



The frames for the hull are completed and plating is now placed to start forming the hull.



Hull plates are forced together to get this contoured shape of the bow. Engine bearers are put in place



Bulkheads are going in, along with framing.



Now it is starting to look like a yacht.



Floor of salon and pilot house going well.



Salon and pilot house framing is reaching the sky.



Pilot house and bridge taking shape. Last plates being installed.



View from bow of stair to bridge. Bow thruster tube installed.



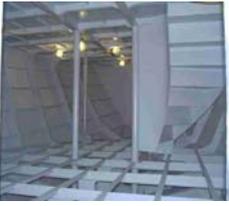
Radius stair from pilot house to cabin is a big and wonderful accomplishment. It is very comfortable and has good head room. Looks great!



The difficult process of cleaning and sandblasting has begun inside the cabin in preparation for the epoxy primer. Care must be taken to thoroughly clean all surfaces and sand blast all contaminated steel surfaces to a near white specification. Only then can you start the striping process with a brush and roller to insure proper coverage of all joints, cracks, and edges. Striping is performed twice before spraying the epoxy primer on all flat surfaces to a specified 6 mills of thickness.



Priming is a critical step in the quality and durability of a steel yacht. It would be easy and less expensive to take shortcuts in this process, but we feel that steel protection against the elements should be the first consideration of an owner of a steel yacht.



Priming the cabin and engine room are now complete, and stainless steel watertanks are being made to fit, but notice the tannage is not installed yet. That is because installing tanks earlier would have prevented access to prime all surfaces under tanks.



Inspection of steel fuel tanks with a mirror to double check painting coverage and quality. Tanks were cleaned and blasted white before painting with a special fuel tank epoxy. These four tanks will hold approximately 1500 gal. of fuel which will give this boat up to a 4500 mile range.



We've selected a Duetz Diesel for this trawler and she's a beauty with 322 hp at 2100 rpms. She will turn a 34" prop on a 2 1/2 " Auquamet shaft. The Vetus Hydraulic bowthruster from Holland is a nice addition also.



We are now preparing for Portholes. They will be all stainless steel and be recessed two inches into the hull.



With Pilot house unbolted and removed, the bow pulpit and bow spirit are being completed. Bow spirit is polished stainless steel.



We would like to get some more opinions on the bow spirit. Storage in the Portuguese bridge will be nice when the doors are installed.



Well it is December 2004 and we are finally back at it and have installed some interior blocking and seating in the salon.



Stainless steel rails are now in place ready for final polishing. We are using 1 1/4 pipe. Temporary wood blocking under the rail is used to anticipate the teak cap rail.



SORRY for the delay on new pictures of our progress. We are back now from a six month shutdown and are hard at work on the engine room insulation and finish.



We have installed Soundown insulation in the engine room. This is a serious insulation. It is designed for heat retention, sound and vibration absorption. This insulation is on both sides of the bulkheads.



After insulation is installed, aluminum perforated panels are put into place to give this engine room some added sound absorption and a nice finished look.



We have spared no expense and have chosen to use all stainless steel fuel lines, fittings, valves, and manifolds for our fuel delivery and polishing systems. I must say, it is nice to have some friends like Jeff and 4Iron in the business of stainless steel valves. Thanks Guys.





Mahogany going in on the v-birth cabin. Also the exhaust system has been decided on and we have chosen Soundown to provide us with the water injector and axial waterlift muffler.



We are very happy with this exhaust system and how it fits into the engine room and does not take up any isle space.



Back up top we are finishing our cypress ceiling and Mahogany beams.



More of the ceiling and starting on mahogany control station in pilot house.



Colors of the wood will really come to life when coated with polyurethane.