

(13) The most complicated enhancement to the boat was installation of an electrical system advocated by the U. S. Coast Guard. Heretofore, the only electrical amenity in the boat was a 6-volt battery, which powered clearance lights fore and aft only! I called upon Brandon to build and install three mahogany boxes, two of which fastened to the transom, and third fastened to the port side of the boat. The boxes on the transom housed wires from the battery to the fuse block and circuit breakers for lights and electronics, respectively. The third box contained manuals for the E-tech motor, and supported the tachometer and volt-meter mounted in the lid. I asked Dr. Darryl Siemer—a colleague and retired nuclear chemist of Idaho Falls, Idaho—to manage installation of the electrical system and preserve the quaint stern light Paul added in 1955 (see picture).



Figure 14, 15, & 16: Views of fuse block and circuit breakers on transom; gauges on port side.

(14) I again asked Brandon to fit a dowel (3/4<sup>th</sup>-inch diameter, 9-inch long) vertically between the aft edge of the front bench and bottom support of the bench. Accordingly, he drilled the 1-inch hole, but then attached a second horizontal piece of mahogany (1 by 6 by 30 inches long) supported horizontally across the longitudinal rails mentioned earlier (see picture in section 10). The dowel reduced torque on the bench, when anyone leaned back in the swivel seat. The added mahogany bench functioned as a shelf for the Lowrance Elite-7 Chirp, Standard Horizon Explorer marine radio, and First Aid kit. It is worth noting that the Chirp Finder and marine radio were bolted to the shelf by double swing-arms mounts by RAM MOUNTS of Seattle, Washington (see Catalog No. RAM-109H-1).