

SOME DAY, THE STORY CONTINUES

PART 1 OF 3

*“There were a million Dear Dad moments
I wanted to share with you as our Pacific 22 project came together.
After a while I came to understand it really was not so much about
building a boat, but taking the time to once again work our family tools,
and gently letting go of a wonderful friendship between a father and a son.”*

Wayne Mooers, Christmas, 2003



Ralph Mooers, 1913-2001

On a clear morning in March of 2003, we carefully hoisted the first fiberglass hull from the mold. It hung there suspended in the air before us like a little jewel. The classic lapstrake hull lines were fair and smooth and the perfect reflections were everything we had worked so hard to attain. This moment had started a long time ago and now it was finally here.

What I saw hanging in front of me were two stories coming back together. One started in the early 1960's when Chris Craft was building this same hull design out of lapstrake plywood construction and offering it as their Cavalier Division's Cutlass and Dory models. Their Chris Craft Cutlass hull story lasted 13 years into 1977 when they offered the time proven dory-type hull design as their fiberglass 22' Tournament Fisherman model.

The other story is a little more personal. Suspended before me was something my father and I had planned together for many years – replicating our 1966 wooden Cutlass into a modern fiberglass hull, and then topping it off with a classic bright mahogany deck and house structure. It was another respectful Dear Dad moment - I know you are here with me.

We had enjoyed our Cutlass SCOUT on the lakes and bays of Northern California for many years. It was really his boat, and, in reality, we enjoyed our bonding times messing around with the old boat as much as we did using it. We upgraded the deck and interior with varnished mahogany components. At one point we got a little “too happy” with a skill saw and cut the whole tired bottom and keel off SCOUT and replaced them during one winter season. Over the years we all – a father, a son, and an old boat- became pretty good friends!

We kept SCOUT in Bristol condition. The classic upswept sheer line and lapstrake hull design accented with our bright work always attracted interest and respect from both the novice and seasoned yachtsmen alike. “People seem to like this one....some day we should replicate this old hull design” was an ongoing thought between us. Sitting on San Francisco Bay in the morning sun, it was something to talk about and plan for, something to look forward to. But most important, I realized it was another good reason for a father and son to get together in the shop, or on the water, and keep that “some-day-sparkle” in my father’s eye.

Dad had spent his lifetime messing around with things that float. Born and raised in San Francisco, he started pushing model boats around Golden Gate Park’s Stow Lake as a child. He lived for a time on Angel Island as a youth, which further expanded his interest in the water and boats on the Bay.

He was a pioneer water skier, and started with a 1932 15’ Chris Craft Deluxe Runabout and 7’ long home made water skies. The Deluxe Runabout is the same model on page one of Jerry Conrad’s book - Chris Craft, The Essential Guide. A series of beautiful runabouts and later practical utilities followed throughout his life, and there always was a little sandpaper and varnish happening. But it was perhaps our time using and working on the Cutlass in his later years that brought out all the best stories and smiles of our past years together.

When he retired from his lithography profession at age 60, he took up windsurfing with the ‘kids’, and later celebrated his 80th birthday water skiing with family and friends. His age never caught up with his young body and mind. His life was colorful, creative, caring, and active to the very end.

I grew up messing around with old boats, tools, and things that float, also. There was a great time during my youth when I worked in Sausalito with the boat building trades. The good smells of mahogany and teak sawdust along with the lessons learned from some respected names of the era, all had a lasting impression on me. I have spent the balance of my career as a manufacturers’ agent selling marine hardware and accessories to the marine distributor and boat building industry on the West Coast. My travels and contacts in the marine trades over the years all influenced and contributed to this story in many different ways.

So the years quickly went by, but our SOME DAY dream never went away. Then one day Dad was 85, and we decided it was time start our Pacific 22 project before we both got too old! Original hull drawings were researched and obtained, and we started working on a plug for the fiberglass mold together. But we both knew his time was coming - his main “pump” was worn out - and we were at ease.

Two years later he died, but not before calling me to his side and making me promise, among other things, to complete our boat.

And so I choked up a little bit on that March 2003 morning as hull 001 was lifted from the mold – this one is for you Dad. She will be named SOME DAY, and your story will continue.



SOME DAY, THE STORY CONTINUES
PART 2 OF 3
THE CHRIS CRAFT CUTLASS YEARS, 1964-1977



SCOUT

The first thing one notices is the eye pleasing and classic lapstrake hull lines – long sweeping lines with a beautiful upswept sheer, an unusual wedge shaped house, and a soft rounded mahogany transom. The design profile is unique; it's a Chris Craft Cutlass. It looks like a serious boat should.

In 1964 Chris Craft Cavalier Division introduced the 22' Cutlass and the open decked Dory models as “fully modernized versions of the classic surf boat designs, the Dory and Cutlass share a fast, seaworthy hull with a sweeping sheer, full lapstrake sides, and a convex bottom of tough, marine-grade plywood.” The brochure shows the original blue gray hull, white deck Cutlass fitted with outriggers, fishing rods, two guys and a gal rounding Ft Lauderdale's Light House Point heading out into the Atlantic. The Cutlass design, and the “scene” the boat was designed for, is still in demand today.



Chris Craft's R.C. Anderson drew the Cutlass design lines at their Pompano Beach, Florida headquarters. His January 1964 work was used for the next 13 years on some 906 22' Cutlass and Dory hulls in both wood and fiberglass construction. There were also 220 units of a 26' Cutlass version built on

the same enlarged hull lines between 1966-1968. Good “lines” last a long time. Forty years later I'm honoring R.C. Anderson's respected design work with the introduction of Pacific 22 Series sport boats.

There are aesthetic, structural, and performance reasons to replicate the Chris Craft Cutlass lapstrake design. Structurally, lap joint (overlapping strakes), construction generates a superior strength to weight ratio when compared to a flat medium. Even better, if you spring or bend the overlapping strakes over a curve (like those common on boats) you further enhance the strength factors by putting the strakes under tension – a fact the Northern European Viking boat builders knew about long before Chris Craft did.

The Cutlass' upswept sheer line rises from 28” freeboard aft to 43” at the bow. The lapstrake hull strakes naturally follow this rise both visually and physically. Running into or with following seas, the Cutlass lapstrake “bow-up” design offers a time proven safe, controllable, dry ride advantage while the lower 28” freeboard aft provides a comfortable deck height to fish or operate from.

The 1960 era Chris Craft Cavalier Cutlass hulls are sometimes confused with the earlier Chris Craft Sea Skiff Division lapstrake designs as well as other successful and competitive 1950 era lapstrake hull builders like Lyman, Jersey Skiff, and Century Boats. But while both Chris Craft Sea Skiff and Cavalier division's boats shared similar lapstrake hulls, there is a noted bottom construction and related performance difference between the 1950 and 1960 era boats.

The Sea Skiff Division boats were originally “round-bilge” displacement designs, which rolled the plywood lapstrakes around the bottom into the keel. In contrast, the 1964 Cavalier Division’s Cutlass used the same strong lapstrake hull system, but the strakes ended at the chine. From there under, the Cutlass bottom was built with ½” sheet plywood sprung over a semi V shaped bottom design.

There are structural, production, and maintenance advantages to the Cavalier “hard chine” and plywood bottom system. The most noticeable performance features are “roll” stability benefits in a seaway, and the design’s ability to “get-up-and-go” (plane) more easily when compared to earlier round bilge boats. The Cutlass hull design is related more to the later Chris Craft Sea Strake models than the earlier Sea Skiffs.

Another distinguishing feature about the Cutlass design is the unique wedge-shaped house. The original ‘64-’66 A series house design used a sleek 20 degree aft raking house which ended about chest high at the operator’s wheel station. The “wedge” design provided the skipper excellent stand up and drive visibility, mobility, hold-on security, and spray dodger benefits to duck behind if necessary – all of which are desirable in a rough water boat design.

The B series house (‘67-68 production) increased the leading wedge angle and added a flat top area to mount a windshield while also increasing headroom below. Inside the Cutlass cabin, accommodations included a V berth forward for two “good” friends, a head, and storage locker / ice box area.

Throughout the 1960’s Chris Craft wooden boat production slowly yielded to the incoming fiberglass boat building era. In 1963 Chris Craft purchased the Thompson Boat Company in Courtland, New York and renamed it the Chris Craft Corsair fiberglass boat division.



There were a group of new all-fiberglass “new era” sport boat designs that came forward out of the Corsair Division, but the 1964 Cutlass design still remained in demand, and the classic wooden Cutlass lines were converted into a Corsair Division fiberglass version. Ninety of the all fiberglass Corsair Cutlass models with light gray hull, decks, and white house colors were produced in 1969-1970. Based on Chris Craft hull card information available, 1970 was the end of the Cutlass era – the lapstrake hull with the wedge house. Yet 7 years later, a Corsair Cutlass Cuddy model appeared – classic hull lines last a long time.



Chris Craft sales material in 1977 promoted a 22’4” Cutlass Cuddy model. The brochure drawings show the same basic hull lines R.C Anderson drew in 1964, but the house (cuddy) is stretched higher and longer into the forward deck area and incorporates a high aluminum framed windscreen. Somebody wanted more room inside – a Cutlass “Cuddly” model, maybe!

Proportionally, the 1977 house design is too large for the original hull lines – and most likely Chris Craft’s design department was trying to meet “market demand” to make a beautiful salt water hull design into a “houseboat.” No unit or hull card records are available, and it is unclear if any Cutlass Cuddy models were actually produced. Yet this 1977 Cutlass Cuddy version with its additional interior space advantages influenced our design considerations on the current Pacific 22 Cruiser model. We carefully brought the house and windscreen profile into better profile perspective with the original hull lines.

This is the Chris Craft 22’ Cutlass summary from 1964-1977. In March of 2003 we hoisted our first Pacific 22 fiberglass hull from the mold. What I saw hanging in front of me were the stories coming back together – one was the Chris Craft Cutlass story of the past, and the second is our SOME DAY story about the future - replicating the classic Cutlass hull lines into our Pacific 22 Series Sport Boats.

And so the story continues.....

**SOME DAY, THE STORY CONTINUES
PART 3 OF 3
BUILDING THE PACIFIC 22 SERIES BOATS**

*“It all starts with a classic lapstrake hull design in fiberglass,
And finishes with the beauty of mahogany and teak topsides.
Introducing the Pacific 22 Series,
Tahoe Concours d’Elegance
August 6&7, 2004”*



SOME DAY

We were honored to have the opportunity to introduce SOME DAY, the first Pacific 22 Cruiser model at the 32nd Annual Concours d’Elegance at Lake Tahoe. During the two-day event the response was positive and that in itself was rewarding because we were with some pretty discriminating company.

We joined in the grand finale exit parade following the Italian Riva and beautiful San Juan 38 out of the show. The audience on the breakwater cheered and those in the boats lining the channel waved and blew their horns as the world of wood, varnish and classic powerboats paraded out of the harbor.

It was a proud moment and I realized our story was continuing. The future tense my Dad and I had talked about for so long, of replicating our 1966 Chris Craft Cutlass hull design in fiberglass, and then putting a traditional varnished mahogany house and teak deck on the classic hull, was now present tense. SOME DAY was here!

Our Pacific 22 story from the beginning was not about money. It was not about a corporate “return on investment.” It was about time – taking the time to enjoy a simple 22’ boat with my father and friends in the morning sun on the bay, - time to idle down the Sausalito water front, picnic in an Angel Island cove, or charge across the bay when the water was at its worst, and know the dory-type hull design was at home in the rough water environment. It was about the quality of the boat and not the length, and about having the alternative times to trailer it inland to the rivers and lakes and meet new waterways, and often new friends.

We noticed others were not only attracted to the boat’s classic design, but to the variety of ways and places the boat could be used. The planning stage of what became known eventually as the P-22 project thus evolved over a long period of time using our original Cutlass, and understanding what was good, and what we could perhaps make better.

Our plan was simply to take our time and build a no-compromise boat for ourselves, and allow for the possibilities others may want one also.

“It all starts with a classic lapstrake hull in fiberglass...”



It was decided the hull should be made out of fiberglass composite. The Cutlass hull lines carry a positive outward angle from the chine up and this combined with the relief on the individual hull strakes make it an ideal shape to release from a fiberglass mold. In addition, we were not replicating a varnished mahogany hull. This design was the painted lapstrake era of the '50-60's and if carefully done, in terms of replicating the painted hull look and allowing for a mahogany transom overlay and traditional bronze bottom paint, fiberglass composite hull construction had some real long-term advantages.

Again, it was not about money, because there are some reasonable time and financial commitments necessary to create a hull plug and then the mold tooling from which the fiberglass hull parts are made. The key word here is “parts.” The ability to build more than one if someone else wanted one also.

A lot of planning time was committed to the hull portion of the project. We researched the Chris Craft Cutlass “story” (as summarized in Part 2) and original Cutlass drawings at The Mariner’s Museum, Newport News, Virginia. We tip our hat to Jerry Conrad and staff for their considerations in opening up their time and files to us. It was apparent a number of deck and interior configurations could be joined to a carefully thought out hull. We likewise planned accordingly for a new P-22 Cruiser model with a larger house, a Cutlass Model with the original wedge house, a Utility Model with a traditional windshield and upholstered interior similar to the popular Sea Skiff’s of the '50-60 era, and finally, a center console Fisherman Model.

We left the original lapstrake hull lines and transom alone – why mess with something that is perfect! But we modified the hull bottom and running gear design to dramatically improve tracking and steering functions. Three performance fins were carefully calculated and designed into the hull bottom, and the propeller area was also modified to improve power performance and minimize wake turbulence.

Now like a modern tournament ski boat design, the P-22 hull version will turn in her own hull length if necessary. The boat can be put into a high-speed turn or idle into the harbor and you know exactly where she is going – an improved feature over the earlier bottom design.

On the inside of the hull equal planning time was allocated to the composite stringer design and related tooling. A one piece, full length, all composite stringer was designed as the backbone of the hull and distributes the engine torque and weight accordingly. At the steering bulkhead station 5, the stringer also runs athwart ship providing torsional strength and a watertight bulkhead for the forward cabin area. The floorboards and everything below them are rot proof fiberglass composite.

The hull part gets hand laid up in the mold, and the stringer is then lowered and bonded to the hull while it is still in the mold. The area beneath the stringers and floorboards are then foam filled providing further hull stiffening, sound insulation, and floatation advantages to hull. The entire P-22 design criteria put a high priority on simplicity and flexibility. All of the engine, mechanical, electrical, fuel, ventilation and plumbing components, for example, are carefully installed between the stringers with easy center access for maintenance and service considerations. Likewise, the engine bed is designed to accept either gas or a diesel engine depending on the individual owner’s needs.

Engine types and drive train systems have evolved over the years into some interesting, and some times, complicated choices. Yet, our preference for a boat design like the P-22 Series is the direct drive V-8 engine package, and for low-tech simplicity, preferably one with a simple carburetor. The original 60's era Cavalier Cutlass came with an optional 327cid engine that pushed the boat to a catalog listed speed of 38mph. Maybe

SOME DAY uses a common 350cid carburetor Chevy base engine turning a 13”x 13” four blade prop. The boat speed exceeds 40 mph and very comfortably, quietly, and smoothly cruises at 25 mph.

“.....and finishes with the beauty of mahogany and teak topsides”

We knew from the beginning we did not want to build another white fiberglass boat. The plan was to create a very carefully done fiberglass hull that looked like a wooden lapstrake boat of days past, and then blend in the warmth and beauty of classic teak and mahogany topsides and interior components. Not a boat for everybody, but a semi-custom little yacht finished to meet “your” individual needs - a boat when you idle into the yacht club harbor, you get a smile and a little respect!

To replicate the original wooden Cutlass look, transition mahogany sheer clamps, hull frames and deck beams were laminated into the fiberglass hull’s interior. The construction process from there on up was traditional wooden boat techniques.

For function and beauty, teak decks were designed into the forward and aft deck areas with varnished mahogany margin and covering boards framing the teak. The house and windscreen design was another one of the major visual elements that needed to blend into the original hull lines very carefully. Stand up and drive, sit behind a windscreen, interior space below all within an aesthetically pleasing design profile were primary considerations. Based on the initial reaction to SOME DAY, our goals were accomplished.



The house was “cold molded” using diagonally opposing mahogany veneers set in epoxy and formed over a male mold. Lightweight, extremely strong, and visually pleasing, the varnished house sides features a final outside “skin” that starts with a symmetrically book-matched joint centered on the leading edge of the house. Then the golden mahogany grain pattern rolls around the forward radius of the house sides into a sweeping horizontal pattern aft. For the trained or even untrained wood working eye, the house itself is the boat’s hood ornament. Likewise, the mahogany windscreen incorporates some interesting joinery work to

produce the relaxed compound angles necessary to attain the desired strength and visual design elements.

The balance of SOME DAY’S interior components carries forward the simplicity theme of teak and bright mahogany trims. The center motor box and aft fuel tank enclosures again blend the teak and mahogany mediums sending the signal out this is not another production boat. The cabin interior incorporates the traditional V berth forward along with space accommodations for a head and cooler. Easy access to the steering and electrical bulkhead parts are via an inside cabinet behind the wheel, and a hanging closet area is designed into the opposite interior bulkhead. Additional interior storage is provided for with a large shelf across the bow section, and space underneath the berths.

In May of 2004 we launched SOME DAY; three years to the day after my father had passed away. It actually took two years on a part-time basis to build the tooling and then the boat – I spent almost one year closing down my Dad’s world and dragging our family tools home to my shop. As I said earlier, this story is about time. The good times we spent dreaming and planning the project, and my moments working and respectfully bringing all the pieces of the story together, all brought a special meaning to launch day.

Visually the fiberglass hull blended with the varnished mahogany / teak decks and house elements to present the classic boat look we wanted. And performance wise, right from the beginning it met our designed expectations – smooth, quiet, balanced, maneuverable, functional, strong, and plenty of “get up and go” power and speed if you wanted it. Matter of fact, SOME DAY tested out so well on her “sea trials” we ran her across the bay and took in a Giant’s game sitting in Mc Covey Cove!

And so our SOME DAY story and that of the earlier Chris Craft Cutlass hull design come back together again. There are many other elements to the story – most importantly, the people elements - close personal and boating industry friends who influenced, encouraged, and came together to contribute to our story. Susan Souza, Warren Sankey, and Jason Neri are three who must be acknowledged and are appreciated accordingly. Susan is the lady in my life who smiled and cheered me on from the beginning. Warren is the fellow yachtsman, woodworker, neighbor and close friend who kept me ‘cutting on the right side of the line’. And Jason is the young composite expert who produced the modern fiberglass hull parts with the strength and perfect reflections we required for this project.

It will be interesting to see where Part 4 takes us. There has been some initial interest in our Pacific 22 Series boats from both consumers and the boating trade. Yet no matter where it may go, my Christmas 2003 thoughts from a year ago will always hold true.....

“After a while I came to understand it really was not so much about building a boat, but taking the time to once again work our family tools, and gently letting go of a wonderful friendship between a father and a son.”

Wayne Mooers, Christmas, 2004



PHOTO CREDIT: GWYNNE



PHOTO CREDIT: CLASSIC BOATING MAGAZINE

PACIFIC 22 CRUISER

BASIC DIMENSIONS

Length 22'-0", Beam 8'-0", Draft 23", Weight net 3,200 lbs, Engine 350CID, Speed 40+ mph, Hull fiberglass, Deck mahogany / teak



CHRIS CRAFT, CAVALIER DIVISION, CUTLASS MODEL,

VXA SERIES, 1964 -1966 WITH "WEDGE" HOUSE, 155 UNITS PRODUCED
VXB SERIES, 1967-1968 WITH "FLAT TOP" HOUSE, 100 UNITS PRODUCED

BASIC DIMENSIONS:

Length 22'-0", Beam 8'0", Draft 23", Weight net 3,200lbs, Engine 283F or 327F, Speed 38MPH, Fuel 48 gallons



CHRIS CRAFT, CORSAIR DIVISION, FIBERGLASS CUTLASS

KUA SERIES, 1969, 60 UNITS PRODUCED
OUA SERIES, 1970, 30 UNITS PRODUCED

Source: The Chris Craft Collection, Mariner's Museum, Newport News, VA
Jerry Conrad, CHRIS CRAFT, THE ESSENTIAL GUIDE, Regent Publishing Co.



Source: Mariner's Museum, Newport News, VA

CHRIS CRAFT, CORSAIR DIVISION, 22' TOURNAMENT FISHERMAN

OFA SERIES, 1974-1977, 377 UNITS BUILT

What happened to the original Dory model? In 1974 the Corsair Division introduced the 22'- 4" Tournament Fisherman / Sportsman models in both a center console - center engine - direct drive model, and an outboard version. Thus, the open decked 1964 era wooden lapstrake hulled Dory was "reinvented" in fiberglass to meet the demand for the proven center engine, direct drive, rough water lapstrake hull design.

To better accommodate offshore fishing distance range, the fuel capacity (and related weight) was increased to 75 gallons. On the engine side, cubic inches were reduced to the 305 or 307 CID models, and the engine installation was moved forward to allow the steering, engine controls and seating to be located aft of the engine compartment.

However, more engine weight forward pushed the bow altitude down, and it is reported these later Corsair Fisherman editions lacked the engine power and planning performance characteristics when compared to the lightweight '60's era wooden Dory models. But the boats were popular – between 1974 – 1977, 365 Fisherman units were delivered along with 12 Sportsman Outboard models in 1977 only.

There are very few center engine, direct drive, center console boats of this design being produced today. For some of us with gray hair, we know the advantages – both performance and overall lower operating costs of a traditional small block V-8 in a trailerable boat. Our Pacific 22 Series hull design considerations were produced with this market opportunity in mind.

RESOURCES AND BIBLIOGRAPHY

ORGANIZATIONS

Antique & Classic Boating Society
422 James Street
Clayton, NY 13624
315-686-2628
Publisher: The ACBS Rudder

The Mariners' Museum
Chris Craft Collection
100 Museum Drive
Newport News, VA 23606
757-591-7785

BOOKS,

Rodengen, Jeffrey
The Legend of Chris Craft,
3rd Edition
Write Stuff Syndicate, Inc.
1993

Mollica, Anthony
Savage, Jack
Chris Craft Boats
MBI Publishing Company
2001

Conrad, Jerry
The Mariners' Museum
Regent Publishing Services Limited
1965

PEOPLE

Mr. Warren Sankey
Lafayette, CA
Consultant

Mr. Herb Hall
Sierra Boat Company,
Consultant

Mr. Russ Donovan
Philbreck Boat Company
Consultant

Susan L Souza
Lafayette, CA
Cheerleader

Wayne Mooers, Pacific Marine Marketing, Lafayette, CA, 925-284-4855
January, 2005

