

# WoodenBoat

THE MAGAZINE FOR WOODEN BOAT OWNERS, BUILDERS, AND DESIGNERS



**VETERAN: A Pacific Northwest Purse Seiner**  
The Best of the Eastern-Rigged Draggers  
Minimally Invasive Frame Repair  
Stepping Up to Speed Under Sail  
The Boat as Teaching Tool in New York City

SEPTEMBER/OCTOBER 2008  
NUMBER 204  
\$6.25  
\$7.99 in Canada  
£3.95 in U.K.



**PUSSER'S®***"The single malt of rum and the father of grog"*

*Forbes writes, "Pusser's is still made in the same way it was at the time of Trafalgar - in wooden pot-stills as opposed to modern industrial column-stills. This results in the most full-flavored rum available anywhere".*



**The original Navy Rum and the father of grog** as the rum of Great Britain's Royal Navy and Royal Marines for more than two centuries.



*Gold Medals, London, 2001  
San Francisco, 2003 & 2005*



**P**usser's isn't for everyone. Some people prefer rums that are almost flavorless when compared to the intensely rich flavor of Pusser's. But if you want a rum that you can enjoy sipping, or still taste through the mix of your favorite cocktail, then Pusser's is for you. Try a Pusser's and Cola sometime and taste the difference.

Pusser's is not always easy to find but your local retailer can order it for you. Or take a look at HOW TO FIND IT on our web site at

[www.pussers.com](http://www.pussers.com)

*Charles Tobias*  
Charles Tobias, Chairman

PHOTO BY DAVID BOSS/STYLING BY ANNE WILSON; PHOTOGRAPHY BY ANDREW HARRIS; PHOTOGRAPHY BY ANDREW HARRIS



TOM JACKSON (BOTH)

**Left**—Thorvald Walsted, who with his sister Sonja runs the yard founded by their father, stands in the companionway of ERNA SIGNE, a 1912 William Fife 12-Meter yacht recently refurbished. **Above**—The 1932 Johan Anker-designed VEMA III, which was given a thoroughgoing restoration by Walsted's in 2000, is regularly maintained by the yard.

refit and minor interior modifications. She is 62'4" LOA, with a beam of 11'1", and a draft of 8'6". The yard also continues to care for VEMA III, a Johan Anker-designed 12-Meter. The yacht was extensively rebuilt and restored in 2000 at Walsteds, and she continues to have annual maintenance at the Thurø yard. VEMA III, designed in 1932, was composite-constructed, meaning she had wooden planking over steel frames. Her original galvanized mild steel frames were replaced with stainless steel during restoration. At the same time, the yard rebuilt her skylights and deck structures, gave her a new deck and covering boards, splined and restored her topside planking, restored her interior, renovated and updated her galley along the lines of the original styling, and found ways to insert systems—such as hydraulic power winches—with a minimum of disruption to her original interior cabinetry and finish style.

The yard is run by Thorvald Walsted and his sister Sonja, after their father, Aage Walsted, retired in December 2006 at the age of 84. From time to time the elder Walsted still comes by the yard, which is a short walk from his home, but he's reportedly spending most of his time in his garden these days.

*Walsteds Baadeverf A/S, Saugskærvej 21, Thurø DK-5700, Svendborg, Denmark; +45-6220-5168; <[www.walsteds.com](http://www.walsteds.com)>.*

■ **Russ Peterson** writes from Juneau, Alaska, with news that he is deep into the restoration of a 65' LOA 1926 mailboat, SEAL, in conjunction with his shipwright friend **Michael Svensson**. The restoration is the third boat in this size range that Peterson has undertaken, and he's been learning quite a lot about the history of his latest project.

"SEAL was the first boat built, in 1926, for the Territory of Alaska, well before

statehood," he writes. "SEAL served as a territorial mail and supply ship serving Juneau to Glacier Bay and all the little villages and towns along the way. The National Park Service has a lot of her photos posted on their site as well—many discussions took place on board SEAL about making Glacier Bay a park in the first place. She has only had two private owners since her service time for the territory and into statehood." The best photo of her he has found came from the wall of the Pioneer Bar in Sitka, and he's done taped interviews with one of the former territorial captains and with Tommy Osborn, a fisherman who owned the boat when Peterson first saw her.

"I fell in love with her about 20 years ago, when I was restoring a 1931, 65' sailboat called the RELIANCE here in Juneau. I have been restoring SEAL for four years now, hand-to-mouth, one job at a time to pay for one project at a time, struggling to get time off between wages to actually 'do' the work." At the end of his day's work as a computer network technician for the Alaska Department of Labor, Peterson has been "running home each evening to dive into my grubby clothes, and pick up where I left off the evening before, project by project.

"I've never taken her out of the harbor, and never seen the light come in any open window through the tarps, but I know each project brings me a little closer to that day. My dream is to create a non-profit, for which the only stipulation is that I get to caretake and skipper her until I am too old and goofy to do so anymore. The SEAL really is the most historically significant vessel in Juneau, since she carried so much load in bringing Alaska to statehood, and there are none left like her in Southeast Alaska.

"When I finally got her four years ago, she had pretty much been abandoned at



the dock for four to five years, and was in terrible shape. No wiring at all, motor stripped, no running water except what strained through her deck seams! I just rebuilt the wheelhouse, which included restoring all the curved pocket windows, which I made of teak and African mahogany, with koa wood sills, all new bronze, and more. I am making it a specific point to not only restore her using traditional materials, but also with traditional methods such as caulked decks, oakum, cotton, pine pitch, and tar. Last summer, Michael and I replaced the bow stem, and this summer we are replacing the port sheer plank, covering boards, and deck planking.

“Michael is a really talented guy—and I have worked with every shipwright that’s passed through and called Juneau home for the past 20 years. Michael is hands-down the best I have had the pleasure to work with, and call a friend.”

For more information and photographs, see the SEAL web site at <[www.mvseal.com](http://www.mvseal.com)>.

“The yard at **Hall’s Boat Corporation** on Lake George, New York, turns 100 this year,” Reuben Smith writes. “Once a dealer for Fay and Bowen and Gar Wood, Hall’s still services some of the boats it sold back in the 1920s. Walking into the storage shed in the winter is like walking into a museum, packed with about 70 classic wooden boats, from torpedo-sterned launches on up to modern Hacker-Crafts. In the summer, the covered slips are filled with bright runabouts, same as it ever was at Hall’s. But behind the scenes, things



RUSS PETERSON

Russ Peterson has a thing for restoring 65’ yachts, and his latest one is SEAL, a historic Juneau, Alaska, mailboat. He’s been working with his shipwright friend Michael Svensson on a major reconstruction, including the wheelhouse’s curved pocket windows.

*1963 Riva Aquarama*

**Enjoy the beauty of varnish the easy way**

What makes Bristol Finish the best choice for your brightwork? Ease of use, superior performance and dazzling appearance.

There’s **no sanding** between coats, and you can apply each coat as quickly as an hour or so apart. Apply it on bare wood, or over existing varnish or other coatings.

With **10 times** the UV resistance of varnish, the maintenance is easy. In the Caribbean, apply a top coat once every 1 to 2 years, and in New England, just once every 3 to 4 years.

Plus, the appearance is stunning- a high gloss, deep wet look that yacht owners love.

If appearance, performance and ease of use are important, it’s time you experienced a higher standard of finish quality.

**Ask for Bristol Finish.**

**1-800-582-7508** [www.bristolfinish.com](http://www.bristolfinish.com)

**MARINE SYSTEMS**

The importance of craftsmanship and its relevance to careers in today’s marine industry are the foundation of every course offered at IYRS. Come study full or part-time in programs in Boatbuilding & Restoration or Marine Systems.

**MASTER A CRAFT.**

**•IYRS•**

**LAUNCH A CAREER.**

IYRS is located in a region rich in career opportunities and maritime heritage. Join a group of graduates who are known and in demand for their skill, their problem-solving ability and teamwork, and a passion for the work they do.

**BOATBUILDING & RESTORATION**

**INTERNATIONAL YACHT RESTORATION SCHOOL**  
449 Thames Street, Newport, RI 02840 [www.iyrs.org](http://www.iyrs.org)