

Miss Scarlett

Miss Scarlett is a 52' Wooden Motor Yacht that was originally built in the year 1929 by the **Gidley Boat Company**, formerly of Penetanguishene, Ontario. Boats manufactured during this era were customized, one of a kind productions, that were hand crafted from the finest materials. The end result was a combination of the craftsmanship of the builder and the desires of the buyer; no two boats were exactly alike. The quality of woods and the materials that were used, although superior, were nevertheless organic and through exposure to the marine environment would eventually decay. Therefore, in all likelihood, vessels that were built in the 1920's and the 1930's would be nonexistent today unless parts were replaced as required.

Prior to the Second World War, Muskoka and other Ontario

towns became well known for their boat building expertise. Those most noteworthy were: Gilbert of Brockville, Taylor & Sachau of Toronto, Ross of Orillia, Gidley of Penetanguishene and Ditchburn and Minett of Muskoka. Although little of these builder's original work has survived, we are granted glimpses of this era thanks to the efforts of classic boat enthusiasts who have endeavored to restore and recreate many of these vintage vessels. Miss Scarlett, much like that of the movie legend from *Gone With The Wind*, is a classic in the truest sense of the word. She exudes an unconventional regal elegance as she gracefully traverses the flowing folds of the water.

In 1993 it was decided that this sixty-four-year-old vessel required major repairs if she was to maintain her seaworthy status. To accomplish this task, Miss



Scarlett (formerly named MONA IV) was transported from Georgian Bay to the owner's farm located in Hillsburgh, Ontario. Originally, the overall plan was to replace the decaying sections during the winter months and return her to Georgian Bay waters the following summer. Once the project was underway however, the true depth of decay became distressingly clear. New decisions were needed in order to determine the future of this classic yacht. After much deliberation the project elevated from a repair status to that of an overall restoration/re-creation.

In order to successfully complete a boat restoration a wide variety of skilled trades people are required. These may include: skilled cabinetmakers, draftsmen, welders, engineers, mechanics, plumbers, electricians, upholsters and more. Assembling the projects crew was as important as the materials used for it's construction. Considering that wood is the primary medium of a classic wooden yacht, specialists in the field of cabinetwork were essential.

Two of the initial crew members contracted to rebuild Miss Scarlett were ***Jim Bray*** and ***Murray Cameron***. It was abundantly clear to them that this undertaking was not a quick fix. Their first order of business was to develop a set of plans, as the original plans were nonexistent. Establishing the vessel's table of offsets, a set of numbers which define the shape of the hull, was the

initial foundation needed in order to move forward. This was accomplished by commissioning Jim Biers of Carlaw Custom Yachts to create a new set of structural plans based on measurements (the table of offsets) taken from the vessel itself. Maintaining the authenticity of the original hull was the overall goal, and for the most part was accomplished. The new plans did not provide the crew with a clear set of numbers and dimensions to work from but rather produced a computer generated picture of the vessel that compared the shapes of both sides. This picture essentially confirmed that both sides were mirrored nicely and that the hull was in fact fair, suggesting there were no height or bulge problems. However, the hull was nevertheless tremendously ***hogged*** which means that the sheer line (the sweep of the edge bow to stern - usually high at both

bow and stern and sweeping gently to a low point, roughly two thirds of the way aft) had flattened out, or in fact was higher at the two thirds point than the stern. This occurs when fasteners that hold the planking to the frames loosen and the entire hull then becomes quite



flexible. In fact, a practice that should be followed with wooden boats is to reset all the fasteners at intervals as the boat ages. Jim Bray, in an effort to bring the sheer line back to its original shape, jacked the stern of the boat upwards seven inches without any resistance. The hull in fact was in

a dreadful state. Because the hull was in such a *rubbery* condition the biggest challenge was to restore and/or maintain the original hull shape while at the same time removing elements from the structure without having the entire structure collapsing in on itself. This was accomplished by carefully arranging temporary braces that tied areas of the boat to itself as well as to the solid structure of the boat workshop.



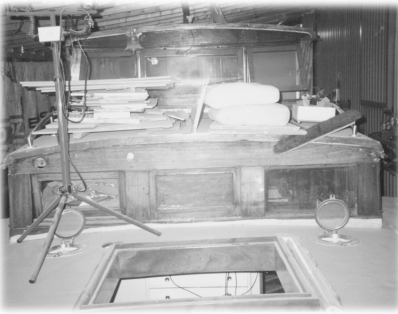
Not having a set of actual working plans to follow meant the crew had to work from the original

boat itself. By mocking up proposed areas of the boat they were able to establish an overall working concept on which to proceed. Aside from considerations of the boat's physical structure there were the equally involved aspects of the esthetic statement that the boat would be called upon to make. Jim Bray established some basic lines to follow, a thematic structuring of basic elements that would recur and be integrated into an interior with an overall harmony reflecting an elegance befitting a *Grande Dame* of the late 1920's. The style goals for the vessel were to reflect a classy stately look and offer modernized 1990 comforts. Staying true to these goals proved to be an on going challenge throughout the project but deviating from these early decisions could potentially jeopardize the vessel's consistency in appearance. Following this unified course of design would, in the end, avoid the occurrence of a

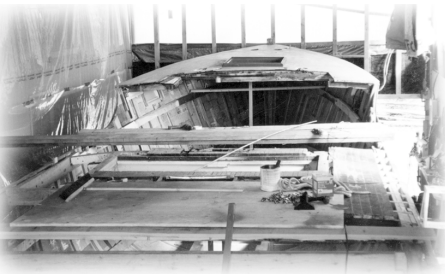
collage of designs that might not be complimentary to one another.

In addition to structural decisions, other design and style features were established with the owner's assistance. Preserving the elegance of the era's classic external appearance was as significant as was incorporating modernized features to fit with today's lifestyle and safety standards. *Classy and comfortable* remained the visionary goals to work toward. The restoration now encompassed two very distinct projects. First, from a wood-working perspective, the challenge was to work with original proportions yet endeavor to include the many modern features now required. Second, from an electrical and technical standpoint, systems that are easy to maintain and meet current safety standards needed to be incorporated and customized to fit within the vessel. The later was imperative because

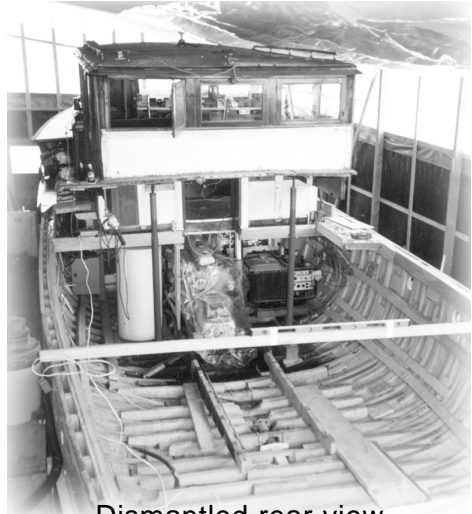
the vessel's original systems were considered dangerous by today's safety standards. All of the technical and electrical systems installed were implemented in accordance with ABYC Boat standards (American Boat and Yacht Council). Although legal requirements pertaining to systems and equipment differs among countries, it was decided to install the ultimate safety features following ABYC standards to ensure the vessel could legally travel in US waters, or be used for chartering purposes. This did however, impose a stream of on going customizing challenges as most of the systems now being installed had not been invented in 1929 and therefore were not figured into the interior's space allocations. Initially many of the decisions concerning the vessel's wood configurations and operating systems were jointly determined by Jim Bray and Murray Cameron, but



Dismantled wheelhouse



Dismantled front view



Dismantled rear view

as the project grew and progressed they both gravitated toward their fields of expertise. Jim Bray looked after factors related to subtleties of woodwork and cabinetry, and Murray Cameron focused on the complexity of the mechanical and electrical concerns.

During the first year of Miss Scarlett's restoration, the exterior and interior were completely dismantled and building decisions

were continually revised and evaluated. At the same time the reconstruction of the hull (the body of the vessel) began to take shape. Miss Scarlett's hull is now a unique combination of traditional carvel construction (planks run fore and aft and are laid against each other to produce a smooth surface) coupled with a modern cold molded outer skin diagonally applied and vacuum bagged. Essentially, this means thin marine plywood strips

are diagonally placed over the carvel construction and then epoxy glued and coated. This produces an extremely stiff and water tight wooden hull that is encapsulated in a skin of highly (water) impervious epoxy coatings. Once this procedure is completed the hull is no longer required to go through the seasonal extremes of water absorption and release, which causes wood to expand and contract and ultimately loosens fasteners (wood screws).

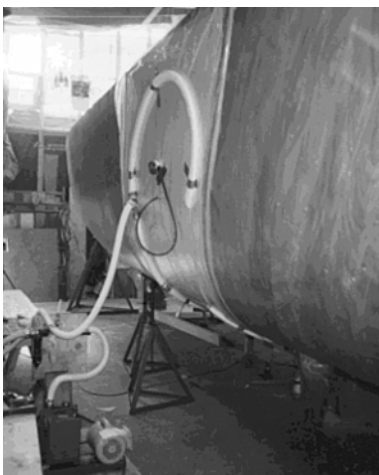
Vacuum bagging is a technique that allows the builder to utilize the weight of the atmosphere. This helps him to clamp together awkwardly shaped and difficult to clamp items for gluing. This is done by creating a sealed “tent” of plastic sheeting over the items being glued and then a vacuum pump is used to suck out the surrounding air. The resulting pressure directly applied to the items being glued is even and

heavy. This proved to be invaluable when dealing with the problems of applying diagonal strips of marine plywood to the carvel planking. Using an even distribution of atmospheric weight over the entire surface being glued ensured the builders that parameters of high performance gluing would be successfully met. (The alternative to vacuum bagging is to use screws or staples which cause concentrated pressure points in the



relatively thin strips of plywood rather than the even pressure that vacuum bagging produces). In addition to its superior gluing abilities, epoxy also functions as a coating that provides an effective

barrier coating, thereby safeguarding against the migration of water into a wood surface. On Miss Scarlett, the crew used a combination of West System Epoxy and Awlgrip paints (primers and color coats) all of which are



Epoxy sealing the newly constructed keel

specifically designed to keep water out. Her hull is fully epoxy coated on the inside as well. The concern for water imperviousness doesn't stop when all the surfaces are coated. Whenever a hole is made in the wood structure during the installation of wiring or plumbing or equipment, the new wood that

is exposed is given at least two coats of epoxy no matter how small the hole. Any surface or edge left uncoated is an avenue for water to migrate into the matrix (the wood) of this epoxy encapsulated yacht. Once the decision is made to go this epoxy coated route it is paramount that all these procedures be followed, otherwise any moisture that finds its way into the vessels structure has a difficult time finding its way out. Following these procedures will, in effect, provide this reconstructed vessel with an unlimited life span. Unlike her previous hull, Miss Scarlett now has what is referred to as a dry hull. This eliminates the decay causing factors which were a constant problem for the original yacht.

Moving into the second year of the project several foundational features were constructed and installed such as: the keel (the backbone, lies fore and aft along the

centerline of the boat), the engine bed, the stem (timber at the bow of the boat where hull planks fit), the transom (the back of the hull) and the sheer clamps (the timbers along the deck edges that ties the hull topsides to the deck).

Also, in order to increase the rigidity for planking the bottom of the boat, the crew installed a combination of two-inch and five-and-a-half-inch wide laminated oak hull ribs. These replaced the hull's original one and seven eights inch wide ribs. All together these changes resulted in creating a hull of much higher standards.

The next area of focus was to devise a set of plans for the new completely modernized interior accommodations. This also included researching and purchasing various pieces of heavy equipment such as: the rebuilt diesel engine, muffler, generator, furnaces, electric converter,

electrical panels, batteries up to 2,000 lbs., fuel and water tanks and more. All of this needed to be harmoniously incorporated within the vessel's interior without causing too many compromises in terms of dimension and weight configurations. Whenever a boat is built this is a primary concern as the level of compromise could be as small as parts of an inch. Whereas, for example, when building a house adjustments of inches or feet are



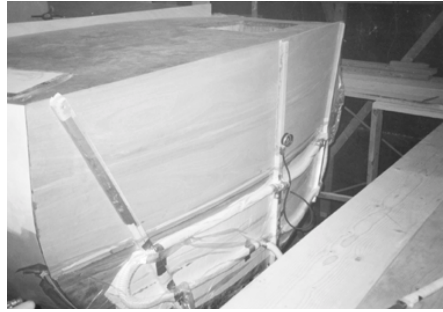
not uncommon. An important consideration in the laying out of the yacht interior was to always be cognizant of the way the weight that was being added to the vessel

(which can be a single large element such as the engine or an accumulation of many smaller lighter elements like cabinetry structures) relates to and can affect the vessel's center of gravity and buoyancy. Center of gravity and buoyancy are virtual locations within the vessel around which, on the one hand gravity is trying to sink the boat, and on the other hand the lake is trying to force the boat upward (or buoy up). Inappropriately locating a heavy element onboard the vessel can shift the relationship between these two points and adversely affect the trim of the vessel and, in extreme cases, affect the ability of the vessel to survive possible extreme sea conditions. Therefore, placing heavy equipment is a critical factor and for these decisions the crew found the computer generated plans extremely helpful.

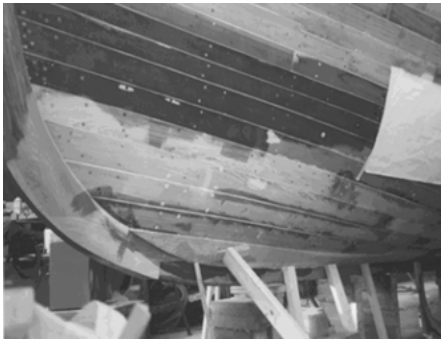
Once the items required for the various ship's systems were located, a list of materials for the interior accommodations was then developed in order to finalize working plans. It was at this point Jim Bray and Murray Cameron made a trip to Condon Lumber of New York to personally select the vessel's lumber. They wanted to acquire a specific amount of edge grain, Honduras Mahogany of various width and thickness. Once the interior work was underway, Ian Pattison, a highly skilled cabinetmaker became a member of the crew to assist with the extensive amount of cabinetry that was required. Further along in the project, Bob Warren of Black Shadow Yachts also joined the team to provide assistance with plumbing, operating systems and other customized steel fabrication and support features.



Original transom



New transom being vacuum bagged



Installing new stem



Installing new hull ribs



Steamed oak clamps on long horizontal boards to increase rigidity and form.



Hull complete with new: ribs, floors, engine bed stringers, and clamps.

From a chronological perspective of the overall restoration of Miss Scarlett it's important to note that, from time to time, a series of tasks overlapped from year to year. However, during the first two years of the project the crew essentially focused on: developing foundational plans, carefully dismantling the yacht, creating and revising mock-ups of different sections, and starting the reconstruction of the vessel's hull. During the next two years, 1995 - 1997, the crew's attention was centered on exterior structural construction of items such as: completing the hull, keel, engine bed, stem, beam and transom. In the later two years of the re-creation of Miss Scarlett ,operational systems related to: electrical components and wiring, plumbing, engine and other heavy equipment were acquired and implemented in accordance with the interior reconstruction of: cabins, cabinets, customized components, and all wood refinishing.

Vessel Description of Miss Scarlett

1929, 52' Wooden Motor Yacht
built by: Gidley Boat Company

Miss Scarlett's Decks:

Miss Scarlett's outside decks are constructed from high quality teak and have been finished to ensure they are scuff resistance and overall durable. The bow deck, at it's mid point, measures 13' in length and is 11'2" in width. This area is surrounded by mahogany bullwork (a raised ledge) and chrome railings. The galley's skylight hatch, measuring 32"x32", is located on this deck. In addition to this spacious deck area, there is an elevated middle bow deck that measures 7'4" in length and 8' in width. The wheelhouse front windows look directly on to this area.

Moving to the center of the yacht, the wheelhouse offers entrance into the vessel from both port and starboard side through glass tempered, mahogany framed doors. These doors were widened to 22" from their original 17 1/2". The

decks directly outside the wheelhouse doors, measure 24" in width and decrease to 12" at the end of the wheelhouse base where a side step and handle allows passenger access to the upper middle aft deck.

The upper middle aft deck is the roof area of the vessel's berths and main passageway. This deck measures 12' in length and 9'6" in width. At it's base, closest to the wheelhouse, there is a large storage seating bench that extends across the width of the wheelhouse. The vessel's mast is located at the back of this bench area and rests against the wheelhouse. Antenna, rods and receptors are housed within the mast and this unit has been hinged to allow the mast to be lowered so it can lay atop of the wheelhouse. This feature is required to avoid height restriction factors when entering various

waterways. Chrome railings are along the outside of the wheelhouse deck area.

Miss Scarlett has a lazarette deck, surrounded by chrome railings, that can be accessed from the aft deck and from the aft cabin. At it's mid point this deck measures 3'10" in length and 9'9" in width. The vessel's spring activated barbecue is housed on this deck. A unique feature of this unit is that when the barbecue is not in use it can be completely concealed underneath the deck. The entire barbecue unit is hidden below a hatch top, that is 22" in length and 30" in width. The vessel's swim platform is also located on the lazarette deck.

Miss Scarlett's Wheelhouse:

The wheelhouse is the central and primary access point to Miss Scarlett's interior. This cabin's length was slightly increased and now measures 7' in length and 7'5" in width. As with all other cabins, the wheelhouse's head height has been increased to 6' 4" and this height is consistently maintained throughout the vessel. This height adjustment was accomplished by lowering the sole and elevating the overhead. The wheelhouse's fabulous finished sole is an elegant combination of pecan wood and thin mahogany strips. Using a lighter wood on the sole adds to the cabin's visual effect with its elevated height. Light switches are conveniently placed at both door entrances; however, this cabin offers an abundance of natural light as it is completely surrounded by a total of 12 windows.

Located in this cabin is the vessel's navigational station. A large counter area houses many fixed or builtin sailing instruments, such as the sonar radar alarm system that alerts passengers whenever the vessel is approaching dangerous items (rocks etc.). The yacht's pathfinder screen is also fixed atop this counter and works in correlation with the computer laptop's charting and sailing programs. Extended from the base of the counter is the vessel's large steering-wheel and neatly housed below this is an electrical panel that is hidden behind a sliding raised mahogany door. The vessel's ship to shore radio/phone device is conveniently placed on the right side of the wheel panel. The navigational center is further complimented by its many brass accents. To the left of the

navigational counter, moving towards the forward of the vessel are three stairs that lead down to the yacht's elegant dining salon.

Along the aft and starboard bulkhead of the wheelhouse is a large curved mahogany bench seat that comfortably accommodates four people. This seating area is tall in height as it is placed over top of the engine room's aft entrance area where space has been allocated to permit a passenger to stand upright. To the far left and beneath the wheelhouse's bench seat is a conveniently concealed bar fridge. Also at the end of the bench seat are four stairs that lead down to the main passageway moving toward the aft section of Miss Scarlett. Located within these stairs is a storage unit that houses the central vacuum hose and it's connecting outlet. The central

vacuum's main system is located underneath the sole of the dining salon.

The overhead is a combination of soft white arborite with beams that are finished with mahogany accents. This is a consistent feature throughout the entire vessel.

Miss Scarlett's Dining Salon:

Miss Scarlett's dining salon measures 7' in length and 7' 8" in width. This cabin's natural light is filtered through three large windows from both the port and starboard sides of the vessel, as well as from windows facing the forward section. In addition to the cabin's overhead lighting placed along the ceiling there are two pivotal lamps affixed to the aft wall. This would be beneficial whenever playing cards or doing other activities centered around the dining table. The exquisite mahogany dining table has been customized with an electrical dual-level adjuster that enables the table to be set at different heights and offers 4 specific functions. As a dining table it can be adjusted 56" x 47", or down to 34 3/4" x 31". This could be used for playing cards or as a coffee table. This conversion is easily accomplished by the 6 1/4" fold back leafs placed along three sides of the table. Converting the table into it's berth size of 56" wide x 7' long, requires the table height to be electrically adjusted to 17" high. This allows the table to become even with the U shaped wrap around bench seating. As a safety precaution to avoid accidental activation of the table's height adjustment features, the electrical control switch is concealed within a small cabinet located at the entrance of the galley. In addition to the central vacuum system, under the dining salon sole are: water tanks, refrigeration cooling units, and the vessel's batteries. Forward a large mahogany island divides the dining salon from the galley and creates an open concept within both cabins.

Miss Scarlett's Galley:

Unlike the yacht's original galley, Miss Scarlett has a spacious, fully functional and uniquely customized galley. In fact, most of the space that is now allocated to the galley was originally used as a forward berth for the crew, storage space, and only allowed for a small narrow galley off the dining salon. Stairs on the port side enter from the dining salon down into the galley. The galley now measures 10'2" in length from the dining salon to the chain locker at the forepeak, and 7' at its widest point. Natural light is generously provided from three port holes on each side and from an overhead skylight. In addition to the cabin's overhead lights, vision is further supplemented with unique swivel lights, strategically placed directly below the upper cupboards, that

maneuver light onto the counter space as required.

Previously, counter space was nonexistent, whereas on port side the counter now extends 78" in length and 24" in width. This includes an extra deep double sink that is accented with a vegetable water sprayer. Customized features encompassed within this counter include: a swivel TV/VCR unit that can be viewed in both the galley and dining salon; another electrical panel; a pop-up spring activated compose unit built into the counter top; and built-in beneath the sink are refuse compartments for both recyclable and regular refuse. As well, on either side of the sink there are several utility drawers. Counter tops are hunter green in color with mahogany fiddles and nosings. In contrast, the galley cupboards and

drawers are a soft white arborite with mahogany nosings. The counter space located below the dining salon's island divider, at the aft section of the galley, has compartments with six double receptor electrical outlets. These units are allocated for features such as: a coffeemaker, microwave oven, and a cupboard unit for larger items (i.e. toaster etc.). Directly below this area is the galley's customized refrigerator that is 2' wide x 2' high x 18" deep. Moving starboard side, the counter space is 27" wide and has a built-in freezer that is 13" wide x 25 ½" long x 23" deep. The freezer door lifts upward and is customized to match the green counter top. To the left of the freezer, housed within the counter space is the galley's three burner propane stove and oven. The stove/oven has a leveling unit to assist with stability when the boat is in motion. Conveniently placed next to the stove are extra large storage

drawers. Overall, within the galley there is ample maneuvering room for passengers, and at it's mid point there is three feet between the port and starboard counters narrowing to the forepeak of the galley.

Located at the forepeak of the galley there is a bench seating area that offers additional storage space underneath it's seat. This area also provides access to the vessel's bow thruster motor. Located above and directly behind the bench seat is the chain locker where further storage space has been allocated for dry good items.

Miss Scarlett's Main Passageway:

The main passageway, extending from the wheelhouse to the aft cabin, measures 10' in length and 4' in width at the stariway and narrows to a width of 2' as it curves toward the aft cabin. The guest cabin, located on starboard side functions as a sitting room during the day. On the port side of the passageway are two flip up windows positioned above a 56" long counter ledge that is 14" deep. Within this counter there are three separate storage units that neatly house the vessel's stereo system and other music components. Directly below the counter are three raised mahogany panels that elegantly conceal one of the yacht's diesel fuel tanks.

Miss Scarlett's Guest Cabin:

To balance and offset the weight of the port side fuel tank a second diesel fuel tank is positioned underneath the berth in the guest cabin. This cabin is entered through two mahogany doors that extend to a width of 38". Directly to the left of the doorway is a curved, lower corner cabinet that has one small drawer and shelving. It is further complimented by an upper 22" wide three way folding mirror, that neatly closes behind two elegant mahogany doors. The cabin itself measures 71" in length and 65" in width at its widest point. A day couch extends along the starboard bulkhead below three windows. The day couch, 70" long and 33" wide, has a flip up panel that converts to a berth size of 70 1/2" long x 46" wide. Individually controlled stereo speakers are built into the bulkhead at the foot and head of the berth. At the forward of this cabin there is a doorway that leads into the vessel's engine room.

Miss Scarlett's Main Head:

Miss Scarlett's main head (bathroom) is positioned on the starboard side of the vessel next to the guest cabin. This cabin is 29" long and 34" wide at it's mid point. A unique feature of this cabin is it's ability to become an entire shower stall. A shower hose is housed below the sink within a vanity cupboard and has it's own separate water temperature controls. The shower can be hand-held or hung on the wall to then convert the cabin into a complete shower stall. A handle operated vacuum flush toilet is located below the cabin's one large flip up window. Bulkheads are white arborite with mahogany accents and there is also one narrow mahogany ledge placed below the window, and above the sink, that extends across the cabin.

The cabins double receptor electrical outlet is conveniently placed next to the vanity's mirror above the sink.

Miss Scarlett's Aft Cabin:

Miss Scarlett's aft cabin is both spacious and highly functional. At its entrance, the aft cabin measures 7'4" in length and 7'6" in width. However, at its mid point the width increases to 9'3". Previously this cabin had two small berths on either side of the cabin. Now, one double size berth, 80" long and 51" wide, houses within its base several storage compartments and one of the vessel's water tanks. Underneath the berth's mattress is a large storage area, 18"x18"x51" deep, that in addition to its top flip up door has a second door on the berth's bow base for easy access. Also at the head of the berth's base, again beneath the mattress, there are two flip up doors to access a storage cupboard that measures 21"x 51". At the foot of the berth, resting neatly against the base when not in use, is a portable seat

that flips up and is positioned opposite the cabin's vanity table. The flip up mirrored vanity table, 2' wide x 15" deep, is on the cabin's port side nestled between two, elegant five drawer dressers. Positioned above the dressers are three windows that extend across the cabin's port side.

On each side, at the head of the berth starboard side, is a three drawer night table. One has a built in alarm clock, while both have pivotal lamp lights. Above the night tables are stereo speakers that can be individually controlled. Also, another three windows extend across the starboard bulkhead directly above the berth. Hanging locker closets with sliding fold-away doors are located at both the bow and aft entrances of the cabin. Extending across the aft bulkhead is a double shelving unit, neatly placed behind fold-away doors.

Miss Scarlett's Ensuite Head:

Access to the vessel's aft deck is permitted from this cabin by a small ladder located at the corner of the aft and port side. Two mahogany doors open outward to the lazarett deck. This cabin is rich in it's mahogany presentation as three of the four bulkheads are constructed from mahogany as are the dressers and other cabinets. The forward bulkhead is soft white arborite with mahogany strips, a consistent theme throughout the vessel. Along the port side of the bulkhead is the entrance to the cabin's ensuite head.

As you enter into the aft cabin's ensuite, port side there is a full size chest of drawers and two windows that extend across the length of the cabin. Measuring 5' in length and 42" in width, this cabin offers a full-size stand up shower area with a storage seat. On the starboard side is a sink with a lower vanity cupboard. A double receptor electrical outlet is located on the chest of drawers. Closest to the door starboard side is the cabin's foot petal vacuum flush toilet.

Miss Scarlett's Engine Room:

The engine room has been set-up to meet with US Coast Guard Standards. This is advantageous to ensure that Miss Scarlett qualifies for commercial (chartering) liability insurance coverage. The engine room is 8' in length and 12' in width. Entering from the starboard side, through the guest cabin, provides a generous 7' high head height area that permits a passenger to stand up-right within a portion of this cabin. Conveniently located at the port side of the entrance way is a fire extinguisher, and an electrical distribution panel that houses the electrical workings from the engine room to the aft cabin. Water tank gauges are also positioned on this panel for easy readability. The floor is metal plated and sound absorption material has been placed around equipment and also

surrounds the entire room to reduce operating noises for the passengers aboard Miss Scarlett.

To assist with comfort while working within this cabin, there is an upholstered seat and a work bench with an electrical outlet. The yacht's engine (671 Detroit diesel, generator power 240, 50 amps) has a drip pan to enable fluid leakage removal. A fresh air ventilation unit provides clean, fresh air within the engine room and throughout the entire vessel. Miss Scarlett also has an isolation transformer for electrical conversion purposes. In addition to overhead lighting, additional light fixtures have been placed above and near various components. As well, natural light is filtered through two port holes located on both the port and starboard sides of this cabin. The engine room can also be accessed

from the dining salon by lifting up the stairs from the wheelhouse. Also, affixed within the wheelhouse flooring is a large hatched door that lifts upward; this would enable the engine to be removed or dismantled should that be required.

Photo Gallery



Aft Cabin



Galley



Guest Cabin



Wheelhouse



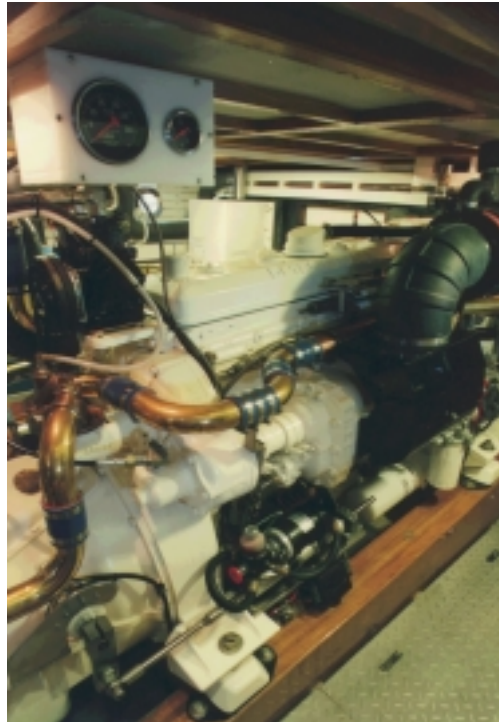
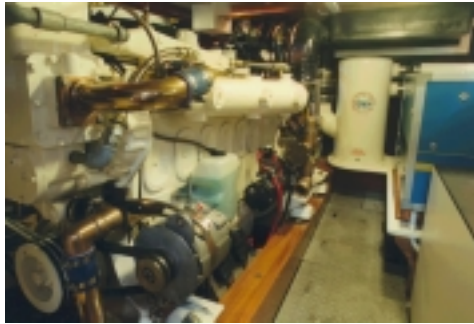
Dining Salon



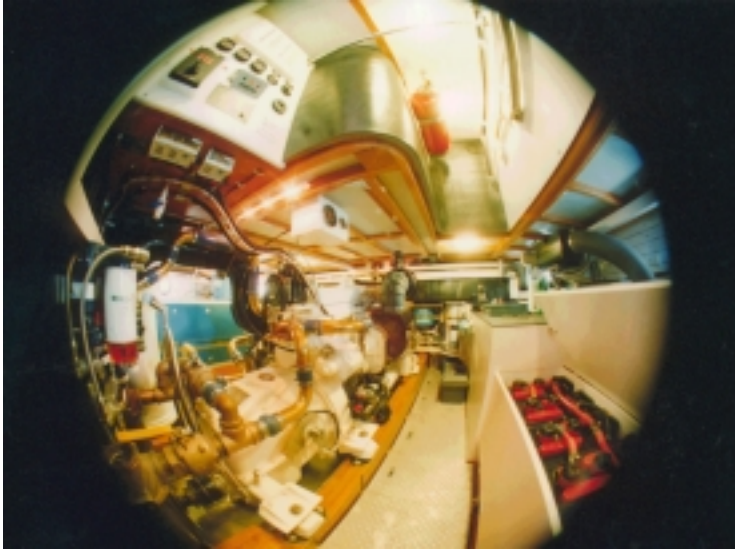
Passageway



Engine Room



Engine Room



Decks



Exterior



