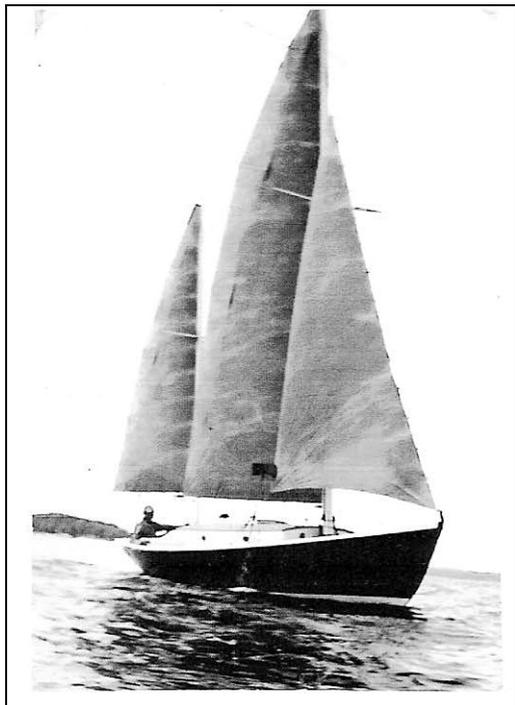


THE RESTORATION OF H28 TWINKLE

In early March, I received an email from Captain Mike who was inquiring about the 1948 Herrshoff 28-foot ketch (H-28) listed for free in the Winter 2006 issue of Bone Yard Boats. She was pictured on the front cover along with the 1927 Elco Flat Top 42' and the story of the (re)launching of APHRODITE, the 1937 74-foot commuter boat, by Bone Yard Boats founder Ginger Martus.

I let Mike know that the H-28 had been adopted by Bone Yard Boats subscriber Carl K. In fact, the adoption was the subject of an article in the Fall 2006 issue, which I sent along to Mike. He asked that I put him in touch with Carl because he too was restoring an H-28, a request I was happy to accommodate. When I asked Capt. Mike if he were willing to share the details of his own restoration project with the readers of Bone Yard Boats, he, too, was happy to oblige. What follows is the story of an H-28 named TWINKLE:



Russell U. Dyer built TWINKLE in Freeport, ME. He used the plans that were published as a monthly series in the 1943 Rudder Magazines. The construction of TWINKLE began in 1946 — she was launched in 1949. TWINKLE was built completely with hand tools. Much of the material used in construction was acquired in the local Freeport area. According to Russ's son, the white oak used for the keel was cut in Freeport and towed to the building site on a makeshift trailer that was chained to the rear bumper of Russ Sr.'s car.

Russ and his family sailed TWINKLE on Casco Bay until 1952, when she was sold to "Bud" Nickerson of Bustin's Island. While Russ and his family owned TWINKLE, they took a number of trips up the coast, including several to Vinalhaven.

After acquiring TWINKLE in 1952, Nickerson renamed her MOANA. The Nickersons sailed "MOANA" ne: TWINKLE until about 1982. That summer, her main mast broke while sailing off Bustin's Island. Although she was put in the water the



TWINKLE

following summer, she would not sail again. Around 1982 she was hauled into a cradle on the shore the Cousins River at Even Keel Boatyard in Yarmouth, ME where she would languish until 2005.

MOANA was given to a young sailing enthusiast who intended to repair her and get her back on the water. Unfortunately, that was not to be, although he apparently did take the steps that would eventually save her from rotting by removing most of the caulking, especially below the waterline. This allowed any water to drain out and the air to blow through, keeping her relatively dry.

During 2002-2003, I was working with Russ Dyer, Russell U. Dyer's son, on CARRUS, a 21-foot Phil Bolger designed Chebacco. While we were working, Russ would frequently talk about two of the boats that his father had built, TWINKLE, the H-28 and a ten-ton cutter. I was intrigued by the H-28 and determined to find her—or what might be left of her.

In the fall of 2004, I started looking for her in earnest. In the spring of 2005, I visited a number of boatyards, inquiring about the existence of an abandoned H-28. After several misguided trips to the wrong boatyards, I finally stumbled onto her in November 2004 at Even Keel Boatyard on the Cousins River in Yarmouth, ME. I asked one of the yard workers what was going to happen to her. He informed me that if someone didn't haul her out of there, he was going to set her ablaze.

After some negotiations, I secured ownership of TWINKLE (aka MOANA). Included in the deal were both booms, the mizzenmast (their were rumors that the broken mainmast was in a barn on Bustin's Island), a 4-cylinder Palmer M-60 engine, six sails, a full set of new sails, a drifter, a storm jib and what appears to be an old jib (possibly the original).



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