



Restoring the S-Boat Mischief, 2nd Episode

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This is the second episode of the Herreshoff S-boat *Mischief's* restoration at Brooklin Boat Yard. *Mischief* had to be rolled underneath *Isobel* at this stage to give other projects floor space. Her cabin here is complete, but let's look at earlier photos to see how the work was done.



The one-piece mahogany cabin sides, which extend aft to include the coamings, are first roughly cut to shape, then steamed and bent around these ruggedly braced and correctly located uprights. Every third deck beam runs temporarily side-to-side to give the bracing a temporary foundation.



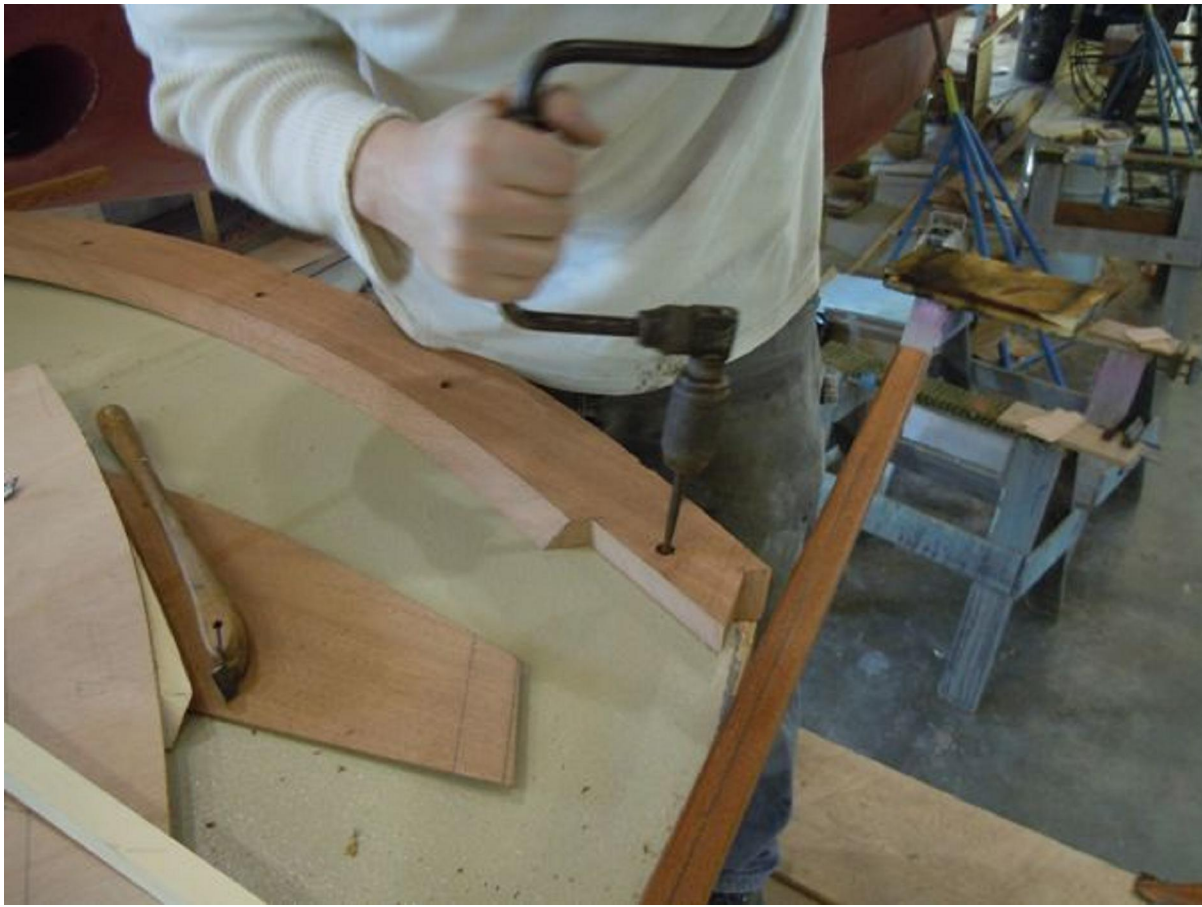
The cabin roof beams will notch and fasten into these oak headers that, like the cabin sides, have been steamed and bent into place. They will be fitted, bedded, fastened, and trimmed before notching.



At the cabin's pointed forward end, a rabbeted centerline post ties together the cabin sides.



Beams are now notched into the header and fastened, and the pine tongue-and-groove roof planks are being laid to look just as they did when *Mischief* was new.



Now for the toerail and taffrail intersection at *Mischief's* port quarter. The after ends of the toerail have been left long and free, for fitting against the notched taffrail after it's been screwed down.



The fit gets checked and fine-tuned before the final cut is made, by springing the toerail up over the taffrail where it also can be accurately marked. The assembly, including the transitional knee, was first laid out on a plywood pattern.



Wood-to-wood fits are important elements of good craftsmanship, but the gradually-changing bevel of this assembly's inboard edge as it flows from near the near-vertical toerail to the raking taffrail is vital as well—to overall good looks.



With a full buildup of varnish over these carefully-shaped pieces, their beauty really shows. There's harmony between the rake of *Mischief's* transom, the crown of her deck, and the flare of her topsides.



Outside the boat, the signature Herreshoff “bulge” (which provides needed extra thickness to the sheerstrake’s upper edge) gradually and completely dies out at the corner of the transom. And how about that lovely understated reversing curve where the paint and varnish meet!