

BOATWORKS BLOG

By Reuben Smith, Boatbuilder at Hall's

1928 22' CHRIS CRAFT CADET - "MOONSHINE"

Number 3 in a Series

Over the next months, we'll tell the story of Hall's restoration of this cadet. This boat has always lived on Lake George, and at 80 years old, she's in the shop for a structural rebuild and restoration. The boat needs a complete new bottom, with repairs to the stem and gripe, and new bilge stringers, keel, and chines, and all the framing and planking. The original engine is long gone, and the boat will have a restored engine installed when we're finished. Above the waterline, we'll do various repairs to planking, deck, and covering boards, and do a complete strip and refinishing.

In this series, we'll talk about the thought process that goes into restoring a boat like this.

Rolling the boat over

With the new stringers in the boat, we have enough strength to hold everything together while we strip the bottom off the boat. Our first step is to roll the boat over.



There are a thousand ways to do this. A recent article in *WoodenBoat* shows a few good ideas. At Hall's, we have the room and equipment to do this quickly, safely, and easily. It's one of the things that make this shop terrific. Plus, we have Pete Bombard, who has worked here for decades and done this a million times.

Our system, with an engineless, lightened hull like our Cadet, is to locate a strap around the boat at the balance point. The strap we use is long, and one end is set high, with the hoist drawn well in, and the other is set low, just above the hull. This allows us to roll the boat in that strap.

We lift the boat off the ground, and one man controls the end of the boat. If our strap is close enough to the balance point, this doesn't take much force. Once the boat is off the ground, we start raising the hoist on one side, and then lowering on the other. The friction of the strap on the hull starts rolling it over.

When the boat is up on its side, and a little over, it balances there. We lower it back to the floor on a pad, and then reset the strap, again way high on one side and low on the other. Then we hoist it off the floor and continue rolling it over. With our great setup here, the process is not very dramatic—and drama is something to avoid when rolling over something this precious.

We had converted a bunch of our storage bunks into platforms to keep the hull on while the work was being done. These bunks are on good casters, and they allow us to roll the project boats out of the way if we're jockeying boats around. We cribbed up some blocking on a couple of carts, and then lowered the upside down hull onto them, so they rested on the



tops of our new stringers. We spent a little time shimming so we knew the boat was set level (just so we could double check measurements and make sure we were keeping the shape of the boat correct while working on the bottom) and then we were ready to rip off that old planking.

THAT'S ALL FOR THIS WEEK.

CHECK BACK SOON FOR MORE UPDATES ON "MOONSHINE"