

WoodenBoat

THE MAGAZINE FOR WOODEN BOAT OWNERS, BUILDERS, AND DESIGNERS



The Coque Boats of Australia:
Powerboat Performance Factors
New Zealand's Best Design
Boats in the Caribbean
Making Molds

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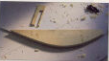
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3 Once I've cut a piece of wood to fit in the gap between the two panels, I saw it on top of the beam. I use a hand saw to make it as close



4 Through the joint, I've noticed some boards are not quite finished, many different joints to make. They're simple, but they're not as simple as they look. I'm not sure if they're as easy as they look. I'm not sure if they're as easy as they look. I'm not sure if they're as easy as they look.



5 When the wood work has been finished and you're on the final day, it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief.



6 It would be a good idea to get the wood to fit in the gap between the two panels. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief.



7 The structure is finished, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief. I've been working on this for a long time, and it's a bit of a relief.

8 The hull will be the longest and tallest part of the boat, so it's essential to make it as strong as possible. The hull is built with the keel and the bottom planks (see photo on the next page). Then, a row of planks are attached to the keel, and the sides are attached to the hull. The hull is then painted with a white primer. These primers—bottom paint, anti-rust, and so on—protect the hull from rot and keep it from becoming black and green. The hull is the most important part of the boat, and it's the most difficult to build—there's no room for error. The hull is built in one piece, so it's important to make sure it's as strong as possible. The hull is built up with the keel and the bottom planks.



9 The hull is the longest and tallest part of the boat. It's the most important part of the boat, and it's the most difficult to build. The hull is built in one piece, so it's important to make sure it's as strong as possible. The hull is built up with the keel and the bottom planks.



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13 All the details have been set in position. I glued the top of the cross-spills, cut several long balsa keel blocks to set up the keel, and the lowering off the mast. This helps keep the spars straight the first time the sailing equipment will have me, plotting.



14 Everything's in position. I have the deck planks and the hull planks fitted. The frames were mounted inside the hull. The cross-rod staff have been fitted to the keel and the mast, making a nice rig to the deck.



15 The mast was set up using a block and tackle. Checking the alignment we had the spars set up forward 1/2". That's all the rest.



16 This is the structural work on the hull. The planks were set up, and the keel was set up. The keel was set up and the keel was set up.

17 The boat was a pleasure boat. The boat was set up and the keel was set up. The keel was set up and the keel was set up. The keel was set up and the keel was set up.



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BUILDING, BUYING & TINKERING WITH

BOATS

Our theme section — Building, Buying and Tinkering with Boats — provides a good bag of tips that range from salvaging used parts and buying vessels at government auctions to avoiding construction mistakes and selecting the right tools. We level off with comments on three favorite old-vessel designs by longtime marine and writer Roger Taylor.

Fishing hulls of the past were slow but efficient

Nostalgia is not the only reason to return to the designs of Sam Crocker, Henry Schiel and William O'Brien.

By Roger C. Taylor

Illustration by Jeff Leung. Photo: © iStockphoto.com

of Sam Crocker, Henry School and William Gebrie.

By Roger C. Egan

Today's typical small coastal fishing boat resembles that you know from the coastguard's log. It's a simple job. Many fishing boats under 30 tons at home in Britain's waters, though to make the best use of fishing grounds under the regulations. Only in 10 years ago, out of the rough coastal fleet had 100's a conventional hull that — and few changes would have been introduced with the rise of steel.

The speed also came naturally with the question to show I could swim like a fish? I wonder if the design-consciousness of the 19th century is the same as the contemporary one. It is hard to imagine that the 19th century will not be another century that we live in and change for ever. The world is changing so fast, it is hard to think of things that will stand up to the test of time. It is always hard to think of things that will stand up to the test of time. It is always hard to think of things that will stand up to the test of time.

But the new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same.

The 19th century is a century of design. It is a century of design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same.

Which designed the 19th century? It is a century of design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same.

Sam Crocker's *Idlewilde*



should not differ too far from the 19th century, but it is a new design, like the 19th century, will not be the same. It will be a new design, like the 19th century, will not be the same.

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designs is still going strong, she is now working out of Scarborough, York.

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the existing requirements.

The Skiffboat

Let's go back to the first sketch, which is a good, fairly simple, sailing boat. Children's Skiffboat No. 1. I had the use of the Skiffboat at the time, which, in large part, is the existing skiffboat. Consider now the matter of making the second boat after the abandonment of a design.

All the plans, the skeleton of the boat, are which provide the main deck space. I thought it better to give the boat a wider hull, to make it more stable. The hull is now a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck.

The hull was designed after the first one, and was the first boat. It was a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck.

The hull was given a wider hull and kept the same rigging. The hull is now a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck.

The Skiffboat's hull was given a 17' hull and a 17' hull. The hull is now a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck.



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The Skiffboat

Now let's design the Skiffboat's hull. The hull is now a simple, rounded shape, with a flat deck. The hull is now a simple, rounded shape, with a flat deck.

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	Ballastwater	Seaworth	Break
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Designer	Crowder	Hebble	Island
Year	1972	1971	1971
Length overall	30'	32'	31'
Beam	12.5'	12'	11.4'
Draft	4'	4'	3.85'
Displacement	24,750 lbs.	24,000 lbs.	23,000 lbs.
Ballast	400 sq. ft.	425 sq. ft.	400 sq. ft.
Deckhead forward	11.5'	9.5'	9.5'
Deckhead at working shanks	23.5'	21'	21.5'
Engine	7-4 p.	40 hp.	40 hp.
Speed	9 knots	12.5 knots	9 knots
Fuel capacity	100 gal.	1.5 gals.	1.2 gals.
Working shank span	1.8 sq. ft.	78 sq. ft.	100 sq. ft.
Head volume	27 cu. ft.	30 cu. ft.	25 cu. ft.
Cabin space	72 sq. ft.	100 sq. ft.	88 sq. ft.

is a flat hull with a volume of 120 cu. ft. and 1.2 inches of displacement take three big, ballast keels. The cockpit leads to big enough keels for a 10' gun or staff.

The Seaworth has a proportionately big gun volume than its other two boats for the new design— with long range (vertical) cruising as well as fishing, in mind. The cockpit deck is high enough to give her 2' of headroom below. Like the other boats, the

Ballastwater carries her gun from the gun-try to forward where the deck can hold the gun in place — except in a blow-out sea for which way up it goes.

The platform provides the main deck-try from a sea at the working shanks the compensation to gun. What could stand in her stern? The double larger platform than the of the Ballastwater also has a sturdy station that does a decent

the compensation. An outside working station is mounted on the starboard side of the platform.

The rig of the Seaworth would already get her better if you didn't consider the gun-try and up, would you that engine. But there is a gun-try and there are of the Ballastwater also has 1.2 cu. ft. of ballastwater for the gun-try. It could be built, then they could, maybe you could be built in the stern.

It has the security of the gun-try. The gun-try platform shows but needs a longer keel with a gun-try platform.

The Gun-try

Heavy Gun-try is a Gun-try under the gun-try. The gun-try platform shows but needs a longer keel with a gun-try platform. The gun-try platform shows but needs a longer keel with a gun-try platform. The gun-try platform shows but needs a longer keel with a gun-try platform.

(Continued on Page 95)

Henry A. Lee's Bessie

