

Weekly work updates from February 2004 through December 2004 on the restoration of the 1895 lumber schooner *C. A. Thayer*

June 21 - 25, 2004

Your reporter was up the river for a week, concerned with other matters for a while, but is now back. The Thayer project moved along very nicely without him, thank you very much.

A gang is working inside on the connections of the new upper futtocks to the old floors and #1 futtocks. In some cases, the old wedges that lie on top of the outer arms of the floors are being replaced in new material. Some of the outer upper faces of the #1s are being given a similar treatment, their deteriorated upper faces being shaved down to accept a wedge-shaped insert of sound material. In several cases the #1 arms have to be cut back, and a new section of futtock laid in. This is seen as an acceptable repair as long as the new butt joint is well staggered with the existing joints, allowing the new futtock section to get two trunnel fastenings. These calls are being made on a case by case basis, with the NPS and Bay Ship gangs marking out the decisions in orange spray paint. There is a good degree of agreement on approach. The joints look good and the structure looks strong.

Another gang is working on removal of the after pointers, in preparation for replacement of the rotten diagonal deadwood timbers. The first major trick is pulling the blind drifts out of the two pointer arms and the shelf timbers which lie on top of the pointers at the after end. These drifts are  $\frac{3}{4}$  inch rod, about thirty inches long, with a clinch ring on the head. They are being pulled using a hydraulic ram or jack, powered by an electric pump. The technique is to weld a nut to the head of each drift, allowing a bolt, about  $\frac{5}{8}$ " by as long as required, to be solidly attached to the head. The cylindrical body of the jack is hollow and the whole jack can be slipped over the bolt head with its extender shaft. The threaded end of the extender shaft is passed through a plate and headed with a nut. The hydraulic pump is activated and some thousands of pounds of pull are applied, directly in line with the drift. This seems to work like a champ. The drifts are coming out in one piece, without tearing up the timber much at all. The drifts in the shelf planks are driven at about 45 degrees, which adds a wrinkle to the process. The ever inventive Bay Ship gang came up with an angled base plate for the jack, which again allows for a straight pull. It takes a bit of tweaking around, but again, the original material should be preserved intact for reuse.

The pointers are coming out to allow access to the deadwood timbers and to the ceiling planking to which they attach. The pointers themselves are fine.

It looks like we have a solution to the material for the clamps. We are planning to use the 80' timbers intended for replacement of the main length of the sister keelsons. These are big enough to allow for some of the curve to be sawn into them and still hold the full molded and sided dimensions of the original. The lengths will allow for long scarfs to make up the 114' length of the original piece on each side. The forward sections will be done in three 4" thicknesses as in the original construction.