

given LENA, a Swedish Debutante built in 1958, on the condition that he not burn it. That was a tall order: a snow-covered dock had fallen, breaking off the bow, after which LENA spent two years underwater and 28 years in an open-air shed. With no Folkboats in north Idaho to model a restoration after, Conachen scoured the Internet for pictures and drove eight hours to take notes off sailmaker Carol Hasse's LORRAINE in Port Townsend, Washington. Over weeknights and weekends, Conachen and his employees did a top-to-bottom restoration and finished it bright. Suddenly everyone wanted him fixing their boat, the worse off the better.

"I don't know what it is," Conachen said from his shop in Bonners Ferry (population: 2,515), "but if I look at something and people tell me it's junk, I just have to fix it." Last year he took on WINDY, a Danish-built champion with four San Francisco Bay Folkboat Association titles and serious signs of strain. Heavily ballasted Folkboats can take a lot, but Conachen has seen how the Bay Area sailors can dish it out. "They sail in wind conditions that would keep most north Idahoans inside for the day," Conachen said.

"WINDY got the deluxe treatment, including new floor timbers encased in 'glass and epoxy. 'We put a lot of work into this boat because this boat is famous,' he said. Meanwhile, Conachen quickly turned around another Danish Folkboat after a new paint job, a coat of varnish, and new keelbolts. He put a new keel on a Norwegian Debutante, MARINER, whose first keel fell off near Catalina Island. His latest Folkboat, DRABATEN, had five of seven keelbolts corroded through and a 1/2-inch gap between the keel and the keelson. "They couldn't figure out why that boat leaked," Conachen said.

"Now he has about half a dozen other Folkboats waiting to be picked up and brought back from near-dead. His operation is barely breaking even, though he might turn a profit on WINDY, which he is selling for \$29,000 with new sails and lines, negotiable without. "She's going to help finance the restoration of a couple more," he said." *Air and Sea Composites*, 208-610-8661 or <www.airandseacomposites.com>



JIM CONACHEN

The Folkboat LENA's thoroughgoing refit initiated a string of restorations on similar boats at Air and Sea Composites in Bonners Ferry, Idaho.

■ DORADE, the legendary 52' yawl designed by Olin Stephens in 1929 when he was only 21 years old, has been hauled out in Portsmouth, Rhode Island, for extensive structural work by **Buzzards Bay Yacht Services** and **Mount Hope Boat Works**. Her interior—which went through a previous refit at Cantieri Navale dell'Argentario in Italy (see WB No. 160)

as recently as 1997—had to come out to make way for the replacement of 35 pairs of steam-bent frames. All of her below-the-waterline hull planking also came off, and about half of it was replaced. Most of her floor timbers were replaced. She was largely refastened, and her maststep and forefoot were rebolted. Her new owner, Edgar Cato, also specified that she be returned to her original engineless configuration, and her plumbing, electrical system, and tanks will be replaced. She's expected to be relaunched in time to participate in the Eggemoggin Reach Regatta off Brooklin, Maine, August 4, 2007. *Peter Cassidy and Ed Van Keuren, Buzzards Bay Yacht Services, Inc., 251 New Bedford Rd., Rochester, MA 02770; 617-470-3382; <www.buzzardsbayyachtservices.com>.* *Jim Titus, Mount Hope Boatworks, Inc., 99 Poppasquash Rd., Bristol RI 02809; 401-253-0003.*

■ **The Wooden Runabout Company, LLC**, has opened in Holland, Michigan, with Kirk Wingard and Mike Teusink combining their 30 years of wooden boat building experience. Wingard previously spent 15 years as senior carpenter and shop foreman at Macatawa Bay Boat Works in Saugatuck. Teusink began building wooden boats during his summers off from his job as a history teacher. They combined efforts to open the new shop, starting off with a full restoration of a 1936, 19' Chris-Craft special raceboat, one of a handful of survivors of the 51 built by the company. The first of the boats, built lightweight for speed—which is the

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