

## HARBOR 30 UPDATE

### Houston, we have liftoff

June 29, 2010

Early on Monday morning, June 7, the deck mold for our new Harbor 30 lifted off the plug. For us, this moment was every bit as suspenseful as the liftoff of a space shuttle. Just one small mistake could have wiped out months of preparation.

The deck of the Harbor 30 has an amazing number of angles. Imagine the angles in the cabin house, in the cockpit seats and backrests, in the gutters around the hatches, and in the



platforms for the pedestal steering and winches. These angles must be designed to satisfy their intended purpose and to be eye appealing and ergonomically pleasing. But they must also be very carefully drafted to be sure the angles aren't too sharp. One incorrect angle can lock the deck onto the plug, which will mean countless hours of trying to separate the two – a situation that is certain to damage either the mold or the plug or both and lead to many hours of repair work.



The plug is made of wood and is covered with a special tooling gel coat. The surface of the mold is made of fiberglass and a hybrid polyester resin. To keep the two surfaces from sticking to each other while the mold is being formed, ten to fifteen coats of wax are applied to the surface of the plug. Then a special mold release agent is sprayed over the wax. If

any of the 300 to 400 square feet of surface doesn't have enough wax or mold release, the section is going to stick. Another opportunity for countless hours of mold repair work.

In the second photo, you can see the structure that was built to support the mold. This wood and steel structure isn't much to look at, but it represents a small fortune in labor and materials and, if done properly, it allows the decks to be molded without changing shape. A properly constructed frame also substantially lengthens the life of the mold. The large caster wheels on the bottom allow us to move the mold from one place to another as needed.

The Harbor 30 deck mold came off the plug perfectly! Hats off to Production Manager Steve Schupak and his entire crew.