

## Return to *Unexpected*

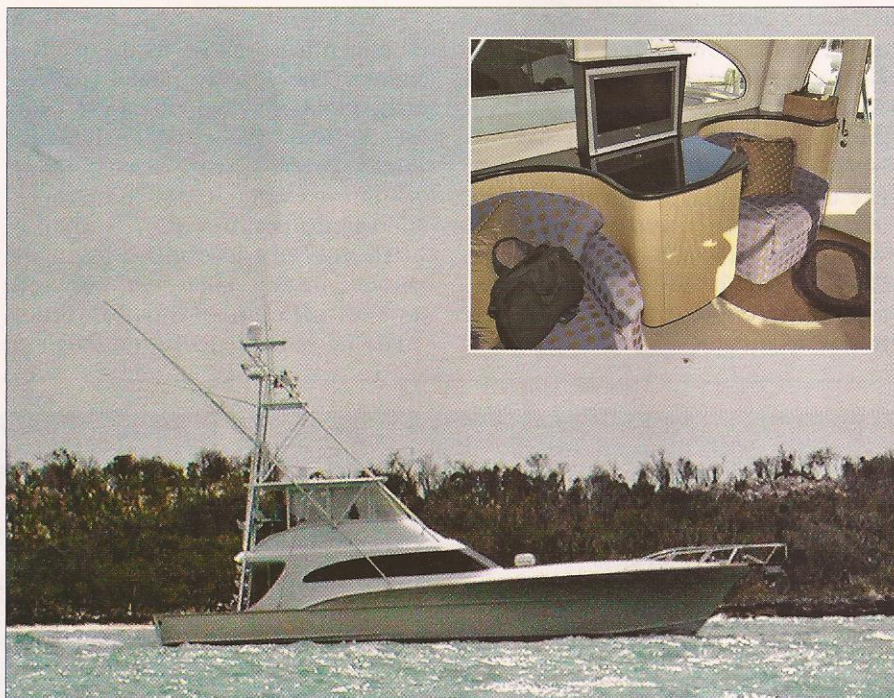
We revisit a sportfisherman that we profiled a few years ago, to see how its paper-honeycomb-cored interior has performed in service.

**Text and photos by Bruce Pfund**

**B**ack in PBB No. 76, in an article titled "Lightweight Interior Joinery," I wrote about cabinet-maker Kirk Evans' 61' (18.6m) sportfisherman *Unexpected*. Designed by Steve French (Applied Concepts Unleashed, Stuart, Florida) and built by Sunny Briggs (Wanchese, North Carolina), *Unexpected* has been in service for over two years with its lightweight paper-honeycomb-cored interior, the construction of which I described in detail in the article.

My wife and I were Kirk and Sue Evans' guests during the recent Custom Boat Shootout on Harbour Island in the Bahamas. In between hookups and rigging baits, we had time to discuss how Evans' interior joinerwork was holding up and what he intends to do differently on his next boat. I also had the time aboard to appreciate other fine details of Evans' project that make it such an effective fishing machine, as well as one that's safe and comfortable to fish in challenging conditions.

While aboard *Unexpected*, I was constantly made aware of her lightweight construction whenever I opened a door, drawer, or cabinet. Evans reduced weight in exterior elements, too—cockpit, bridge, and tower station—by specifying PVC foam boardstock and foam-cored panels (they're more moisture resistant than the paper-honeycomb interior panels). The door to the engine room and its overhead hatch always caught me by surprise when I opened them, because the high-density PVC boardstock door and low-density foam-cored hatch panels seemed disproportionately light in comparison to how effectively they masked the engines' noise.



*The honeycomb-cored interior joinery on the 61' (18.6m) high-speed sportfisherman, built by its owner, Kirk Evans, weighs about one-third of what a similar interior built in plywood or MDF would weigh. Inset—One of the many curved modules in the saloon.*

As we were provisioning the boat at the start of the tournament, Evans told me, "My biggest overall goof in interior construction was that I didn't install rails into the honeycomb-cored cabinet sidewalls for the shelf-support pins. Sue and I selected what we thought were the correct heights for the shelves, and that's where I drilled holes through the veneers and into the honeycomb. I dug out the honeycomb around the hole, masked it off, and then filled the hole with epoxy. After the epoxy cured I re-drilled it, inserted the shelf-support pins, and we were good to go. No problems at all with the holes I made.

"Things were fine until we started storing some oddball-sized containers in the cabinets, and decided that we wanted more shelf positions. But potting the holes with epoxy, which was easy to do when the cabinets were disassembled and I could lay the panels down flat, is a messy horror show when the panels are vertical. I wish I had let-in bars of hardwood or PVC board so that there'd be something solid to drill into for securing the pins. At the moment, that's at the top of my 'I won't do it that way again' list. My solution was to attach support posts underneath the shelves to the cabinet sidewalls."