The greatest moment came when the shed was removed. After thousands of working hours I could now for the first time see the boat as a whole. I had been a bit worried that the sheer would not come out right because of the narrowness of the shed, but it turned out to be fine.

The Cost of Construction

L. Francis Herreshoff designed H-28 as a relatively simple boat that could be built by an amateur during the not-so-affluent times immediately following World War II. I find Herreshoff's low cost and DIY approach to the H-28 very appealing compared to many of today's complicated and expensive building and restoration schemes. That said, the building costs for the H-28 turned out to be surprisingly high.

Wood, bronze fastenings, a new Vetus 16-hp engine, sails, glue, lead, deck hardware, rope, paint, plywood, the folding propeller, and other assorted items added up to the equivalent of US$50,000. That's a lot of money, even in oil-rich Norway. If you are looking for a cheap boat or if cost is a big factor, you are much better off with a good used boat for a quarter of the money. But building your own boat can be very rewarding; it is a chance to use and develop your creative skills, and also to say, "Look what I've made!"

—*KM*

completed, and you grow impatient with the rest of the job. Do it the other way around, and it's easier to pay attention to all the details that are not directly a part of the hull. Then, when the hull is finished, you are that much closer to sailing—which we finally did last summer.

We keep the boat in the Hardangerfjord on the west coast of Norway, where the weather is unpredictable and often rainy. The 2014 season, however, was exceptionally sunny. What a gift for a newly launched boat! The H-28 performs well, acting somewhat like a bigger version of a Folkboat. I find her easy to sail, and very maneuverable—almost like a big dinghy. She points fairly high and performs very well in a seaway—as long as there is reasonable amount of wind.

Karsten Mæhl is a ship preservation consultant at the Hardanger Fartøyvernsenter (see WB No. 183) in Norheimsund, Norway.

Plans for the H-28 are available from Mystic Seaport (Catalogue No. 38.4 2). There are 13 sheets, and they cost $40 per sheet (there is a discount for members). The set covers the entire process, from rudder fittings to two different sail plans. For information, contact Collections Research Center, Mystic Seaport, P.O. Box 6000, 75 Greenmanville Ave., Mystic, CT 06355; 860–572–5367; collections@mysticseaport.org.

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