



August 14, 2020

To: Andrew Lee, Owner
Sirens Boatworks
P - 239 253 Amelia St
Merrickville ON
K0G 1N0

Andrew,
I had a chance to view, ride in and drive Skipper this week.

Congratulations!

Lots of good things about the boat and I couldn't find anything to change. As I viewed every part of the boat I remember the thoroughness of each decision that we all were making - the height of the seats, the layout of the table, the radius on the top of the seat backs, the cabin top... It all came together very nicely. In particular I like the final detail on the rounded closure top over the sink.

It is obvious that you took care in the final assembly, paint and varnish, crisp clean masking lines, and tidy install of hardware.

I am glad that you finally solved the heel-angle-after-a-turn. In looking at the planing attitude while running (with my head over the side of the boat), the lower spray rail runs clear of the water even in a hard turn. That final trim piece under the transom I presume is what solved the problem by lifting the stern a bit and dropping the bow. I found the visibility out the front window to be superb at all speeds. The boat makes a nice gradual lift onto the plane without much over-the-hump bow rise. I did my best (I think I shocked Bill a bit) to make the boat misbehave in some sharp full speed turns, but she didn't miss a beat. No rudder hesitation, loss of control, or bad habits.

The success of the hull shape is in good part thanks to your care in planking as the aft running surface needs to be smooth and without humps or hollows to keep the trim angle predictable. The revised bow shape (between 0 and 6 feet aft of the stem) also helps I think.

You should be proud of this project - it is much harder building a replica boat than starting with a clean sheet and you succeeded with a 10 out of 10 rating.

Well done,
Steve

Steve Killing Yacht Design
6266 Line 2 North RR 1
Midland, Ontario, Canada
L4R 4K3
steve@stevekilling.com