



**Figure 11: The yolk is perfect for any kind of casting. The compass is a piece of memorabilia from Paul.**

(8) The oak plank for the yolk also was fabricated by Bony and measured 2 by 8 by 44-inches. The plank was sawed into two 22-inch pieces. One was cut into C-shape. Both were sanded smooth, connected via wooden pegs, fitted to the face-board of the deck, and connected by four lag screws through the face-board into reinforcing wooden blocks behind the face-

board. The yolk is strong enough to support any fly-fisherman moving excitedly, while trying to control a fish. This is interesting to note that drift boats for fly fishing are equipped automatically with yolks to allow the fly fishermen to stand and cast.

(9) The biggest change to the runabout was purchase of a new (albeit 2015 model) Evinrude E-Tec 30 (horse) motor (see also Figures 6 & 20). I decided to replace my Uncle's 1954 Evinrude 25 because it was manual starting and far too heavy for me to crank manually. The down-side to buying the new engine was Evinrude no longer made short-shaft engines; therefore, the only option left was raising the transom six inches. Don's Auto and Marine Inc. of Smithfield, Utah, had both the motor I wanted and expertise to extend the transom. Don's son reinforced the transom with stainless steel, installed the new motor, and fitted three stainless steel "props" of different pitches to compensate for motoring at different elevations. I could not ask for better guidance and service (see above picture).

(10) Originally, Paul covered the mahogany benches of the boat with cushions certified by the U. S. Coast Guard. Whereas such devices worked for a while, they did not do much for one's *derriere* while fishing all day. I asked a neighbor, Brandon Moore [a Master Craftsman and manager of Peterson Cabinet and Trim (Rigby, Idaho 83442)] to help make seating in the boat more friendly and comfortable. He set about fitting two, full-length