

Clark Custom Boats

21 December, 2005

TO WHOM IT MAY CONCERN:

Clark Custom Boats has been working on boats since 1973, specializing in the design, construction, repair, rebuilding and maintenance of wooden boats. We have worked on a wide variety of sail and power boats, built numerous masts and spars and designed and cast or fabricated hardware of all kinds. This letter is to thank you for your past business, and to inform you that on the 17th of December, 2005 I officially retired. I am very pleased to advise you that Doug Jones, who has worked for and with me since 1989, will be taking over the business and the yard. He came to the west coast after starting his boat building and rigging career in the du Pont Preservation Shipyard at Mystic Seaport Museum while in college. He worked at Gannon & Benjamin Boatyard on Martha's Vineyard, his home island, for several years and then moved to the west coast in 1988 to sail as the Bosun on THE CALIFORNIAN. After his time on board he started working for me on the schooner KELPIE in Dana Point. We rebuilt her from the keel up – all new frames, floors, and planking, installed a new engine, built bulkheads and rebuilt her rig.

This was the beginning of an auspicious relationship and over the years Doug has worked for me on a wide variety of wooden boats all up and down the coast from San Diego to San Francisco. We carried out a lot of work on the Winthrop Warner ketch FELISI, owned by Brian Dennehy. We replaced the bulwarks, rail caps, cockpit, skylights, hatches, winch stands and bow sprit, and built a new rig, with all the cast and fabricated hardware. We reframed and re-powered the motor boat VOILA, and rebuilt the interior. We installed a new deck overlay on the Rhodes design ROWENA in Alameda, and we replaced all the bottom planking, and replaced the upper stem on MIRAMAR. We substantially rebuilt ANDALE for the late Doug Smith – including a new deck, new framing from the cockpit aft, a new transom and replacement of the top four planks. For the Boston Pilot Schooner STAR PILOT we rebuilt the tops of both lower masts including new hounds and crosstrees and did some work on her bottom; we have built spars for THE CALIFORNIAN; replaced the inner chain plates on the schooner DAUNTLESS; finished the interior and built a very elegant teak and SS gangway ladder for the Herreshoff schooner GALLANT. Most recently we rebuilt the Johan Anker Q boat COTTON BLOSSOM II for Dennis Conner. The scope of the work was extensive including all new frames, in addition to new floors, new planking, a new deck (and deck

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beams), new transom, partial stem, installation of engine, new spars, and a new interior. We have also completed many smaller repair projects, designed, fabricated and/or cast lots of hardware for both hulls and masts, built masts, booms and small spars and finished many other jobs as well.

During his spare time, Doug has headed up the Family Boat Building Project for several years as "lead instructor", helping numerous local families learn to build a Bevins skiff.

I am pleased that Doug is taking over the business, and even more pleased that he wants me to continue to be involved as a consultant. Doug is a patient, careful and conscientious craftsman with 20 years of experience working on traditional wooden boats and classic yachts. His many miles of offshore and coastal sailing have enhanced his knowledge of what works (and what doesn't) on boats. His projects on his own boat the 48' S & S yawl PACIFICA, most recently a new deck and comprehensive refit, have contributed to his capabilities as well.

Again, thanks for all your friendship and business over the past thirty two years, and welcome and all best wishes to Doug.



Bill Clark
CEO

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