



April/May 2006

Crosscuts

Over 90 Years of Knowledgeable Service, Quality & Commitment to our Customers

SUMMER HOURS

Starting April 3rd

Monday – Friday

7:30 – 5:00

Saturday

7:30 – 2:00

Closed Sunday

As always, if you are running late just call ahead and we will do our best to accommodate your needs.

Retail Store will be OPEN
Monday, May 29 Memorial Day
(Sawmill will be closed)

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Rand Lumber Sails with a Classic

When it comes to enduring classics, there's no higher standard than *Gone with the Wind* – that is, the 48-foot Miska sailboat currently residing in the dry lot at Great Bay Marine in Newington.

Since beginning the restoration process last summer, local builder Jim Montgomery has been focusing on one section of the 70-year-old vessel at a time. He has been using a variety of two- to five-foot mahogany and white oak boards, supplied by Rand Lumber, to repair the frame and patch the sideboards.

With 2,000 linear feet of seams below the water line alone, selecting the highest quality wood was imperative. Although mahogany is considered an exotic wood, Jim believed it was important for this

project because it does not deteriorate in water; in fact there is a chemical reaction that causes saltwater to enhance the life of mahogany.

"We're very lucky to have gotten the quality of lumber that Rand provides," notes Jim. "All of the boards are custom milled wood that you just can't buy at a Home Depot or Wickes, but that make all the difference to the lifespan of a boat."

This spring, Jim is focusing on the transom, or stern, of the vessel. After removing all of the rotted oak, he began a three-step process for the rebuild. First, he added a layer of 1½" thick oak board which he coated with red lead primer to completely seal all of the surfaces. This was followed by a second layer of 3¼"

red oak boards. Jim will finish the job with a final layer of ¾" mahogany boards, resulting in a 5½" thick structure.

"The transom supports the force of the rudder, so it has to be strong and sturdy," he notes, "and this boat can weigh as much as 30 tons."

Once finished with replacing all of the wood pieces, Jim will turn his attention to sealing the boards. Caulking requires laying a line of cotton thread along the seams, then covering the line with putty. When the boat is put in the water, the board expands, squeezing the putty and ensuring an airtight seam.

Many details will continue to be addressed until the *Gone with the Wind* is once again waterbound. The goal for relaunching: October, 2006.



Mahogany planks of varying lengths will replace the rotted sideboards on the *Gone with the Wind*. Part of the transom, or stern, was full of rotted oak.

*"When it comes to enduring classics, there's no higher standard than *Gone with the Wind*."*

BARK MULCH SPECIALS

Processed (Red) Hemlock \$30.00 YD Loaded

Processed Pine \$20.00 YD Loaded

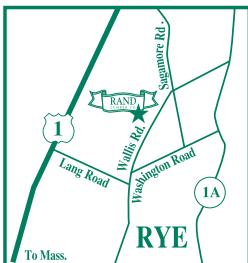
Raw Pine \$15.00 YD Loaded

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Specials of the Month

APRIL & MAY 2006 LUMBER SPECIALS

New Products

Select 1 x 6" E & C Bead

Premium 1 x 8" E & C Bead

Specials

1 x 14" thru 1 x 22"

Wide Pine Boards

1 x 6 Shiplap \$.39 LF

Select Red Oak

1 x 3" thru 9" Oak \$3.25 BF

2" Red Oak \$4.50 BF

**10% OFF
5/4 & 2" Pine**

Contractor Clean-Up Bags

20/Box \$7.29

Gravel \$8.00 YD

Clean Wood Chips

(for playground and walkways)

\$10.00 YD Loaded