

# Luders 33 Fixed Port Replacement

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Skip-Jack was produced in 1968 By Allied Boat Company. We have been restoring her for the past 10 years and this year is the year of the Fixed Port Replacement. The ports were not original and have been replaced by the previous owner and unknown time in the past.

In 2003 we replaced the Plexiglas with Lexan and now it is hazy and marked up and the interior frames are brittle. One is broken into 4 pieces and another has a crack and they are all slightly corroded.

We took it upon ourselves to design and have fabricated a set of replacement ports, an ambitious project which has been ongoing over the last year.

First, we made a pair of molds from which aluminum castings, one for the interior frame and the other for the exterior frame. We chose safety glass this time because we thought the Lexan didn't have the life expectancy we were looking for, which is installed in the Exterior Frame.

Then the castings were machined on a CNC mill to my specifications, bead blasted then Anodized.

The Ports are being installed in Skip-Jack at this time and will be evaluated this summer and verify the ports seal well and do not leak.

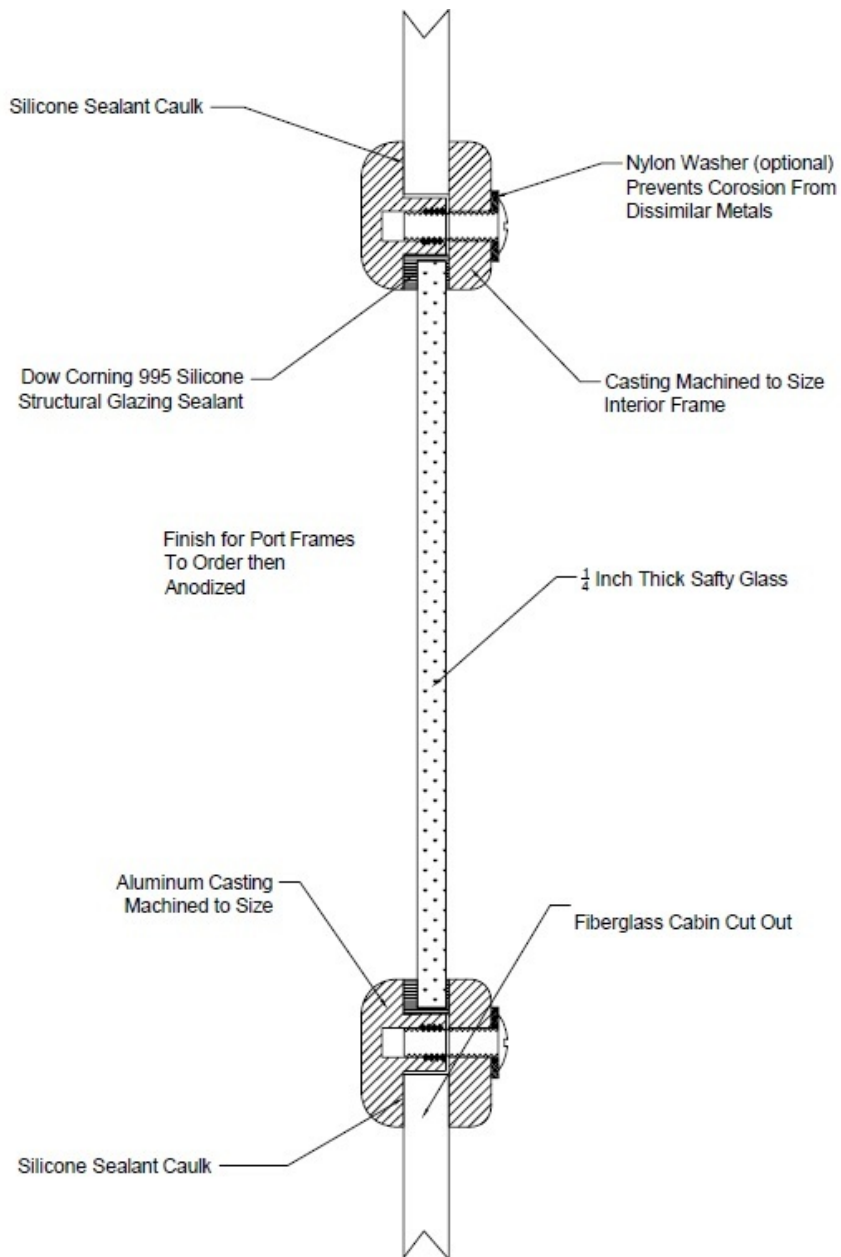
If there is enough interest we are considering producing the ports shortly. We think they will be more than competitive and more rugged than those currently available on the market and are specifically built for the Allied Luders 33.

We would like to make these available to those interested, but they aren't especially cheap. They are made in the USA and would provide a 2 year warranty for parts. Any of the available finishes will be available with a 2 week notice, after we have finalized all the parts and proved the design.

At this time the cost per port looks to be approximately \$500 per port and should be available about mid year.

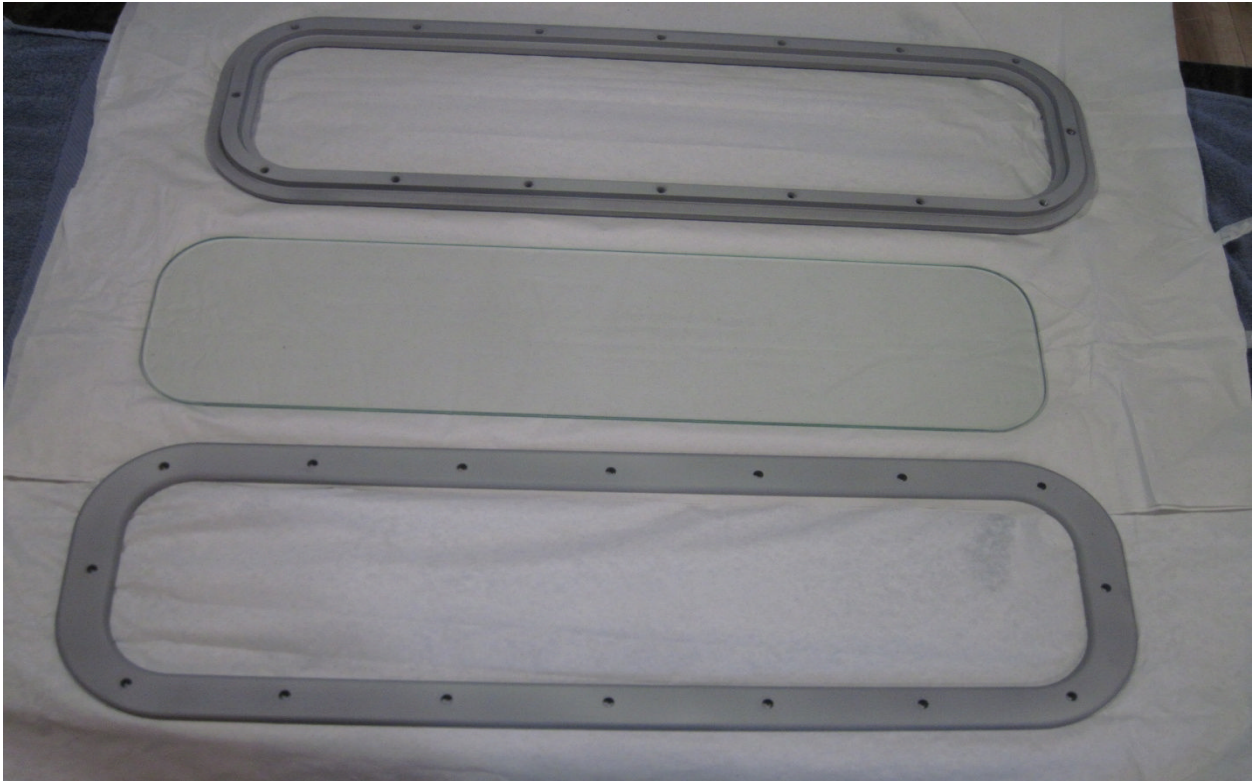
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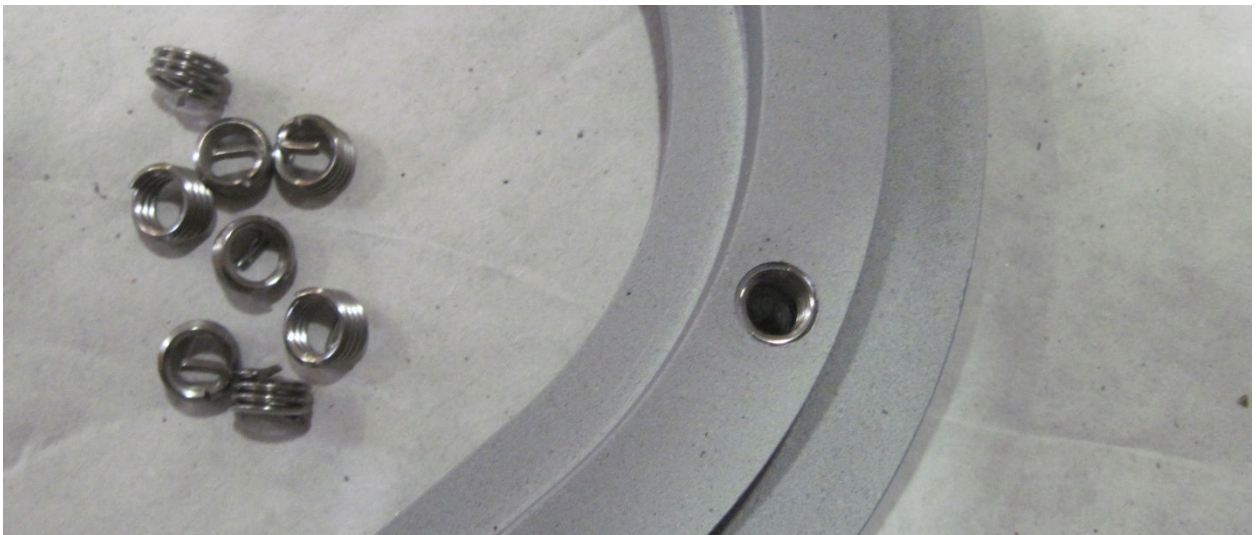
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## Frames with Glass pane



The blind holes were drilled in the exterior frame and tapped for  $\frac{1}{4}$  -20 Stainless Helicoils to help prevent electrolysis between the dissimilar metals (Stainless Crews and aluminum frames)

## Helicoill Inserts



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The glass was set in using a butyl rubber strip between the outside frame and the glass. There will be an interior gasket between the interior frame and the glass which will compress securing and sealing the unit to be water tight.

Previously we used a silicon gasket to seal the exterior frame to the cabin. Some may choose to use Silicon or some other caulk, but I had good luck with the gasket.

We designed the exterior frame to be also sealed from the inside, as a double barrier against water intrusion. It protrudes into the cabin, so that water should have a more difficult time finding its way through. The previous ports had corrosion on the inside and some screws were beginning to freeze in place. We have found that using Never Seize on all fasteners greatly helped years later when they needed to be removed for service.

These ports were made slightly big, so I had to trim the cutout slightly to fit them in. This was intentional in order to secure the tightest fit possible.

## **Interior View, without frame attached.**



We were not especially pleased with the finish. They were Bead Blasted then Anodized. We are looking into the other available finishes among which are polished finish, Brushed Aluminum finish and anodized with a color. The Final ports were finished with a brushed aluminum finish then anodized. They have been in service for one season now and there are no leaks and the look like the original ports.



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## Interior View



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