

COURTESY, CARMAN BOATS



Aluminum plating to protect the fiberglass and plywood deck from shovels stops just before the stern drive's engine box.

is also equipped with a 100-gallon aluminum fuel tank.

Dave Sintes of New Orleans, La., designed the 32-foot hull for Carman several years ago. It is one of Carman Boats' most popular models.

The Stephanie Cheryl's wheelhouse is designed for day

trips and to accommodate a three-man crew. There is plenty of room inside to get out of the weather, and there is a bunk for resting and space beneath it to store life jackets, rope and other gear. The cabin is heated by a hot-water system off the main engine. The wheelhouse is made of 1/2-inch marine plywood that is fiberglassed on both sides.

Wynn Enterprise aluminum framed windows provide good visibility and two of the three forward wheelhouse window are equipped with windshield wipers. Aluminum handrails are

mounted atop the house to provide support when coming and going from the bow deck.

There are dual steering stations. One is located inside the wheelhouse and the second is mounted on a console situated on the port side of the deck. The stations are complete with standard Volvo Penta gauges and hydraulic steering.

Electronics in the wheelhouse include a 4110 Furuno depth sounder and an Icom VHF radio with an 8-foot Horizon antenna.

The lamination schedule in the sides of the boat is three layers of 2415 stitch mat with a layer of 1 1/2-ounce mat on the outside.

The bottom has four layers of mat and woven roving. A 6-inch-wide skeg along the bottom helps keep the boat on course. The skeg goes from the stem and then 8 feet aft.

To stiffen the hull, there are four pre-formed foam-cored and fiberglassed Prisma stringers, covered with four layers of 1808 and two layers of mat on top. Carman says the Prisma stringers are made by Compsys in Melbourne, Fla. The company makes custom stringers and has a line of standard sizes, which Carman used in the Stephanie Cheryl.

Once he got the boat, Bevans installed the aluminum mast and boom with a small hydraulic winch. Its controls are located on the outside console.

Shovel proof

The Stephanie Cheryl also has 1/4-inch aluminum plating over the deck, which runs from the back of the house to the outside steering console and up the sides to the wash boards. "We wanted to make it easier to shovel our oysters out of the boat and to protect the floor and sides from the shovel blade," Bevans says. He applied aluminum plate only in the area that is used to hold oysters.

Carman says, "A fiberglass floor won't take any amount of shoveling. The only thing that will hold up is aluminum or steel. You jam a shovel in the corners of that floor; you are going to tear the fiberglass up. Fiberglass is tough stuff, but it won't take that."

Bevans says, "We are real satisfied with the way Ronnie built the boat and I think he worked hard to make sure we got what we needed in the boat."

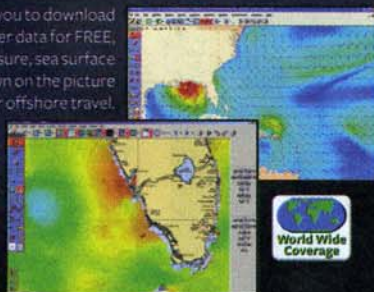
2006 was the first year since 1997 that Carman built a boat for a full-time commercial fisherman. He built three in 2006 and has an order from a New Jersey gill-netter for a 32-footer in 2007. NF

Larry Chowning is a reporter for the South-side Sentinel in Urbana, Va.

For information on companies mentioned in this article, see page 69.

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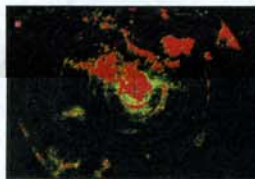
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