

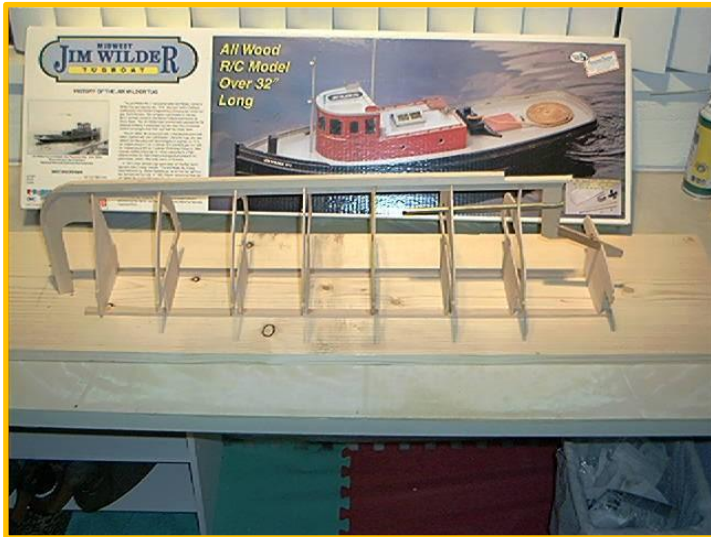
Jim Wilder No. 2



The Jim Wilder No. 2 came from a kit, but the hull is the only section that followed instructions.

Powered by a 12-volt motorcycle battery, the 22-pound ash and balsa boat is pretty impressive thrashing the water. Bumpers fore, aft and along the hull are woven from sisal twine.





Hull construction. The Wilder was a gasoline tug built for work with few amenities, and one of several tugs carrying the founder's name. It towed barges of hay, grain and other goods on the Sacramento River and throughout the Bay for nearly 70 years. They were jacks-of-all-trades as ferries, pilot boats, supply boats, water taxis and delivery boats.

Hull planking is made up of dozens of 1/16"x1/4" strips for scale model accuracy. I left the planking a little rough to keep the edges sharp before applying the fiberglass to create a more authentic look.



Completed hull ready for fiberglass, primer, three coats of hull paint and 25 coats of lacquer. Eight-pound battery sits on the black flooring cranking out six volts to the motor mounted above red flooring. Hull ribs are pre-drilled all around near the decline for electrical wiring.



Hull construction fore and aft. Bow is shaped from a three-inch piece of balsa, then covered with balsa planking.

Tugboat required two pounds of faux-lead ballast to float aright.



Wilder in the pool – it's not out of focus, just real fast. . .