

Brewer Yacht Yard Activity

Brewer Yacht Haven Marina dissected and rebuilt the transom on a 1951 classic Huckins Ortega 40. “When we hauled the boat for its scheduled painting, we discovered a loose swim platform which led us to the transom issues,” says Service Manager, Alan Huth. “Not only did we find the outer wood skin soft, but a considerable amount of the laminated oak framework was also rotten. To address the problem, we systematically removed the affected pieces and rebuilt the framework.



Each piece of oak was custom-milled, shaped, and laminated in place. The new transom was then glassed over and finished to perfection with Awlgrip.” Huckins Marine, in Florida, was consulted to ensure repairs were original quality or better.

Another major project for the Yacht Haven crew was the recent refit of an 85’ Cheoy Lee. “For this project, we installed two new 32kw Kohler generators; rebuilt one of the 12v71 Detroit engines and the entire hydraulic engine control system; installed teak and holly laminate soles in the hallways, stairways, and heads; rebuilt veneers and cabinets throughout the boat; redecorated the interior; and customized an entertainment bar in the main salon, complete with halogen lighting and teak and holly headliners. This was a huge job,” says Alan. “The boat is now off on a two year jaunt through Mexico, where the owners will enjoy cruising in comfort.”

Brewer South Freeport Marine treated a 1975 Jarvis Newman 36 to fresh Awlgrip, top to bottom, and applied non-skid to the deck; while a 1980 Jarvis Newman 36 was fit out with a new teak and holly cabin sole. The crew also painted the hull of a 1983 Ericson 35 with Awlgrip, finishing the job with new exterior teak on the taffrails and handrails. A major mechanical project involved the repower of a 1982 Jonmeri 40 with a Westerbeke 55-C. The boat suffered a grounding last season, causing the original BMW engine to be shaken from its mounts and the oil pressure sender to snap off and lead to engine failure. “This was a tricky repower,” says mechanic Bobby Hall. “We had to adapt the unusual engine mounting towers to a much different configuration.” The job was finished

with the installation of a new Maxprop and an exhaust system that utilizes an exhaust stripper to reduce backpressure and sound emissions. A custom electrical panel and folding galley table were also designed and installed on a 44’ Mason.

Brewer Dauntless Shipyard replaced two fuel tanks and a water tank on a 32’ Grand Banks this winter. “We pulled the engine and generator to access the tanks which gave us the opportunity to do some additional maintenance while the engine was out of the boat,” says General Manager, Doug Domenie. The crew also removed the keel and stiffened the sump area on a 28’ Shipman, built in Sweden. “We made the trim tab on the keel functional and replaced the shaft log tube as well.” The owner bought this boat in 1985, in Sweden, and sailed it back to the U.S. in 1987 via Iceland and Newfoundland.

Brewer Stratford Marina repaired damaged fiberglass core on the transom of a sportfish that had suffered water migration problems, originating from trim tab and thru-hull insertion points. The crew also stripped and painted the bottoms of several boats and kept up with maintenance varnish on a handful of inside storage vessels.



Brewer Capri Marina replaced two large diesel fuel tanks on an older Chris Craft Commander, providing complete maintenance service while the engines were out of the boat; and replaced two generators on a Tiara and a Bertram, respectively. “In addition, we installed bow thrusters on four boats, as well as a bow and stern thruster combination on another,” says General Manager, Steve Wachter. “Our rigging department was also busy this winter installing a number of electric winches.”

Brewer Stirling Harbor Marina painted the foredeck of a 50’ Magnum with “vermillion red” by Imron. This was a nice follow-up project to a custom installation of a teak sitting area on the same boat, completed last season. Among other projects, the team built a custom hatch for a 38’ Cheoy Lee; installed a new Yanmar engine on an older 34’ sailing vessel; and managed brightwork care for several other boats.

