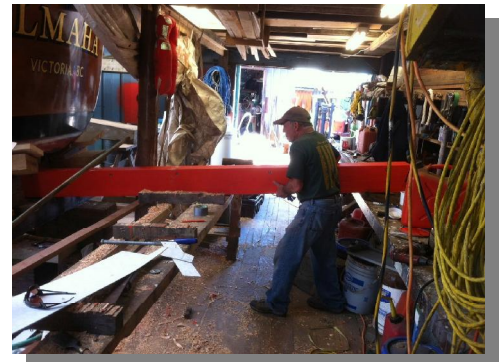
The aft 15 feet of the hull was shored up on each side and the water tanks in the transom rolled out of the way.

The transom knee was removed, the floor timbers cut away and the horn timber extracted piecemeal leaving the top of the keel bolts

protruding out of the deadwood.

Inspection of the horn timber revealed that not only had it been attacked by hydrolysis, but also, although invisible from external inspection, it had also been extensively fractured, undoubtedly due to a rudder grounding in the distant past.

With the positions of the keel bolt stubs marked on a door skin template, Chris prepared a beautiful clear 13'9" x 7" x 7.5" Douglas fir horn timber, pre-bored to match the old keel bolt positions.



The new timber was coaxed in over the deadwood and new bolt tops were driven down the pre-bored holes and welded to the old bolt stubs protruding from the deadwood. The new horn timber was then dogged down onto the deadwood and a new transom knee was fitted over the old bolts in the transom, keeping it undisturbed.

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associated deteriorated planks. Look at all the lovely new planking!

Spring 2012, with the "hidden" problems taken care of, it was time to address an obvious long-standing issue

# Olmaha reborn

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Steam bent oak was used to sister 18 ribs and yellow cedar cheek pieces, notched to accept the old floor timbers, were added along the horn timber. New cedar floor timbers were then installed and the garboard planks replaced

A new oxter knee was bolted into place at the external junction of the sternpost and new horn timber. (Note: "oxter" knee is NOT a typo)

The horn timber was drilled out to fit the new bronze rudder stuffing box, the rudder was reinstalled and the freshly painted water



tanks rolled back into place and re-blocked.

In late summer 2012, better than new, Olmaha was eased down the ways to continue her 9<sup>th</sup> decade of safe cruising.

For more photos go to:

<https://www.dropbox.com/sh/kyrahk2pt2y2jet/IDME24YOCv>

*Garth McBride*

*Olmaha*

*Commodore*

*member# 1226*

Please welcome the new Bridge of the Canadian CYA Fleet

The following positions were duly nominated, seconded and confirmed:

Commodore	Garth McBride
Vice Commodore	Donnell McDonnell
Rear Commodore	Shirley Howdle
Treasurer	Wolfgang Duntz
International Director	Randall Olafson
Fleet Historian	Michael O'Brien