At Brewer Yacht Yards we think all of our customers are special. But this year the crew at Brewer Pilots Point Marina decided it was appropriate to offer up a little extra-special treatment in Brewer Yacht Yard fashion.

When a gentleman by the name of David O'Neal asked Brewer Pilots Point General Manager, Rives Potts, to build and install a keel for a boat he had designed and lofted in his basement back in 1982, and had been carefully building ever since, Rives and his crew embraced the opportunity to assist him.

Extrapolation, a beautiful 50-foot schooner, was an engineer’s labor of love and an above average backyard project. Though it was nearing completion, there were still many important details to address when the boat arrived at Pilots Point last November. The Pilots Point crew hauled Extrapolation, cleared space for David to continue working on the boat over the winter, and put a plan in motion to design and hang the keel in time for a spring launching.

But in January, David called Rives with terrible news. His health was not good; he had cancer. By March his doctors were giving him only a few months to live. “I discussed the situation with David and we decided that our crew would help him with the completion of the boat,” says Rives. “We arranged to have the keel, mast, and sails made, as they would be the longest lead-time items. The systems were already about 80 percent finished.” Though it was difficult for David to turn over such a personal, long-term project to others, he felt confident in the craftsmen and shipwrights at Brewer Pilots Point Marina. Now, in addition to fitting the keel, the Pilots Point crew would also fair and paint the hull, fit the spars, rigging, lifelines, bow and stern rails, bow sprit, and boomkin, among other things.

“We wanted to get David out for a sail on Extrapolation while he was still able,” says Rives. The crew, including Hans Zimmer, Eben Whitcomb, Bill Daly, Skip Doll, Dennis Painter, Jim Rolston, Mark Maise, Tom Carse, Fred Beckman, Ken Lidstone, Thaun Nguyen, and several other of Pilots Points dedicated craftsmen, worked long hours and late into many evenings to meet their goals.

David’s first wish was to have his boat in the water in time for a charitable, social event in Essex harbor in early June. An outing aboard Extrapolation was to be a silent auction item for the fund-raiser. “We were able to make it happen,” says Rives, “with the mast being stepped and the rigging being finished the night before.”

But, on July 10th, the ultimate goal was met. David was at the helm of his beloved yacht, under sail, with friends and family on board. “It was the most perfect sailing day of the year,” says Rives. It was a dream-come-true.

As a thank you to the Pilots Point crew and as a tip of the hat to their dedication to boatbuilding, David gifted over 30 crew members at Brewer Pilots Point Marina with membership to the National Maritime Historical Society. A letter, from the society’s Executive Vice President, celebrating this terrific team effort and exceptional boat building achievement, can be found in the current issue of the society’s quarterly publication, Sea History.

Sadly, a week after David’s perfect sail aboard his dream boat, he passed away. The Pilots Point crew is now finishing Extrapolation for his family.
Brewer Dauntless’ team worked for many months and countless hours to make a Crosby 22’ the pride of Horace Havemeyer. Ron Noe, a talented naval designer, and Horace created a custom pilothouse for the aging boat, while Doug Domenie, General Manager of Brewer Dauntless, incorporated his team’s talents into the overall completion of this unique project. Horace and Doug have been acquainted for over 20 years; their first experience together involved a 38 foot motor sailor so this project was a comfortable, albeit challenging, venture for them.

In January, the pilothouse design began. With the added vision of Kevin Wakelee (Dauntless’ head carpenter), Mark Ortner and Dreux Telesha, the construction started. From the pocket windows that open up the entire stern of the vessel to the brass and bronze fixtures sparkling on deck, the evidence of handcrafted perfection is abundant.

“So much of what is lost on boats today is preserved on this one,” says Doug. “This boat turns heads.” While the boat’s hull is fiberglass, the teak work exhibits a historical feel. In addition, the original binnacle at the helm is preserved in the pilothouse. It is a true antique with a spot for a candle to light the skipper’s way after dusk. Other materials utilized for the construction of the pilothouse are pre-manufactured fiberglass panels and honeycomb core; the coach roof and cabin were both molded with balsa core.

“We launched the boat over the Fourth of July but there are a few small things which still need to be completed,” says Doug. Among the finalities: two more portholes and a pilothouse hatch. In designing the custom pilothouse, Ron created a corner-less deck. This detail makes for soft edges allowing easy maneuverability around the boat. Another aspect of this boat’s beauty is that everything is ‘hidden.’ A tube that blends into the midship covers the windlass; the engine and all electronics are housed within teak lockers; and the anchor can be lowered from inside the comfort of the pilothouse. In addition, the refrigerator capacity, engine driven heater, head and both bunks are sufficiently comfortable for a lengthy cruise. The Westerbeke 40 engine allows for speeds of up to 7.5 knots and the engine is maintenance-friendly and easily accessible.

It is easy to forget that, by most accounts, this is a ‘small’ boat. At 22’, with a beam of 11’, it appears much more spacious. Few 22-foot boats offer a chart plotter, autopilot, electric winches and 110-volt shore power - all installed at Dauntless.

“The custom nature of this project...working with both the owner and the architect to make this all work is fantastic,” said Doug. “These are the fun projects that come along, we all have total involvement. Every aspect of the yard and every part of the staff put this project together... the carpenters, mechanics, painters... everyone.”

In addition to the Dauntless team’s hard work, parts were brought in from bronze manufacturers in Nova Scotia and the hull itself came from Maine. “The keel had a railroad tie bolted to it when it came in,” says Doug. “Someone must have put it on there for steadying the boat when they were going from island to island (the boat now has a steadying sail provided by Farrar Sailmakers).”

“This is among the most exciting projects we have had at Dauntless from start to finish... new engine, new deck... everything,” says Doug. As one casts a gaze over the meticulous improvements to this classic tug, it is without question the time and energy involved in the project. “The biggest challenge - from a layout standpoint - were the back windows,” explains Kevin. “Keeping a clean helm and having everything fall into place was a challenge as well,” says Mark. “Space was definitely an issue.” Despite the challenges, however, Dauntless proves, with this project, that their teamwork is, indeed, invincible.

**In·vin·ci·ble: incapable of being overcome or defeated, unconquerable - the perfect moniker for the recently completed Brewer Dauntless Crosby 22’ project.**
Cutless Bearings:

Maintenance underneath a boat should not be forgotten. Cutless bearings, which support shafts, should be inspected for excessive wear whenever the boat is out of the water. Wear can be the result of age, a fouled line, or the boat being run in shallow or sandy water.

“I think it’s important to take advantage of any opportunity to get under your boat to check things out,” says Al Bifano, Head Mechanic at Brewer Stratford Marina. “To inspect the cutless bearing, try to lift or move the shaft. If there’s any play, the shaft is not being supported properly.”

A problem with a cutless bearing can also be noticed when the boat is underway. “If you felt or heard a chattering or cavitation when you backed down this season, you’ve got a problem,” Al explains. “If you ignored the warning signs this summer, have a mechanic take a look this winter. The rubber piece inside the bronze sleeve has started to fail and will eventually come out and result in shaft or transmission damage. This could leave you stranded or limping home at a very, very slow speed next season,” he says. “And remember to always have a technician take a look as soon as you notice a problem like this developing. Even in-season, a service person can easily replace the worn piece, using a special hydraulic tool designed for pressing cutless bearings in and out.”

Blisters:

Does your hull or boat bottom look like it’s bubbling or losing its smooth finish? Your boat may have blisters. Blisters are caused by water penetrating through voids in the laminate of a fiberglass hull. They appear as little raised bumps,” says Matt Fogg of Brewer Ferry Point Marina. “Sometimes the bumps have little holes with water leaking out.” Once you identify a blister problem, you should address the situation as soon as you are able.

“It’s never going to get better once water has gotten in,” says Jim Brown, General Manager of Brewer Deep River Marina. “You can let blisters go a little while, but the longer you wait, the bigger the repair job will be.”

Though boats that have been barrier coated are not likely to have blister problems, no boat is immune. “Inherently, the lay-up of fiberglass is not void free, so there’s always the potential for water to penetrate through,” Jim explains. “Unfortunately, blisters can be found on a three year old boat just as easily as on a 20 year old boat. It’s the nature of the beast,” he says. “But, don’t be fooled by blisters that disappear over the winter, while the boat is on the hard. In some cases, blisters will dry out and fade away in the off-season,” says Jim, “but the fact remains that there are voids where water has gotten in and it will get in again.”

“Though blistering generally does not cause structural damage,” says Doug Domenie, General Manager of Brewer Dauntless Shipyard, “it is clear that blistering, when not attended to, can cause significant degradation of the laminant as a result of hydrolysis, which can cause structural damage.”

If you’re facing blister repairs and plan to tackle the project over the winter, consider hauling your boat as early as possible following the boating season. “The earlier the boat comes out the better,” says Jim. “This allows the necessary drying process to begin, making the bottom ready for peeling and repair.”

Clevis Pins:

If you haven’t had your rig out in some time, or if your sailboat is new to you, take advantage of the off-season and check to see that the proper size clevis pins have been used on your standing rigging. “It’s very important to have the correct size clevis pins,” says Alan Huth, Service Manager at Brewer Yacht Haven Marina. “You should never throw in random pins and call it good,” he says. “Using the wrong size pins will result in improper loading on the mast tangs, dramatically weakening the strength of the rig.” If you have any concerns about your boat’s rig, inquire today about the possibility of a careful survey by the rigging pro at your Brewer yard.

Hatch and Deck Leaks:

Did you suffer from an annoying drip overhead while asleep in a pilot berth this summer? Did the cabin feel damp? Did the bilge slowly fill up with fresh water?

“It’s important to find the source of a leak as soon as it develops,” says Paul Muenzing, General Manager of Brewer Post Road Boat Yard. “Sometimes the source of a leak is obvious, but a leak often requires a lot of patience to trace. If you see water stains on the varnish, examine the wood from fasteners, you should try to figure out where the water is getting in.”

There are several areas to check that are known culprits for leaks: gaskets and seals on ports and hatches; deck hardware such as genoa tracks and stanchion bases; hand rails; windlass mounts; and toe rails.

“All deck hardware should be rebbed periodically,” says Paul, “and foam rubber gaskets on hatches should probably be replaced every few years, or so.”

If you’ve got an invisible leak, however, you could be facing a real problem. “Some leaks can go straight into the balsa core of the deck,” says Paul. “Obviously these are harder leaks to see and you might not know you have a problem until you discover that the deck is getting soft and spongy in certain areas.”

If you have reason to suspect that water has penetrated the deck, you can request a moisture meter reading to determine the extent of the damage. Do this while the boat is out of the water and dried out. “Marine surveyors are also available, if you want to have a fancy infrared moisture reading done,” says Paul. “Though these are more expensive, if you’re going to do extensive repairs, you should find out exactly where the damage is before getting started.”

Bifano, Head Mechanic at Brewer Stratford Marina. “To inspect the cutless bearing, try to lift or move the shaft. If there’s any play, the shaft is not being supported properly.”

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With 20 Brewer Yacht Yards located at great cruising destinations, cruising between southern Maine and western Long Island Sound has never been easier. Using your Brewer Club Member Card, you can get as many as six free nights with unbeatable accommodations at any Brewer yard. Except for food and fuel, your summer cruising can cost you nothing!
Summer Picnics

16 Brewer Cove
Haven Marina
101 Narragansett Avenue
Barrington, RI 02806
Manager: Michael Keyworth
401/246-1600 • fax 246-0731
chc@byy.com

17 Brewer
Sakonnet Marina
Narragansett Boulevard
Portsmouth, RI 02871
Manager: Jay Burns
401/683-3551 • fax 683-9188
bsm@byy.com

18 Brewer Fiddler’s
Cove Marina
42 Fiddler’s Cove Road
North Falmouth, MA 02556
Manager: Fred Sorrento
508/564-6327 • fax 564-6724
fcm@byy.com

19 Brewer
Plymouth Marine
14 Union Street
Plymouth, MA 02360
Manager: Tim Moll
508/746-4500 • fax 746-2883
bpm@byy.com

20 Brewer South
Freeport Marine
P.O. Box 119
South Freeport, ME 04078
Manager: John Brewer
207/865-3181 • fax 865-3183
bsf@byy.com
“I used to commute to Post Road Boat Yard with my dad in his Volkswagen Beetle every Saturday morning,” says John Brewer, General Manager of Brewer South Freeport Marine. “We’d go in on Saturday mornings and then go to McDonald’s for lunch when Jack was done working.”

John went to work with his father, Jack Brewer, every weekend until he was finally given a job. “I hung out in the office at first, but Jack put me to work, when I was 12, sweeping the shops. I loved it,” says John. “I filled my pockets with old spark plugs, fastenings and other little treasures that I found.” Over time, John moved from sweeping, to painting fences, to cleaning boats, and eventually to discovering an interest in mechanical work. “In high school I took a liking to working on dirt bikes and my first car, which was a real fixer-upper,” he says. “Eventually, I asked Jack if I could work in the mechanical department at Post Road.”

Jack obliged and paired John up with the Head Mechanic who, in turn, took John under his wing and gave him a spot on the workbench and some small mechanical jobs. “I loved that,” says John. “I worked summers and Saturdays, starting with simple stuff like pulling water pumps, replacing impellers, and changing oil. I bought my first Craftsman tool set at that time and started taking on more and more mechanical responsibilities.”

After high school, John decided he loved the boat business so much he wanted to take time off from being a student. He attended a two-week MerCruiser school and then went to work full-time as part of the Post Road mechanical department. After a year of working at the boat yard, and loving it, he decided, reluctantly, to go to college to study business management and math. To his surprise he liked the collegiate life. “It wasn’t a sailing school, but it was up in the mountains in ski country,” he says fondly. College proved to be a great experience for John, but he never let go of his love of the boatyard.

He worked at Post Road every summer and every winter break and, after four years of undergraduate study, John went back to Post Road to confirm, one more time, his interest in the boatyard business. “Once I was back at Post Road, I knew I wanted to be in the boat business, hook, line, and sinker,” he says. “I enrolled in another engine school in Daytona, Florida and spent the winter focusing on outboards and inboards. After that, I went back to Post Road and just tried to learn as much as possible about all aspects of the boatyard,” he says. With his free time, John did sailboat racing and boat deliveries.

In 1991, Jack bought South Freeport Marine and asked John to consider managing it. “I liked what I saw,” says John. “I like Portland, L.L. Bean, the harbor; I thought we can’t go wrong up here. The opportunity to run a yard was a good one, but it was a big step, far from home, and it meant I had to leave what I loved doing at Post Road. After a lot of thought I decided to go for it.”

“When I arrived, there were about 70 boats in storage. It was an old gravel yard, with a couple of old buildings, and the docks were in awful shape. At the end of my first month, I remember coming down at night, during The Perfect Storm, to see the dinghy dock breaking in half!” John was not discouraged, however. He saw an opportunity to grow and improve the place.

Since then, John has overseen a major dredging effort, the rebuilding of the dock system, the expansion of shops, and the reconstruction of the heart of his facility after a major boatyard fire in 1999. He has also managed to attract good help. “Over the years, our staff has gotten more and more professional. I’ve had some really good talent come through here and I’m really fortunate to have the crew that is with me now.”

In just over 12 years, John and his crew have transformed a small Mom ‘n Pop yard into a highly regarded boatyard and marina that handles over 250 boats a year, in state-of-the-art facilities. He has grown a yard that was once known only for the strength of its mechanical department and has made it known for all its departments. “I think I’ll always be in the boat business, that’s for sure,” says John. “I’m challenged by it and I love every bit of it.”

When John is not at work, he enjoys biking, skiing, and snowmobiling, but he’s quick to point out that he doesn’t need to seek shelter outside the boatyard. “I like the smell of the salt air,” he says. “I could go boating seven days a week, but I could also work on boats five days a week and go boating for two; no problem.”

John has spent much of his free time in the last year rehabbing a 26’ Duffy lobster boat that he salvaged from an insurance total. It’s called Stephanie B for his wife who is expecting their first child (a girl) this month. “The boat thing is in my blood,” says John, “I hope it will be in her blood too.”
Almost thirty years ago, Mike Wall went to work for Brewer Cove Haven Marina as a dock and yard staff member. Soon after his arrival, he joined the Cove Haven mechanical team, but by the early 80s he found himself heavily involved with the paint department, assisting with several America's Cup 12 meter programs based there at the time. Legend has it that Mike discovered painting then; not only that he liked it, but that he liked the challenges that came with it.

Mike has been painting ever since, perfecting the craft and, thus, earning his role as Paint Foreman. Over the years, Mike has produced many fine paint jobs on many fine yachts, including yachts as long as 100 feet. “No job is too small or too big for Mike,” says Service Manager, Larry Colantuono. “Every project is a little different and Mike takes great pride in being able to put down an even, consistent finish. He’s a hell of a painter.”

It’s likely no coincidence, then, that Cove Haven was the host site for a recent Brewer Yacht Yard paint seminar. Last year, Mike and fellow painters from the entire Brewer Yacht Yard organization gathered for an in-house workshop. “Mike helped set up and host the seminar and he helped decide how to present the material,” says Larry. Mike’s shop literally became a classroom where he and his Brewer colleagues gathered with industry representatives to participate in round table discussions. In this setting, Mike and his colleagues were able to share their years of experience and help formulate new ideas for improving painting results companywide.

“Way back when we had a demand for painters, Mike stepped up to the plate and started pulling the trigger,” says Yard Manager, Dave Smith. “He has been refining the art of spraying HVLP (high volume low pressure) ever since. He has improved his technique and played with different tips, mixtures, and thinners, and he has developed his understanding of the basic breakdown of paint. At the seminars, there isn’t one person who doesn’t ask Mike for his input or opinion,” says Dave. “He’s the best and he’s a team player.”

The crew at Cove Haven is a close knit group and Mike values his co-workers opinions. “He always asks us to look at his work when he’s done,” says Parts Manager, Rose Pereira. “Customers rave about his work and how he can make a boat look brand new.”

In the last three decades, one of the most memorable jobs for Mike involved a flight to St. Martin in the French West Indies. He had just finished a beautiful Awlgrip job and had seen happy clients off for their sail south, when he received word that they had encountered damage to their hull en route to the islands. “They decided there was only one guy they wanted fixing their boat,” says Larry, “and they flew Mike to St. Martin to take care of the problem. That was a special job and memorable experience for Mike.”

When Mike isn’t hard at work at Brewer Cove Haven Marina, he can be found riding his Harley Davidson motorcycle. He likes to ride locally with his wife. Mike also enjoys working on an antique Buick, that he and his son restored several years ago, and spending time with his grandson.

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**Customer E-mails vs Junk Mail**

At Brewer Yacht Yards we’re making efforts to embrace the technological age and, therefore, invite you to contact us by e-mail. However, due to an increase in junk e-mail coming into Brewer Yacht Yard accounts, we are asking for your assistance. When sending e-mail, please provide as much detail as possible in the subject line. This will help us avoid accidentally deleting your message and ensure a prompt reply. Thank you in advance for your cooperation and please accept our apologies if we’ve missed any of your previous e-mails.

**Brewer Celebrates Forty Years**

This year Brewer Yacht Yards celebrated its 40th anniversary. It all started back in 1964, (in Mamaroneck, New York) when Jack Brewer bought the boat yard next door to his father’s hardware store. Since then, Jack has steadily grown the organization, acquiring a total of 20 boat yards from New York to Maine. Look for a Brewer Yacht Yard, retrospective in the spring issue of Tide Watch.

Meanwhile, if you have memories or photographs of your Brewer Yacht Yard experiences over the last 40 years and you’re willing to share these with other BYY members, contact our editor:

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We'd love to hear from you!

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**New Manager at Glen Cove**

Please join us in welcoming Mark Friel to our Glen Cove location. Transferring from within the Brewer organization in September, Mark has signed on as Glen Cove’s new General Manager. He has been a valued member of our team since 1988, is a graduate of Maine Maritime Academy, holds an unlimited, third mate’s, 2000-ton, master’s USCG license, and most recently served as the Mechanical Foreman at Brewer Bruce & Johnson’s Marina.
“The members of our dock team are often the first Brewer staff who people see when they visit our facilities,” says Rives Potts, General Manager of Brewer Pilots Point Marina. “They are our ‘troops on the front lines’ and the first impression they make is so important. The dock staff’s appearance, competence, and attitude are a reflection of our organization.”

“Our dock staff’s mission is to greet people in a friendly manner, to help customers find solutions to their problems, and to make sure that every customer feels special. This is no small task,” says Rives. “But it’s the challenge and responsibility of being part of the dock staff at Brewer Yacht Yards.”

“Our dock staff greatly impacts the amount of enjoyment our customers experience and, thus, sets the tone for each Brewer facility,” says Rives.