**South Cove 24’ Launch “Hugo” questions asked by prospective buyers – Answers from John Hammond (JH), who did all of the refit work on the boat during winter/spring 2019-20, and from boat owner Kim Wichert (and scribe – Emily)**

**Updated 11/17/20**

**I haven’t been able to find anything about South Cove Boatbuilders. Do you have contact into for them?**

11/17/20 Exciting update on provenance, from builder’s son, Dick Schellens, of Chebeague Island, ME:

“My dad designed and built her on South Cove in Essex, CT. She was originally named “Aunt Elma,” a combination of my mother’s name Elizabeth and Mary, wife of co-builder, Rod Lucas. Although she was built in CT, Dad brought her to Port Clyde, ME where she spent many summers. He eventually sold her when it was time to build another boat.”

“Dad was E. Peter Schellens, “Pete”… he was a naval architect from the University of Michigan. He spent his career designing turbine blades and retired early to design and build boats…generally to a “Maine lobster boat” look. He was a huge fan of Sam Crocker and we had 3 Crockers growing up.”

“I’m hoping to acquire Dad’s last boat (30’) finished in 2008 when he was 90! He made it to 95.”

From googling, we had thought (in error) that the boat was built by Rob Barker, South Cove Boat Shop, Easton, PA. Article about that builder, from 1993 https://www.mcall.com/news/mc-xpm-1993-02-25-2900966-story.html

**I understand the LOA is 24’: what’s her beam and draft?**

LOA – 24’ Beam – 7’ Draft – 2’5”

**Again, what is the deck under the canvas: ply, T&G, cold molded, other…?**

Deck under canvas is original tongue-in-groove spruce, in very good condition, approximately 7/8”. Canvas is heavy weight “duck canvas”, applied with Roberts Indoor/Outdoor Cement, fastened with stainless staples, 5 coats of paint on canvas.

**Aside from re-canvassing the deck, what sort of repairs were undertaken?**

* Port deck cabin plywood was rotten due to improper off-season storage. JH removed rotten plywood, keyed-out and put in new piece, no other signs of rot.
* Deck canvas was repainted with 2 coats of Petit Sandstone (single part oil base). Note: some of the work-in-process pictures show deck as yellow – that was original color so JH repainted it yellow, then Kim informed him it was to be changed to Sandstone (so really 3 coats of new paint applied).
* Toe/rubrail is white oak, varnish had lifted in some places. Sanded to bare wood (removing as much of graying as was feasible, leaving enough wood behind), coated with one coat sealer + 6 coats Epithanes Varnish.
* Light sanded mahogany on combing, weather doors, and applied 2 coats of varnish.
* Painted exterior cabin-sides and hull. Sanded, brush applied one coat of primer, sprayed 3 coats of white Brightsides finish coat.
* Plywood sole was in good condition (maybe newer) as was teak deck grating that fits over – cleaned gently.

**I’d appreciate details on fasteners: Bronze, copper, stainless or galv?**

Fasteners are all bronze below waterline, bronze or stainless above. Bronze thru-hulls.

**Do you happen to know how much paint she takes every year? Two quarts topside, one quart bottom? More?**

Bottom, probably 2 quarts depending on how thick you spread it.

Topsides, probably same, but not expected to need painting every year…

**On the engine - “reliable and efficient diesel” – what is the make and model? Also, the hours on it?**

1997 Volvo Diesel, 25 Hp, Model 1/B. No engine hours meter so engine hours are unknown, looks good and runs well. The engine is raw water cooled.

JH removed and sandblasted interior of exhaust manifold/heat exchanger (these tend to wear and plug, preventative measure for 20+ year old motor). Changed impeller. Removed (and saved) “Lobster pot cages” around prop – unnecessary on Lake Champlain and can make clearing Millfoil weed a challenge – could re-install if needed.

**Fuel filters?**

Two fuels filters, primary on engine, plus secondary Racor water separator.

**Wondering about electronics: Radio? GPS? Depth sounder…?**

Depth sounder, operational, brand Standard Horizon.

**Running lights?**

Running lights work, as do cabin lights.

**Bilge pump(s) – how many – what kind?**

Single bilge pump, Rule brand. As with all wooden boats stored in winter out of the water, Hugo needs time to swell to fill in between planking – bilge pump was working a lot, battery should be monitored – ideal is to be in protected shallow water for first few days so if any issue she’s not going to go down below rubrail! By end of first week in water boat was tight and bilge pump wasn’t pumping at all. No augmenting of planking caulk has been done as it appeared unnecessary. Best for wooden boats if left in water except to service/paint bottom, to keep planking swollen.

**Is there a porta-potti?**

Came with marine head plumbed only for overboard discharge (no holding tank) – this is a fine-able offense on Lake Champlain, so JH removed head, and in-take and overboard thru-hulls were removed and capped. New self-contained porta-potti added.

**An anchor?**

Yes

**Fire extinguishers – built in system for engine?**

One fire extinguisher, no built in system.

**EZ loader trailer is a good name. I understand from you, Emily, that trailer did not get serviced – and should be serviced. Does that trailer have brakes – surge or electric? Any other details on the trailer?**

JH assesses trailer as a nice trailer, would recommend modification to bunk configuration for better support of boat for long trip. Oil in hubs was clear. Trailer has brakes (JH almost positive they’re surge brakes).

**What vehicle do you use to move the boat around?**

At marina we usually move boats with tractor. JH has moved the boat with his old F250 gas truck, with no issue, “feels like there’s nothing behind it,” <<4000# on trailer.

**I’m concerned how stable the boat would be, here in Puget Sound: is she a lake boat or an open-water boat?**

Hugo could probably be described as a bigger lake, large harbor/waterway boat.

From Kim - She is used on Lake Champlain, which is a very large lake that can have weather/seas comparable to any ocean.

**What’s the most weather the owner would take the boat out in?**

Owner (Kim) only had her in the water this past summer, generally a fair weather boater, but felt the boat was sound, taking bigger waves more head on or close hauled vs 90 degrees abeam was better for lateral stability given hull design (given almost any hull design!).

From Kim - I like a nice, easy ride so as not to spill my cocktail, but I would take Hugo out in 10 – 15 kts.

**Would you be so kind as to connect me with John Hammond, to talk about repairs and maintenance?**

John Hammond Boat Repair – 802-372-3967 shop

[Jhammond1481@comcast.net](mailto:Jhammond1481@comcast.net)

**Additional measurements/specs:**

* Helm box – 35”H x 15”D x 22”W
* Engine box, just forward of helm – 24”H x 22”D x 22”H
* Cockpit benches port & starboard – 85”L x 14”H x 14”D, back height from cushion to top of combing ~13”
* Cockpit sole distance between helm station and bench is 13” min – sole is painted wood with removable teak grate flooring inserts
* Stern seat is average of 28”W x 18”D, seatback is 28” W at top x 14”H, ~2’ from aft end of bench to stern seat
* Seated cabin interior height is 34”, sole to coach top ~48”
* Freeboard is 38” at bow, lowest point ~22” aft of midships (mid bench)