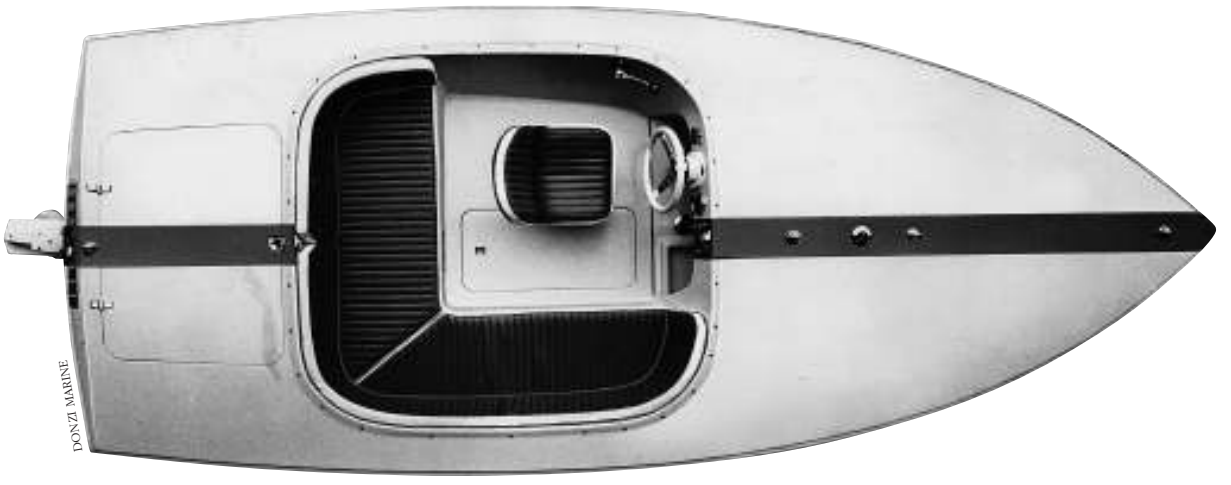


Walt's Way

Noted for small, fast powerboats, Florida-based designer Walt Walters looks back on a formidable body of original work stretching over four decades.

by Dan Spurr

Above—*Walt Walters based the Donzi 16 (4.9m) on the successful racer* Wyn-Mill *he had designed for Jim Wynne. With clean, simple lines, the 16 was an immediate success, appealing to recreational owners as well as racers.*

Few designers can claim as many boats built to their designs as Walt Walters. They number in the thousands. But, like too many in-house designers', his isn't exactly a household name. During the 1960s when fiberglass came to dominate production boatbuilding, and powerboat racing flourished in the United States and Europe, the public knew well the likes of Don Aronow, Jim Wynne, and Dick Bertram. Each one was a raceboat driver, each one was associated with boatbuilding companies, and each one was somehow figured to be a boat designer. The truth is: none was a designer. Often behind the scenes, working late hours at the drafting table and laboring earnestly on the shop floor, was the man who contributed much to their successes: Walt Walters.

Most of the notoriety he received came during his three-year partnership with Wynne, when they designed and campaigned high-profile, high-performance powerboats. But there is much more to Walters's *curriculum vitae*; here we'll try to fill in the picture of the man and his work. Earlier this year I visited with him at his winter home in northern Florida, finding him busily engaged in modelmaking, correspondence, and rowing on a small nearby lake.

Diverse Interests

Waltman M. Walters was born in 1926 in Minnesota. Vern, his wife of 62 years, was born three years later; that he would include this fact on his personal list of important biographical dates indicates the strength of the bond between them. "I don't want to live without Vern," he states matter-of-factly.

Walters's grandfather William J. Mayo, along with William's brother Charles, their father, and several other physicians, founded the Mayo Clinic in Rochester, Minnesota. The collective also invested in a stern paddlewheeler and over time erased its commercial log-boat markings as it became a social cruiser of the Mississippi River. After the other physicians dropped out of

BURT RICHNER

From 1963 to 1966 Walt Walters (left) and Jim Wynne were the dominant American design/development team of high-performance powerboats, and, as this photo shows, they also were formidable on the race course.

the partnership one by one, the *Orinoco* became the Mayo family yacht, as it were. The family owned several boats over the years, and Walters, his siblings, and cousins spent summers cruising the Mississippi.

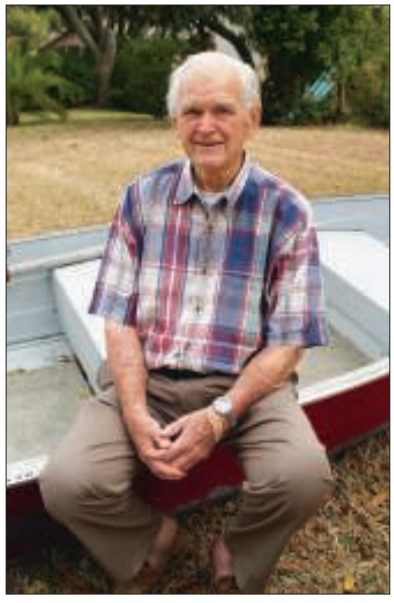
Walters was expected to become a doctor, too, or at least enter the medical profession, but like many young men, Walters was enamored of engines and vehicles of all kinds. At 16 he and a friend drove their Harley-Davidson motorcycles to California. And he adored airplanes, earning his pilot's license soon after his 16th birthday. His parents sent him to Deerfield Academy, in Massachusetts, where in his junior year he enrolled in the Army Air Corps. He was a cadet in training, stationed in Wichita Falls, Texas, when the atomic bombs were dropped on Japan, ending World War II.

Walters condenses what happened next: "After a short stay at home with my folks, I enrolled at Rensselaer Polytechnic Institute [Troy, New York] in aeronautical engineering. After about three years at RPI, I left and went out to California and enrolled in a school of airplanes and engines located at Grand Central Air Terminal in Glendale. Finishing that, I went back to RPI and switched to mechanical engineering, but I met Vern [Wilbard]; got married; tried being an auto salesman (a failure); enrolled in the University of Minnesota; and finally went crazy. I saw this cartoon in *The Saturday Evening Post* about two young men, Crunch and Des, who chartered a sportfishing boat, so I sold everything and moved my wife, son, and daughter to Florida. We've lived there ever since."

Florida Builders

"Pickings were pretty slim until Russ hired me," Walters says. Russ Specht was chief engineer and designer at North Miami–based Scottie Craft, one of the early companies to make the switch from wood to fiberglass. Walters was hired as a draftsman at $1.10 per hour, but as he would the rest of his life, he spent half his time on the shop floor learning to perform all the operations from toolmaking to laminating to systems. Specht was an innovator, experimenting with vacu-forming and bending plastic windshields. Walters considers himself fortunate to have learned from Specht: "He was the best of the best in the boating business."

When Scottie Craft fell into financial trouble in 1958 and Walters went three weeks without a paycheck, he took a job with nearby Squall King, which, among other models, built a center-console powerboat, a form that remains wildly popular more than 50 years later. There are various stories about who designed and built the first. Walters says that Jim Martenhoff, who wrote for the *Miami Herald* newspaper and raced powerboats, claimed to have built the first center-console in wood. The magazine publisher, editor, and writer Pete Smyth wrote that Squall King's center-console was based on a wood prototype but not terribly successful, and that Scottie Craft popularized it—insufficiently, it seems, to have remained profitable. It remained for



DAN SPURR

Walters divides his time now between Florida and Minnesota. He gets his exercise rowing on a small lake near his winter home.

Aquasport to fully develop the concept, and I'll get to that soon.

In any case, at Squall King, Walters and Bill Webb built 16′ and 18′ (4.9m and 5.5m) runabouts and fishing boats. That's where Walters first met Jim Wynne; Walters and Webb rerigged a Squall King with Wynne's sterndrive for demonstration at the Chicago boat show.

Walters left Squall King and in 1960 joined Carl Moesly, who had been asked to head up boatbuilding operations for American Marc, owned by Arthur Vining Davis, co-founder of Alcoa Corporation (see "The Amazing Mr. Moesly," *Professional BoatBuilder* No. 91). Moesly had been Davis's chief pilot, but when Davis's health deteriorated and his doctors advised that he no longer fly, Moesly was given this new marine assignment. The California-based American Marc made irrigation pumps, generators, a 10-hp (7-kW) diesel outboard, and fiberglass boats. Walters says the model line was unusual, including an odd wood sailboat and a runabout. To improve production, the company shipped all the boats to Florida and set up a new plant there. Moesly and Walters unloaded the inventory from railroad cars in Fort Lauderdale. But the plan foundered, and Moesly ended up buying the remaining inventory from American Marc and starting a new company, Sea Craft.

Walters moved on, though he remains close friends with Moesly. While he had designed his first boat—a 20-footer (6.1m) for Squall King—some years earlier, he had yet to really find his calling as a designer.

In 1961 he joined the Bertram Yacht Company. The previous year, Dick Bertram had won the punishing Miami–Nassau Race in the Ray Hunt–designed 30′ (9.1m) deep-V *Moppie*. Public interest in the boat was sensational, and Bertram decided to series-produce the boat in fiberglass. In his article on Walters in PBB No. 3, Smyth wrote, "Bertram is a perfectionist. He is also a man of great style and class. His new boat, the Bertram 31 (9.4m), had to reflect those qualities, and he assembled a team of the best men available—a team that included Walters as production engineer." Also on the team was Specht, who at Walters's suggestion had come over to Bertram. The group's talent, Smyth added, was proved by the boat's 25-year production run. ("Oddly," he wrote, the Bertram 31 is "one of the very few highly successful boats that was never copied.")

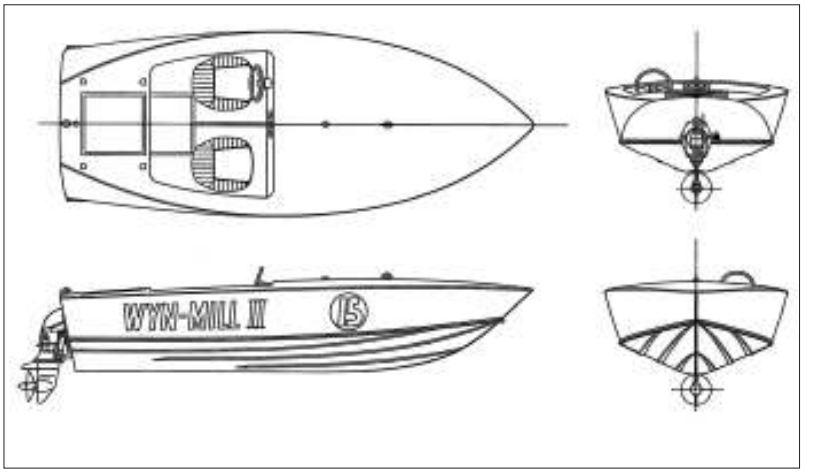
In the smaller Hunt-designed Bertram 25 (7.6m) that followed, Walters remembers that the tanks were fiberglass and some leaked. He says someone suggested putting newspaper in the laminate, which they did—and it worked. "I don't really understand why," Walters says, "but it did."

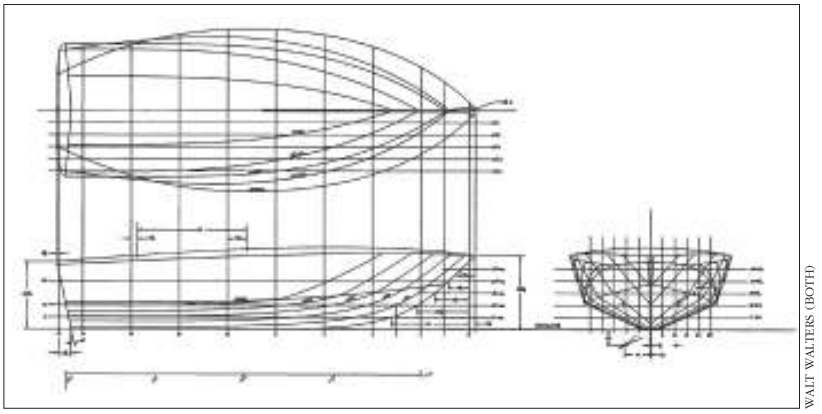
Wynne and Bill McKeown, editor of *Popular Boating,* raced the wooden plug for the Bertram 25 in the 1961 Cowes–Torquay race, a difficult course along the coast of England patterned after the Miami–Nassau Race. Tommy Sopwith, son of the famous British aviation pioneer and *America*'s Cup yachtsman T.O.M. Sopwith, won in a 25′ Ray Hunt–designed deep-V. Wynne and McKeown finished first in class and second overall in the Bertram 25 prototype, powered by twin 100-hp (75-kW) sterndrives.

As they had done at Scottie Craft, Specht and Walters experimented at Bertram with materials and processes, including cores. Notably, they first tried solid balsa wood cut to fit and laminated in. "Worked all right," Walters recalled, explaining that end-grain balsa cut into small squares and glued to a flexible fabric had yet to be developed.

Working With Wynne

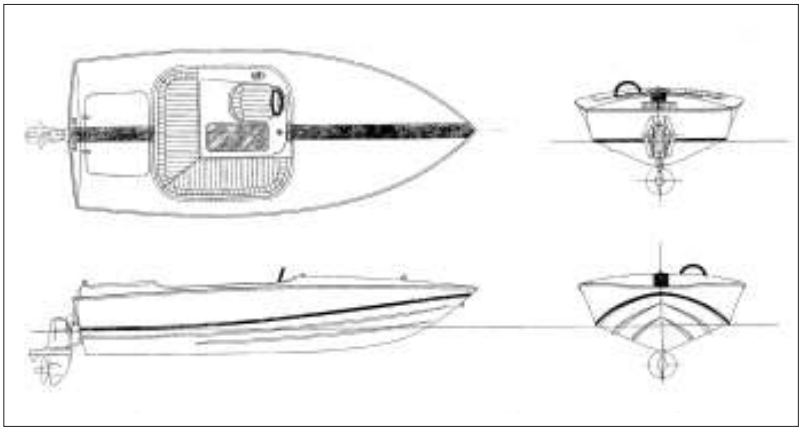
Jim Wynne was an engineer trained at the University of Florida and the Massachusetts Institute of Technology. Three years younger than Walters, Wynne spent 1953–57 working for Carl Kiekhaefer at Mercury Marine. Then, setting himself up as an

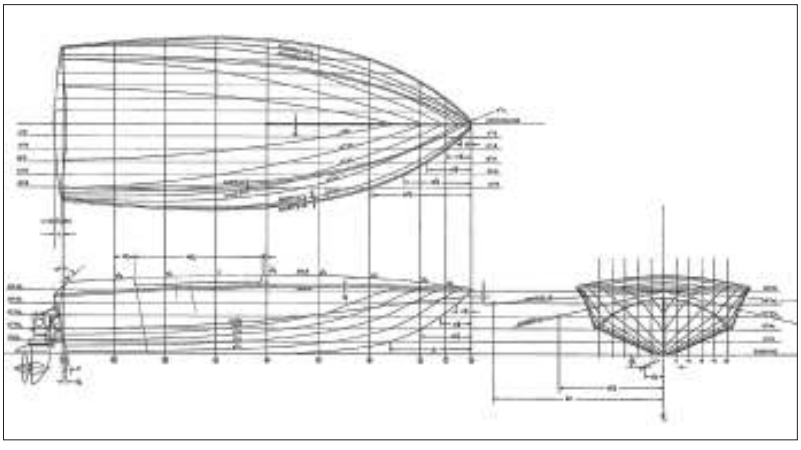




WALT WALTERS (BOTH)

Dated December 15, 1963, these drawings are of Wyn-Mill II, *a development of Walters's first 17′ (5.2m) design for Jim Wynne. It was on these boats that Wynne successfully promoted the sterndrive he developed.*





WALT WALTERS (BOTH)

The Donzi 16 lines, drawn May 18, 1964, for Don Aronow's second boatbuilding company, Donzi Marine, in North Miami Beach, Florida.

independent marine consultant, he began tinkering with the notion of a sterndrive—an inboard engine coupled to the leg of an outboard. Although not an entirely new concept, it required ingenuity to make it functional. For his prototype, Wynne bought an 80-hp (60-kW) marinized Volvo engine. His subsequent patent incorporated a double universal joint in the horizontal shaft behind the transom so the leg could articulate port and starboard for steering, as well as up and down. Wynne traveled to Sweden to meet the head of Volvo Penta, Harald Wiklund, and while there agreed to license manufacturing rights to the company. He returned to the States with Danish racer Ole Botved in a 22′(6.7m) Coronet powerboat with a sterndrive, running in the wake of a freighter. The successful publicity stunt took 12 days.

In 1963 Walters left Bertram and formed a partnership with Wynne. Over the next three years Wynne and Walters were the hottest design team in powerboat racing as well as in fast recreational boats. But while they presented themselves as design partners, it was Walters who did the actual design work.

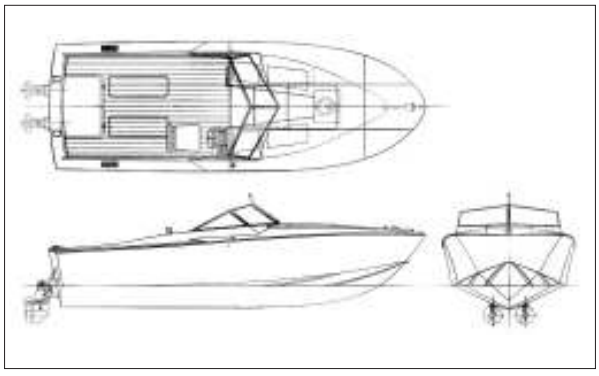
"Jim was a promoter," Walters says. "He was not a designer. He never did any of the drawings. Jim was the driver, a world champion. I designed a boat for Jim named *Wyn-Mill*. He felt the freeboard wasn't high enough because we were doing closed-circuit racing, six-hour marathons, taking turns driving. Jim wanted to get out on the ocean, so he had me raise the sheer." That's the sort of contribution to design that Wynne made: practical knowledge gained from countless hours running powerboats in all kinds of conditions. His strength was engineering, engines, and systems.

The 17′(5.2m) single-skin plywood *Wyn-Mill* was built by North Miami boatbuilder Howard Abbey, and won its first race, the nine-hour Orange Bowl Regatta endurance run (see "Abbey and Brownie," PBB No. 104). It was sufficiently successful that in 1963 the then-unknown racer Don Aronow took note and commissioned Walters and Wynne to design a boat for him: the Formula 233 (23′3″/7.1m). Aronow, a real estate developer from Brooklyn, New York, had retired to Florida at the age of 33, and with little else to do, took up powerboat racing. He founded Formula Marine and built the 233 in fiberglass (his previous raceboat had been wood, also built by Abbey), powered by twin Volvo sterndrives, and topped out at 47 mph/76 kmh. Like some other high-performance boats of that time, an interesting feature was a ballast tank forward that could be pumped full of water to trim down the bow.

Smyth said the 233 was one of the most copied boats ever, counting 24 exact duplicates. In his interview with Walters in PBB No. 3, Smyth said: "The Formula is a good example of Walters's practical nature. Earlier deep-Vs had a rounded keel, ostensibly for softer riding and better steering. They also had straight sections all the way to the stem. Both these features are hard to build, and it's impossible to produce either one with a sheet-plywood plug. Walters felt the radiused keel was of marginal value and thought the straight sections were of no importance, expect perhaps aesthetically. In Walters's mind, the savings far outweighed the benefits, so the 233 has a hard line at the keel, while her forward sections reflect the natural curves taken by sheet plywood."

Aronow began piling up trophies… and boat companies. He sold Formula to Merrick Lewis's Thunderbird Company and started Donzi, where Walters designed the first model as a refinement of *Wyn-Mill*, in 1965. The Donzi 16 (4.9m) was an instant success. *Popular Boating*'s Dick Borden wrote that in three months after its debut at the New York Motor Boat Show January 15, 1966, there was not a single unsold Donzi 16 in the country. Powered by a 165-hp (124-kW) Eaton Interceptor with sterndrive, the little boat was capable of 50 mph; and bigger engines were available. Likened to a European sports car, the 16 was bought by executives to look stylish

FORMULA MARINE



WALT WALTERS

The Formula 233 was in continuous production from 1964 to 1983. LOA 23'3" (7.1m), beam 8'0" (2.4m), weight 4,100 lbs (1,857 kg), fuel 85 gal (322 l). Don Aronow, "The King of Thunderboat Row," commissioned Walters and Jim Wynne to design the 233 for his first company, Formula Marine. Because the plug was made of sheet plywood, Walters gave it a hard line at the keel and allowed the forward sections to conform to the natural curves taken by the plywood.

along the waterfront. A ski model appealed to young, athletic people. And others, like Walters and Wynne, raced the boat hard…and won. As with sailboat racing of that era, most of these powerboats were functional family boats, too, the larger ones having accommodations. Of course, serious racers modified their boats to gain advantage. A Donzi brochure touting the 16's "spectacular race record" attempted to explain: "Donzis are not raceboats; they race and win, but they are pleasure boats."

More models followed swiftly. The Donzi 18 (5.5m) is of interest. There are no drawings of it, and Walters explains why: "We had the 16 and I said I could make an 18 out of it. I laid up the deck to the wide point; you go a foot past that in laminating, and do the same thing from the stern to the wide point because then you don't have a parallel joint. Where it got a little hairy was on the bottom, because the bottom has a big curve to it and there's no neutral point, so we

did the transom and went forward with straight lines. I was down at the shop all day, and did a lot of fiberglassing and puttying in strips. Stringers were wood, and we took a mold off it when we got done. That was the only way to do it without starting from scratch."

Aronow commissioned three more Donzis, including a 28 (8.5m) and a 35 (10.7m). The latter ended up as the Magnum 35, the first model of Aronow's next company.

Outside the shop, Walters joined Wynne in the cockpit for many races, including two Cowes–Torquay runs, where in 1963 they finished fourth in *Yo Yo 2*. The winner was the well-known designer and builder of high-performance powerboats Renato "Sonny" Levi and his famous *A'Speranziella*. Other races included the Six Hours of Paris, marathons in the U.S., and, of course, the Miami–Nassau classic. Walters recalled that during those long races Wynne steered and handled the throttles, while Walters stood next to him and took over when Wynne got tired and needed a break. Walters said people would ask him why he didn't sit down, to which he replied that one couldn't absorb the pounding sitting down, that the only way to survive was standing with knees slightly bent. If your knees lock, they could be broken, as happened to Wynne's crewman Bob Sherbert in the 1966 Cowes–Torquay. The accelerations and slamming made the sport extremely punishing to boats and crew.

Merrick Lewis owned several other companies in addition to Formula—Thunderbird and one in Ohio named Maritime. Walters designed for Maritime a 32′ (9.8m) aluminum speedster rigged with two turbocharged 409-cu-in engines. Wynne, Walters, and McKeown finished second to Aronow and his Donzi 28 (also designed by Walters) in the 1965 Miami–Nassau event. Later that season the team beat Aronow in the West Palm Beach to Grand Bahama race, and followed that victory with another in the Viareggio–Bastia race in Italy.

Walters designed a second 32′ aluminum boat powered by two Pratt & Whitney ST-6 gas turbines. In the violent 1966 Griffith Memorial Race, Bertram's *Brave Moppie* sank when the engine went through the bottom of the hull. And Gar Wood Jr. had to beach his boat to keep it from sinking. Wynne's turbines won easily, but instigated a fierce debate over the legitimacy of this type of power plant; the Union of International Motorboating (U.I.M.) approved them, but the American Power Boat Association did not, and before long, turbines were banned in the U.S. altogether. Today, turbines are being campaigned in Unlimited hydroplanes and in the Unlimited class in offshore racing in the United States.

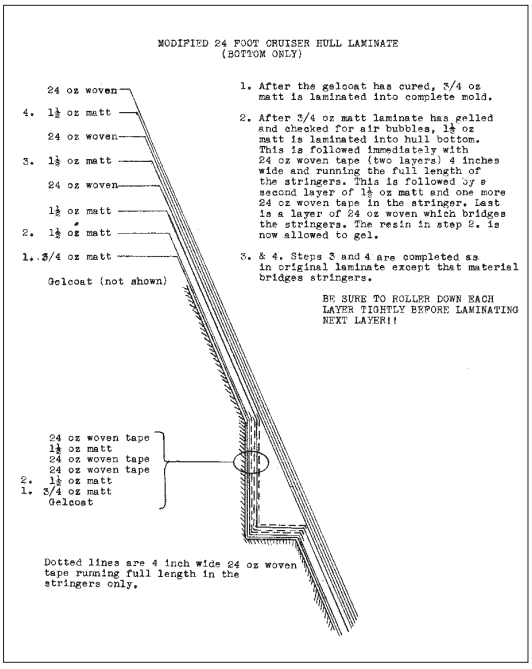
That same year, Walters dissolved the partnership with Wynne. The reason: Wynne wanted to bring in a third partner, John Gill—an expert on submerged foils—whom he needed to help sell a project to the Navy. Walters objected that there wouldn't be enough income to go around. Wynne wasn't happy to lose his designer.

Fortunately for Wynne, who could no longer campaign the aluminum boat with gas turbines, Walters left the design for a 28′ (8.5m) cold-molded plywood boat with a 1″-thick (25mm) hull that was being built by Wilf Souter in Cowes, England. Building in plywood, says Walters, got a boat from the drawing board into the water much faster than building in fiberglass.

Named *Ghost Rider*, it won the 1966 Miami–Nassau Race, the Cowes–Torquay, the St. Petersburg Race, and the Key West Race. The current owner's Web site claims the boat was capable of 63 knots and was the only undefeated boat of that era—and wood no less.

Walters: "After I split with Jim I did two more boats for him—a boat that would work with Gill's foils, and a catamaran Jim sold to Tommy Sopwith in England. Vern and I went over and I tested the cat with Tommy. Then Jim and I hardly spoke."

In need of a designer, Wynne partnered with Fred Hudson, who had been an industrial designer for American Motors in Detroit, and later was head of styling for Chris-Craft, and designed boats for Uniesse. Hudson's papers have been donated to the MIT Museum in Cambridge, Massachusetts.

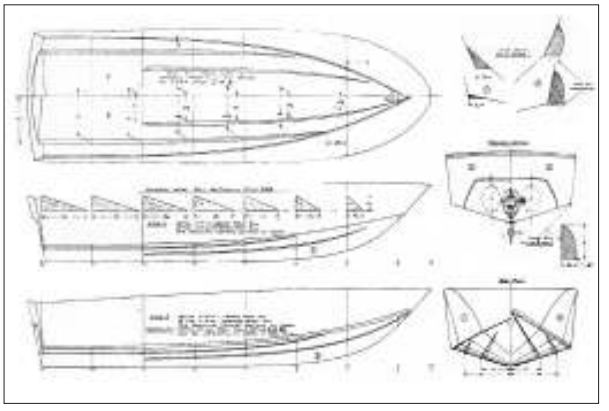


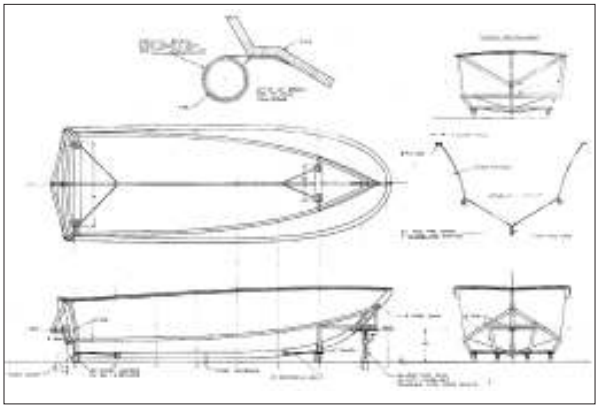
WALT WALTERS

Walters mailed this drawing and accompanying laminate schedule for the Coronet 24's (7.3m) hull bottom to Botved Boats of Slagelse, Denmark.

Botved Boats

As noted earlier, Ole Botved was an offshore powerboat racer and a friend to Wynne; in fact, they'd first met during a Miami–Nassau Race. In Slagelse, Denmark, Botved had his own boatbuilding company, billed at one time as the largest series producer of recreational boats in Europe. Walters met Botved through Wynne, and was retained to help the company transition from





Walters's drawings for the Coronet 24 show spray rail details, ***above left,*** *and mold reinforcements,* ***right.*** *In the 1960s, Botved had billed itself as the largest builder of boats in Europe. Walters was hired to set up the company's plant for the transition from wood to fiberglass. He also designed the Coronet 24, one of Botved's most popular models, with more than 680 units delivered by 1966.*

WALT WALTERS (ALL)

wood to fiberglass. To that end, Walters wrote a remarkably complete yet concise set of instructions that begins: "This manual is to be used as a guide to the efficient manufacture of fiberglass boats on a mass production basis. All factory layout drawings, equipment requirements, raw materials specifications, production schedulings, and manpower requirements are listed in detail on the following pages."

Under "Plant Layout Description," Walters called for dividing the main hall into two "basic manufacturing areas for laminating and assembly," with a full-height wall separating the two. Door sizes and locations were specified. For the 6,100-sq-ft (567m^2) Laminating Area, he described two metal spray booths, one for gelcoat spraying and the other for "cutting and grinding of fiberglass parts." Booth dimensions, lighting, exhaust fans, temperature (a constant 70°F/21°C), and location within the shop were listed. In the 9,320-sq-ft (867m^2) Assembly Area, "an assembly line platform is located equidistant in from each production building sidewall and runs longitudinally down each half of the assembly area. The production line cradles are kept on course down the assembly line by angle-iron tracks fastened to the floor." He described the swiveling 8″ (24.7cm) steel casters that run on the angle-iron tracks, the overhead gantry system, electric hoist, and other details.

For laminating, Walters listed all the equipment Botved needed to purchase, such as the Hot Shot Model #1 Catalyst Injection Gel-Coat Gun with wall-mount boom that was standard at Bertram and other large production U.S. boatbuilders; and an Airless Resin Spray system from Venus, noting, "This system does not include the Chopper System, and a Chopper System is definitely not recommended."

For polyester laminating resin he recommended they use Reichhold Chemicals' Polylite 97045 and 97066, or Allied Chemical's Plaskon 312 and 313. Reinforcements included 6-, 10-, and 20-oz cloth (200-, 340-, and 680-g/m^2); 18- and 24-oz woven roving (610- and 814-g/m^2); and ¾-, 1-, and 1½-oz mat (225-, 300-, and 450-g/m^2).

In a March 1964 letter to Botved's engineer Svend Hansen, Walters recommended the spraying technique, the addition of acetone to the gelcoat, a PVA film in the mold for nonskid, and plywood to reinforce the transom and deck.

Walters traveled to Denmark to make sure everything was done correctly, and to train the crew. "I couldn't speak Danish," he said, "but the reason I could do that was I could do every job they had in there."

A 1966 Botved brochure says the new Coronet 30 Oceanfarer had a deep-V bottom, moderate at the transom, longitudinal steps, 15 layers of fiberglass at "points of maximum stress," a transom reinforced with 1½″ (37mm) plywood, and a one-piece deck and cabintop "reinforced with Airex" and supported by laminated mahogany beams.

Walters wasn't keen on the use of Airex foam; he says while he was at the plant a salesman convinced Botved to core the cabintops with it, and talked Walters into agreeing.

"What they didn't tell me," he says, "was it was temperature sensitive. Botved boats had blue cabintops, and we got into all kinds of trouble."

Walters also designed some of the early fiberglass models—open runabouts and small cabin cruisers—that were marketed under the name Coronet and distributed throughout Europe.

Aquasport

Aquasport was founded in 1966 by Fred Coburn. The Sarasota, Florida, builder was possibly the first to series-produce in significant numbers the now-familiar center-console style of open fishboat. Walters says Coburn had bought a wood hull in New York, transported it to Florida, and took molds off it. The result: the Aquasport 22, which Walters was later asked to refine as the 22-2. (Writing in the November 1974 issue of *Yachting*, Jack Smith says the prototype was "…a boat designed and built early in 1965 for the Crown Colony Club at Chub Cay, Bahamas, where the requirement was for an open outboard sportfisherman of maximum safety.")

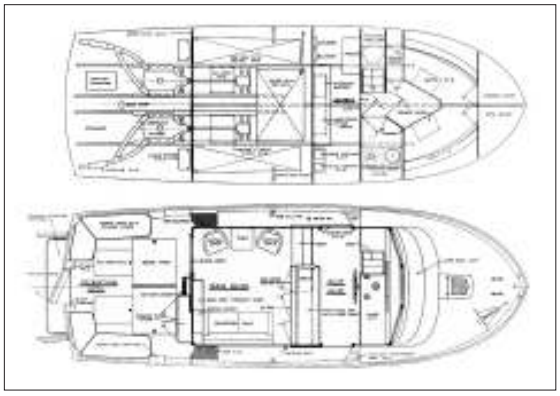
"I needed a job and got one at Aquasport when Fred Coburn came down to the dock to look at a boat I'd done for myself," says Walters. Nineteen sixty-nine was the beginning of a long relationship.

With Walters's help, the model line expanded with the 170, 19-6, 240, and a few others, all designed by him. The 170 featured a unique removable "Convenience Pack," a 47″ x 13″ x 12″ (119cm x 33cm x 30cm) molded fiberglass U-shaped part that fit aft around the outboard motor. It incorporated a livebait well, an insulated cold-drink box, a battery-storage locker, and an insulated fish box with drain that, according to the brochure, "converts your boat from a roomy water-skiing family runabout to a fisherman's dreamboat." Walters lists it as one of his favorite designs, saying that it came together "just right."

His last designs for the company were the 286 XF and 290 XF, introduced in 1982 and 1985, respectively. His drawing list for the latter

AQUASPORT

Walters designed nearly every model for Aquasport of Hialeah, Florida, beginning with the 22-2 center-console. The brochure rightly claims: "This is the boat that made the open fisherman type so popular. This is the boat that pioneered the concept of a big, rugged open fisherman for big water…or big family fun." LOA 22'2" (6.8m), beam 7'11" (2.4m), weight of outboard model 1,800 lbs (816 kg).



WALT WALTERS (BOTH)

While most of Walters's work was on high-performance powerboats, he also designed this 40' (12.2m) motoryacht, Pachyderm, *for his family's personal use, and several sailboats for Bill Soverel of Soverel Marine in North Palm Beach, Florida.*

numbers 26, including construction drawings and details for stringers, tanks, struts, wiring, and engine mounts. The hull bottom is solid fiberglass (mat and woven roving), and the topsides are cored with Coremat. Stringers are laminated plywood. Power: twin Detroit Diesels.

By the late 1980s Walters was living in the Florida Keys and rambling around the country in a motor home with his family. He was still flying airplanes, including seaplanes, and in 1985 earned his glider license. "After that," he told me, "I never flew a propeller plane again. I call them sailplanes because they are a lot like sailboats in the air."

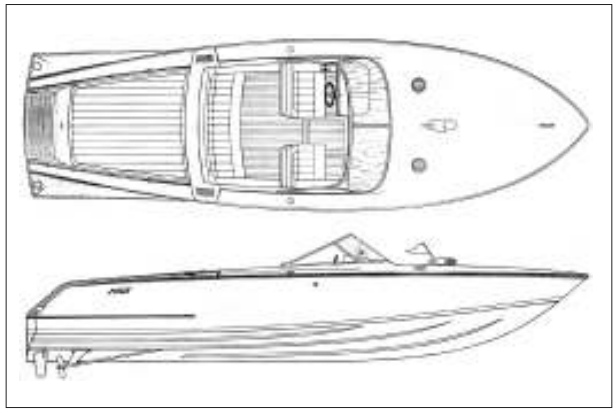
"I stayed with Fred [Coburn] until I retired," Walters says. "Aquasport fired me a couple of times. One time we were up in Canada [in the motor home] and got a call and they said they needed me back. Then someone else said I didn't know what I was doing and I got fired again, and that worked out pretty good, too. [He's chuckling now.] I don't blame them. Every chance I got I was going out gliding. My best time was five-and-a-half

hours. I very seldom took people up with me because they were afraid with no motor and wings behind, where you can't see them. But once you've had a heart attack you're out of the game."

Walters did indeed suffer a heart attack (and didn't even know it at the time), and that ended his love affair with flying. Still, he says, much of what he learned about boats came from his knowledge of airplanes.

Back before his bad heart grounded him, Walters designed and built a 40′ (12.2m) motor cruiser named *Pachyderm,* in which he, Vern, and the children regularly cruised the Florida coast. After work on Fridays they'd often take her down to Biscayne Bay and anchor for the night. Today, his only boat is a small rowboat that he jills about in on the subdivision lake—for exercise and a little entertainment.

During my visit to his winter home in Florida, he was busy transferring the last of hundreds of drawings into carefully made birch plywood boxes for shipping to Mystic (Connecticut) Seaport, to which he'd donated his life's work. His client list is impressive; besides those mentioned here, they include Chris-Craft, Luhrs, Starcraft, Skeeter, Old Salt, Fino, Monza, Kiekhaefer, and even a few sailboats for Bill Soverel. In his garage he showed me a number of very fine models he built, including a radio-controlled one of the Mayo family's *Orinoco* paddlewheeler.



WALT WALTERS

Walters designed the Fino 30 (9.1m) in January 1964.

Asked if he regrets never finishing his university studies, he is quite sure: "If I'd gotten a degree, I'd have had to work for a corporation. Not knowing what I was doing was a privilege—learning how to do things my own way."

Walt, it worked. PBB

About the Author: *Dan Spurr is* Professional BoatBuilder*'s editor-at-large.*