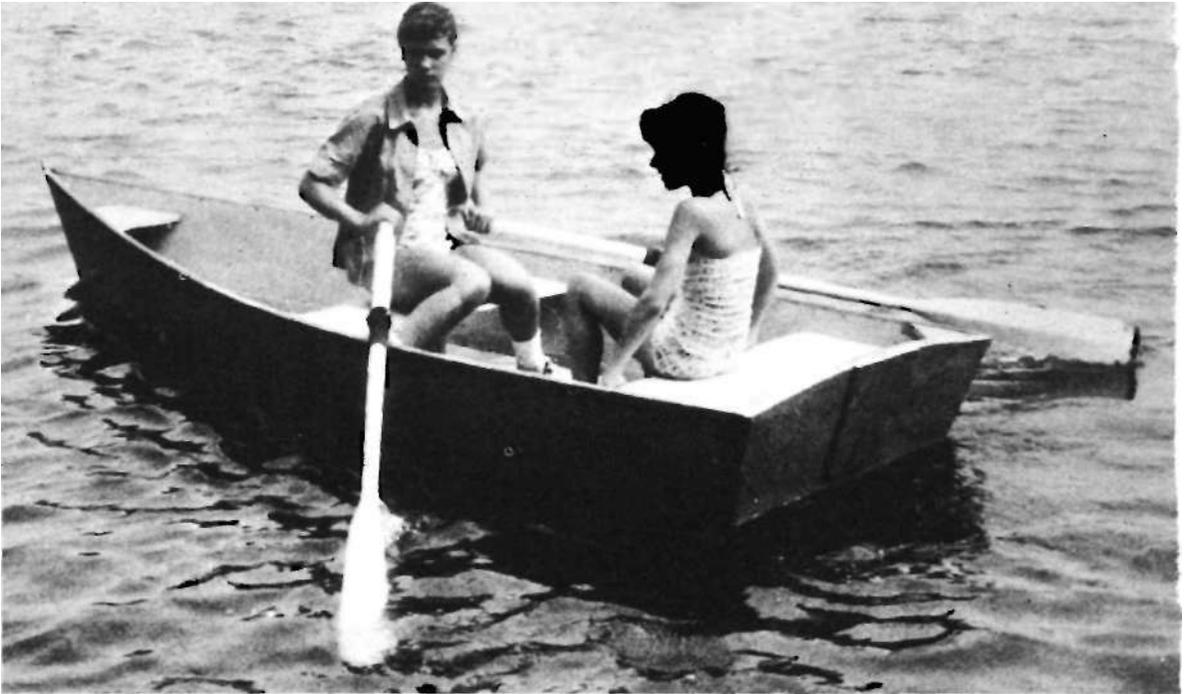


ROWBOAT

Make it for \$35 from one piece of plywood



THIS 11-foot hull will cost you only \$35 to build and comes out of a single sheet of $\frac{1}{8}$ -inch plywood. We used Weldwood Royal Marine Plywood for the job. It can be put together by almost any workshopper with a minimum amount of tools and time.

It rows smartly and gets a real burst of speed from a 3 to 5-hp outboard, actually planing like a runabout. It won't tip or trip with its generously flared sides and will take a rough clop. It can be lifted on top of a car by one man. It will carry up to four persons. The editors feel that it's im-

possible to get so much water transport anywhere for so little cost.

In cutting and assembly, you deal directly with the planking, first and last. Except for the transom, no other ribs are used. No precision jiggling, alignments, plumbs, squares, angles, rakes, deadrise, coordinates, lofting or full-size layout is necessary. It can be done in a weekend, or if you prefer to work leisurely, two weekends.

In addition to the materials mentioned, tools required or helpful are as follows:

Glue bottom batten for assembly to the transom bottom. The top batten goes on the same way, is screwed from the back.

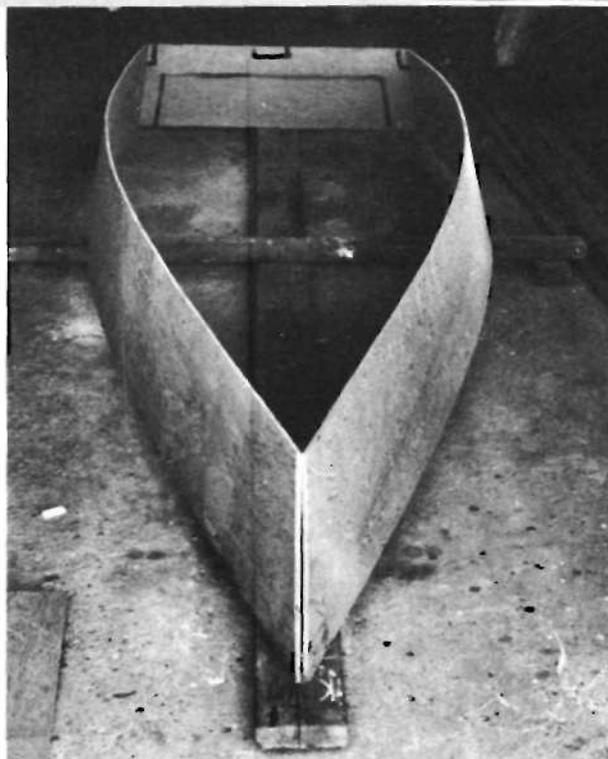
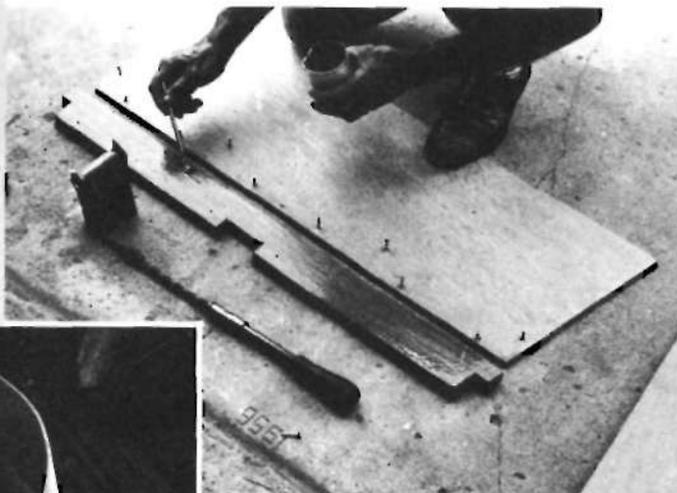


Photo at left shows the transom as seen on a jig, with the two side panels screwed lightly to it for bend trials; cord tacks front end, as shown here.

a rip saw or saber, plane, ratchet screwdriver, Stanley's Surform (extremely handy for planing jobs), an electric drill with Screwmate.

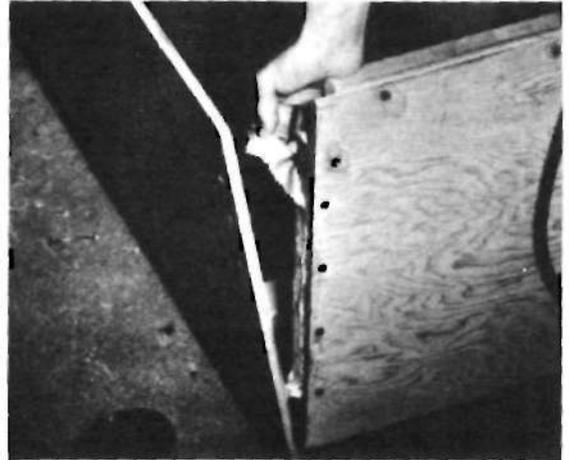
The author tested the boat on Long Island Sound, using a 3-hp Evinrude Lightwin and a 5-hp Evinrude Fisherman. With the 5 attached, the boat climbed right out on a plane and clocked 17 mph with two persons aboard! With the Fisherman at full bore, the bow was rammed through every large wake available; it either parted through or planed right across the ridge of

each. As a small scale runabout, this is a superb boat; it handles easily and offers real boating thrills, yet isn't overly much for even a child to handle. It makes a dandy second boat for every member of the family to enjoy.

When finishing, seal all plywood with Firzite or other filler and varnish or enamel to suit. Before beginning, study the drawings carefully, then study the step-by-step photographs. It's a simple boat to construct. And it'll offer a summer full of fun. Why not begin now? •

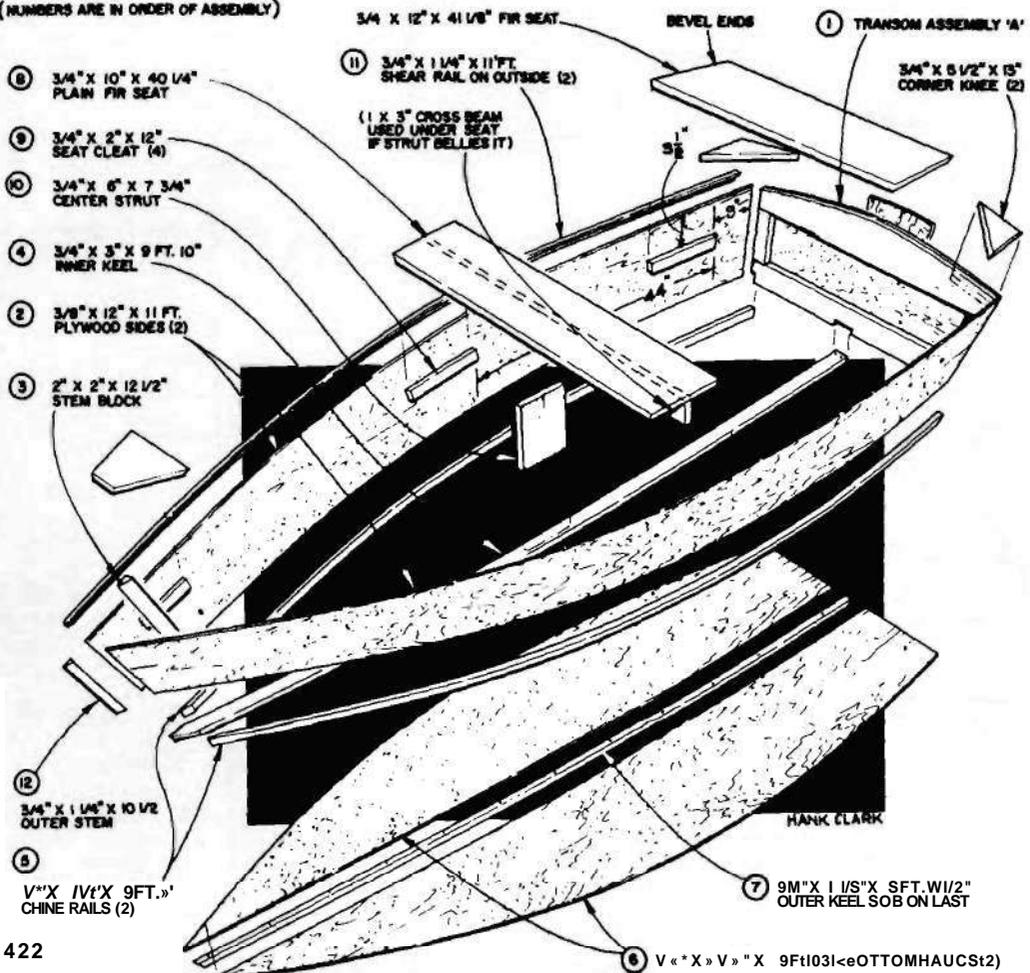
BILL OF MATERIALS

- 3/8" x 4' x 14' marine plywood (one)
- 1" x 3" x 13" mahogany (keel and lower transom batten)
- 1" x 1 1/2" x 10' mahogany (2) (chines)
- 1" x 1 1/4" x 11' mahogany (2) (shear)
- 1" x 1 1/4" x 10' mahogany (1) (keel)
- 2" x 2" x 12" inner stem (1)
- 1" x 6" x 60" transom top and knees
- 1" x 10" x 48" seat (1)
- 1" x 12" x 48" seat (1)
- 1 lb. Weldwood waterproof glue
- 3/4" no. 7 Screw-mate
- 2 gross 7/8" no. 7 brass screws
- 40 1/4" no. 8 brass screws



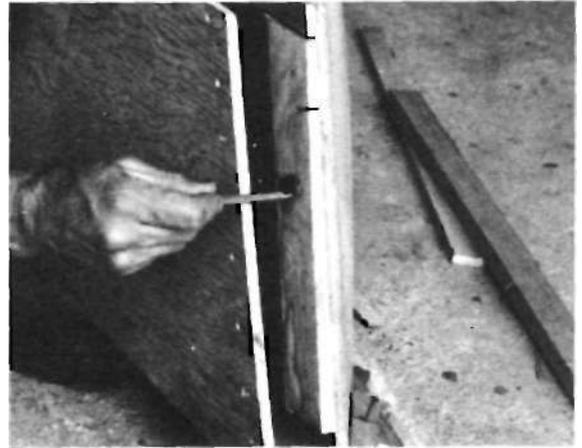
After drilling the sides for screws, glue them to the transom batten. Into the glue bed, lay linen strip which compresses, distributing the Weldwood marine glue entirely over the surfaces.

(NUMBERS ARE IN ORDER OF ASSEMBLY)

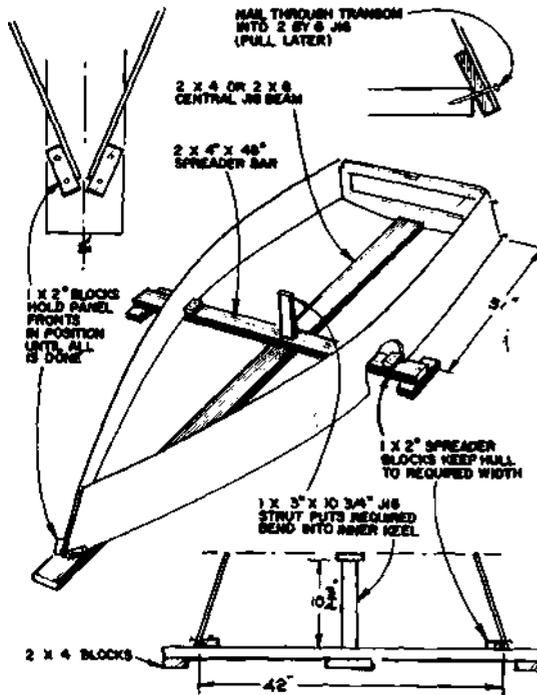




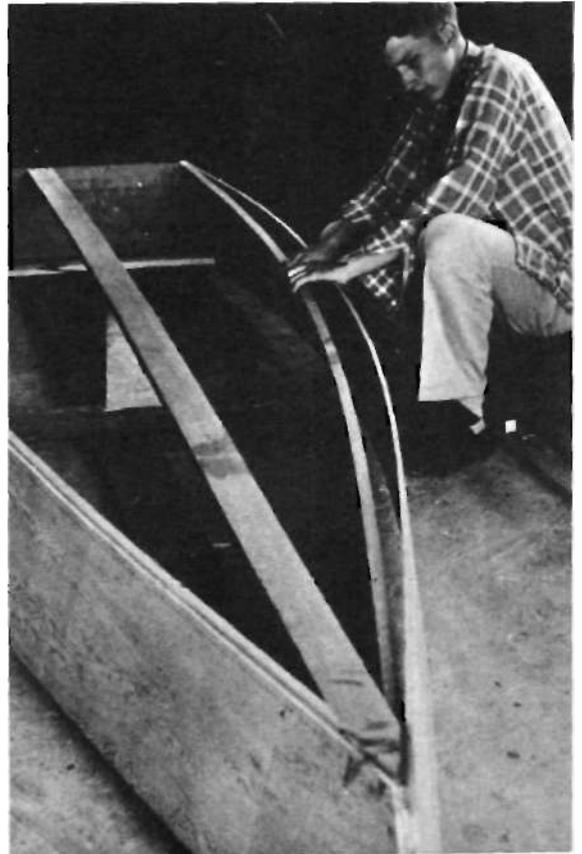
Inner stem Joins two sides at the bow, as shown here. This is planed to a bevel for a good fit, then glued and screwed in place. Get the stem absolutely vertical to avoid nose that is askew.

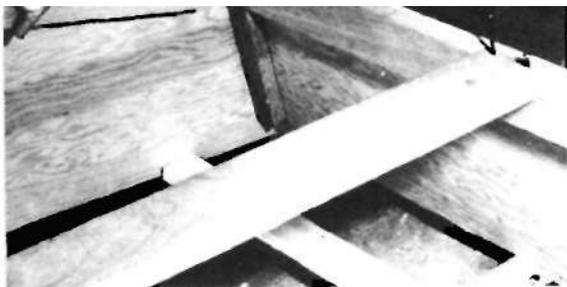


With the front bow aligned and drilled, glue and screw it closed, as described. Note that two chine rails with planed bevels are now ready to be wedged into place. Study the diagrams for details.



With inner keel secured to side panels, front end glued and screwed, chine rails are then bent in (as shown here), ready for securing to interior sides; the 3/16-inch exposure is to be planed.





Chine goes into notch cut for it in transom. Note the two screws joining the inner keel to transom.

With 3/4-inch No. 7 Screwmate, predrill all holes for all panels two inches apart, as shown in photo.

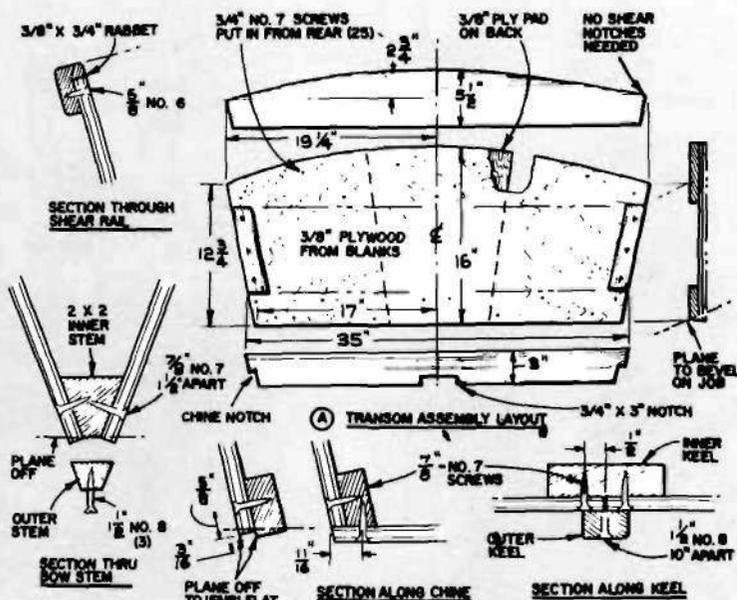
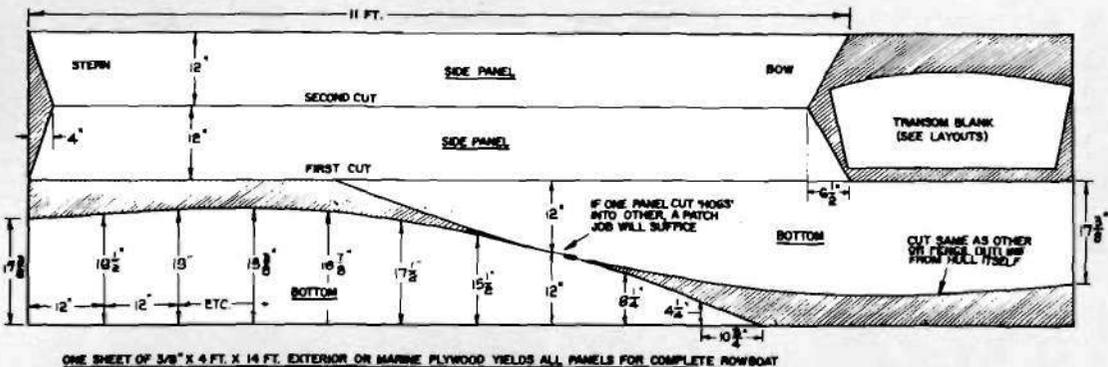


Diagram at left shows stern assembly details. Diagram below shows how to cut the panels from plywood.

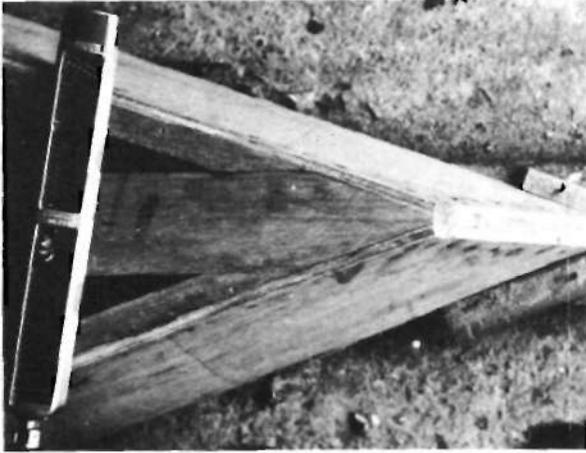




Ratchet screwdriver makes short work of setting the screws; no linen strips are used on the glued side joint since chine lace is milled at factory.



The final job before the bottom goes on is that of checking the planing job with a "fairing" stick, which measures flatness for installing the bottom.

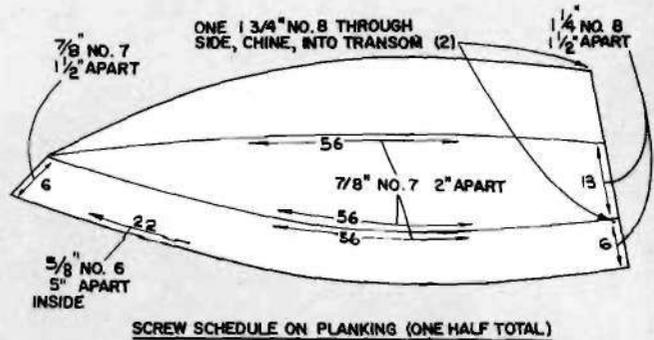


Stanley's Surform tool, with its many small chisels, makes baby-skin smooth surfaces, is ideal for job.



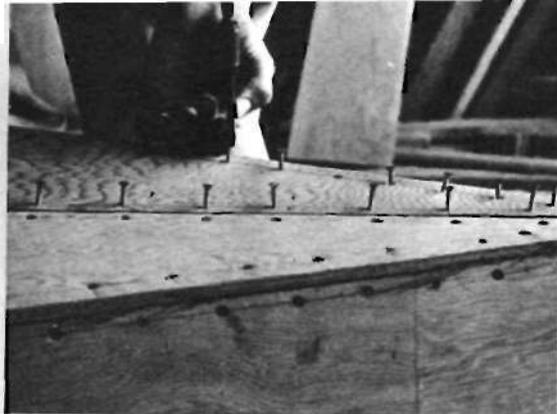
Weldwood mix is brushed on at this point. Note that half of bottom is already secured in place.

Schedule for screwing the hull is shown in diagram at right.





Linen strips are laid into Weldwood glue before securing bottom. Again compress glue onto surface.



To strengthen hull, cover exposed bottom side joint with a strip of lumber for chafing guard.



Outer keel goes on last, covers any gap between bottom halves, seals bottom, good launching skid.



The final touch for the nose is the outer stem. It will be planed to a taper after screwed into place.

Seats are now screwed to cleats placed on sides with glue. Screws are driven in from the outside.



Sheer rail is rabbeted to mount atop side panels, serving as frame plus rib rail. Screw holds batten.

