

The owners of Weems and Plath, Cathie and Peter Trogon, wanted a company boat to showcase their line of nautical instruments. They approached Steve Zimmerman and Steve D'Antonio of Zimmerman Marine to build such a vessel. In September, 2005, *Bee Weems*, the ninth Z36, was launched.

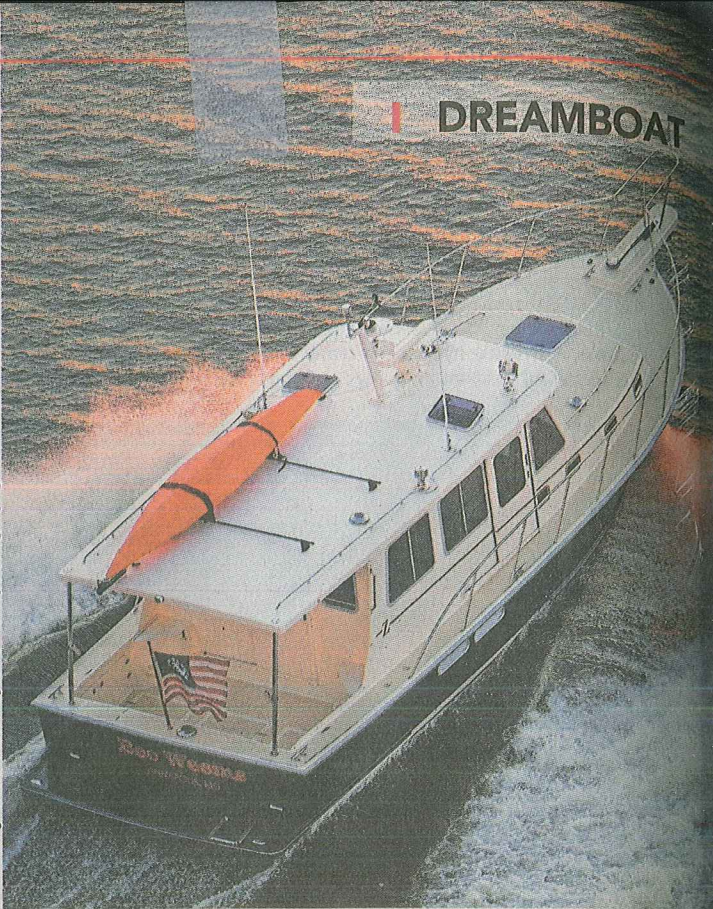
The initial impression of the boat is that of a comfortable, rugged, handsome sedan cruiser. Her Downeast hull was designed by Spencer Lincoln and molded by Atlantic Boatworks in Blue Hill, ME. She has a strong rise of sheer, moderate flare to keep her dry, a long keel and skeg bar for running gear protection and directional stability, and substantial deadrise forward for a soft ride in a seaway.

Topside she has wide side decks with substantial rails from the cockpit forward. The foredeck is clean and uncluttered. Cleats are large and substantial. The boat is beamy resulting in a roomy and comfortable cockpit. Storage boxes at the forward end to port and starboard double as steps to the side decks. The saloon-pilothouse top

The joinery is beautiful and very well fitted. The sole is maple and the joinery is cherry trimmed. Everything is well secured as is found on a proper sea-going vessel, and there are a lot of substantial handholds around the accommodation as well as on the overhead.

The galley is down and to port but is placed in eyesight of the helm and the saloon, so that the chef does not feel isolated. The head opposite the galley is all fiberglass and

Photo by John Bildahl, johnbildahlphotography.com



DREAMBOAT

Zimmerman 36 – Bee Weems

By Mike Kaufman

stretches aft to cover the cockpit, so there is a large area on the top to stow light items such as kayaks, inflatables, and piñatas.

When I was on board, the top was host to a varnished board with a comfort meter (temperature/humidity), a clock, and a barometer on it, facing the sky. The varnished board was grey and cracked, and the varnish was peeling. The instruments, however, looked as if they had been just taken out of the box, despite the fact that the instruments and board had remained on the top during the boat's 3000 mile trip to the Bahamas and back. This was my first look at Weems and Plath's Endurance Collection of instruments that do not tarnish or corrode and are designed to be used outdoors.

Inside, *Bee Weems* is roomy and open. The saloon pilothouse is large and can comfortably seat a small party. A nice touch is the pilothouse side doors, so that the foredeck can be reached from the saloon quickly. A pair of really, really nice touches are the super adjustable, super comfortable Stidd™ helm and companion seats. The all around visibility from the helm position is quite good. The companionway doors are substantial and weather-tight.

has a separate shower. The roomy, airy master cabin is forward. There is plenty of room to move around. Large drawers and lockers provide a lot of storage.

The engine room is clean and well laid out. The main engine is a John Deere six-cylinder 375-horsepower diesel. A 5 kw Westerbeke generator provides AC electric power. The fuel management system is easily accessible through the aft engine room hatch, and all the pumps and other system components are easily accessible. Even the pumps are clearly labeled. The engine controls are electronic for smooth operation.

Peter took me for a ride on the Severn, not exactly an offshore seaway; more like the traditional *PropTalk* seaway, i.e. flat. At 1200 RPM we were doing eight knots, and full throttle, 2400 RPM, ran the boat up to 19 knots. Cruise RPMs were 2140, which ran the boat along easily at a bit over 16 knots. The vessel's rotation through the "hump" was small, and the bow did not rise to the horizon throughout the speed range. The boat had good, predictable control and solid, carved turns. She did not bank either way through the tightest turns, as is normal with a boat with a long keel and flat sections aft.

Imagine, then, being in Cathie and Peter's situation. You own an outfit that sells some of the coolest stuff any yachtsman/boater could want. You decide that to sell more of this cool stuff you have to have built a rockin', custom boat, load it up with a bunch of your clocks, barometers, comfort meters, binoculars, telescopes, compasses, lamps, dividers, navigation tools, sextants, barographs, books, star finders, and vases, and head down to the Bahamas. After you return, you go to Maine and back, and then figure out where you want to go next.

How good can life get?

About the Author: Mike Kaufman has been a professional yacht designer and surveyor for more than 30 years. He has designed and assessed both power and sailing yachts for a full range of purposes around the world. Kaufman is a National Association of Marine Surveyors Certified Marine Surveyor (CMS) and has served as Regional Director and Chairman of the Membership Screening Committee for that organization. He is a life member of the Society of Naval Architects and Marine Engineers.