

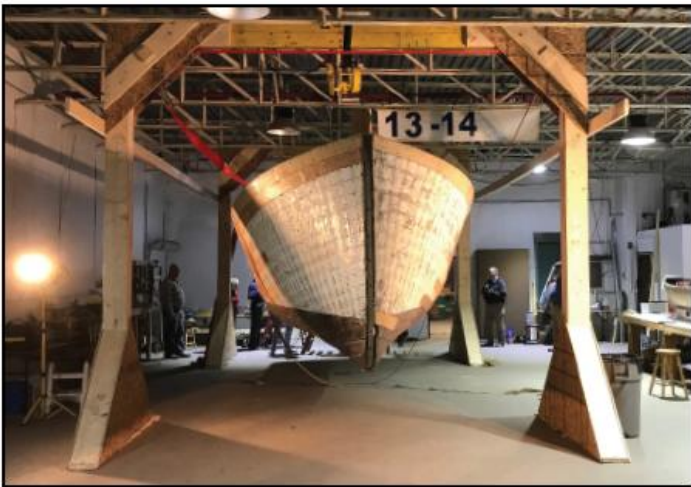
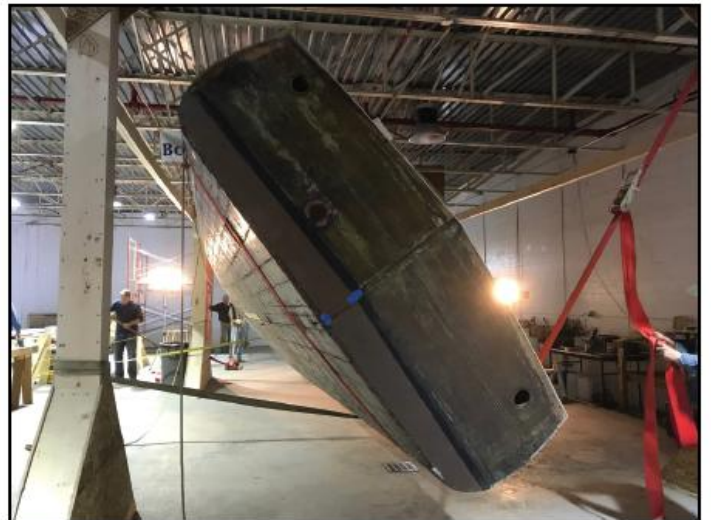
## The Pat II Restoration

It has been some time since you have been provided with an update on the Pat II restoration, but rest assured our work continues and progress is being made. This past fall we installed the engine room bulkheads, the laminated deck frames at the bow and stern, the deck half-frames at the engine compartment and half-frames and carlins along both sides of the cabin area. All framing was strengthened with some additional blocking at the cabin entry positions and all deck areas were then covered with a layer of 1/4 inch plywood. This layer will serve as our sub-decking. The Pat II is beginning to look more like the launch it once was, less the cabin of course.

Our attention then turned to address the bottom planking. We have thought for some time that it would be necessary to turn the hull over to make it easier for this activity, but were concerned the existing shop ceiling height was not sufficient to allow us to do so. The good news is the recently finished Al Wahlig Educational Center did have sufficient ceiling height and plenty of work room. We could also take advantage of the much larger overhead doorway into the building as it meant we could fabricate and permanently install the boat's cabin structure and not have to later remove it just to get the boat out of the building. Plans were then put in place to move the boat over to that building. The move took place on December 14th assisted by the generous offerings of a crane by Rex Thayer of Finger Lakes Roofing and of a back-hoe by Scott Kolo. Both pieces of equipment provided the necessary muscle to remove the boat out of the old shop door and position it on a trailer for its short ride down the driveway. Upon repositioning the crane and back-hoe, they were again used to lift and move the boat through the doorway on the west end of the Educational Center. The photos below show Justin the crane operator and Scott performing their magic.



With the boat safely relocated in its new home, our efforts turned to fabricating the two large gantries (13' high by 16' wide) that would be used to turn the boat over. The gantries were spaced 24' apart and together with chain falls, slings, block and tackles, and many helping hands, we were able to roll the boat over without any incident. The big event took place on January 25th. The following photos show the fabrication of the gantries, the boat when lifted prior to, during and after its roll-over.



Our next step is the replacement / repair of the bottom planking and then the drilling of the keel for the driveshaft. Our intention is to glass the hull of the boat from sheer to sheer as this will provide additional strength and protection to the hull as we load it on and off the trailer over its life-time. While the hull is turned, we will paint it, add some hardware (shaft struts etc.) and then roll the boat hull one last time.

All the Pat II volunteers thank you for your ongoing support and please feel free to stop by the museum any Tuesday or Thursday to check on our progress.

*-by Crewmember Thom Love*