

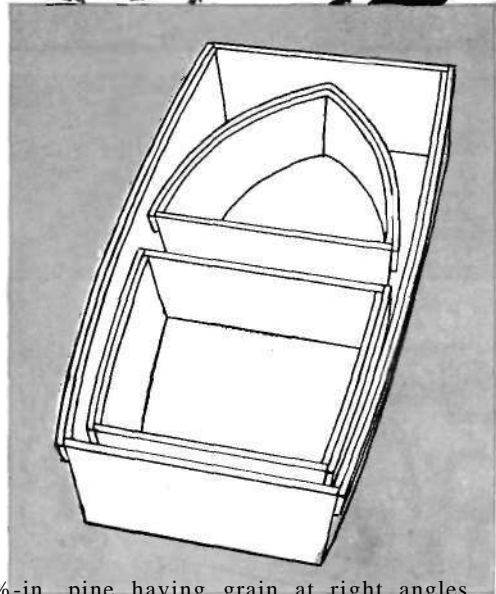


## 3-SECTION ROWBOAT

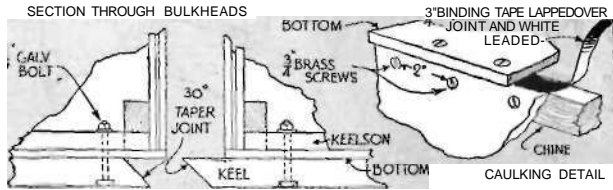
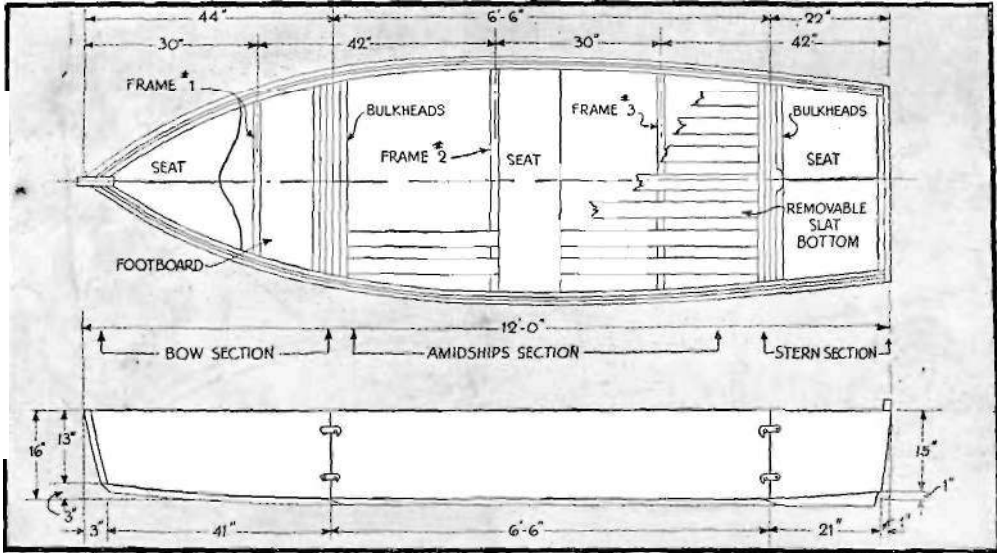
WHEN the three sections are taken apart and nested, this 12-ft. rowboat occupies a space only 6½ ft. long, and by virtue of its thin plywood construction is so light that one man can easily stow it on top of his car, using a suitable cradle to hold it. The boat is designed along standard lines, and construction differs only in the use of ½-in. plywood for sides and bottom. In fact, it is built up as a single-unit rowboat, and then sawed between the two double bulkheads to form the three sections.

It is highly advisable to use waterproof plywood, if it is available. If not, the ordinary grade can be satisfactorily waterproofed by giving it three or four coats of paint or shellac, taking care to work it well into the exposed edges. If the wood is not thoroughly waterproofed, moisture will loosen the thin layers of wood and ruin the boat. In fact, all parts, whether directly exposed to the water or not, should be given two coats of paint or shellac before assembling them, and at least two more coats after assembling. Screws, also, should be seated in white lead. When not in use, the boat should be given an application of paint more frequently than an ordinary boat.

First build the stem. Four wedge-shaped pieces are screwed to a central section of

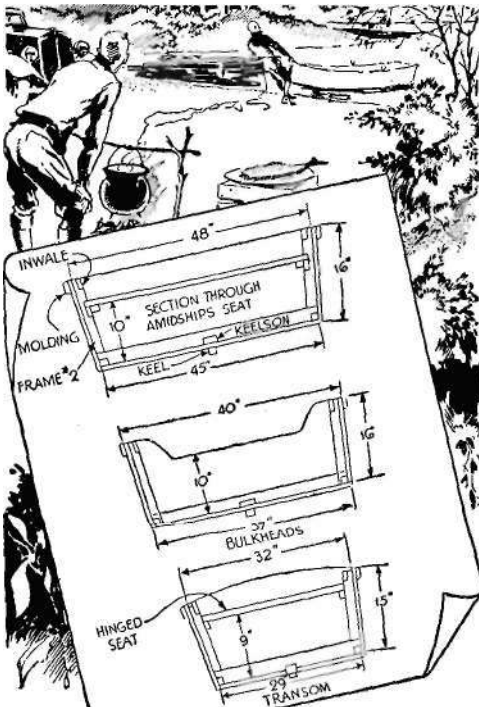


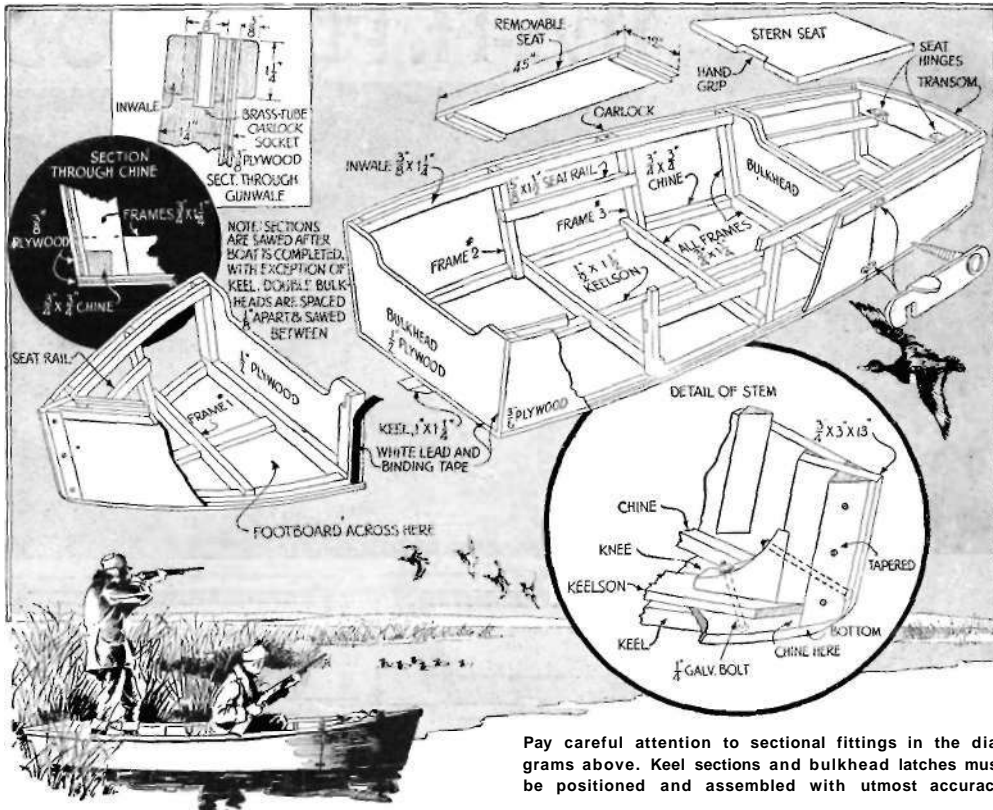
½-in. pine having grain at right angles. The stem is fastened to a knee and keelson by means of galvanized carriage bolts, with heads countersunk. Next make the frames Nos. 1, 2 and 3, and the bulkheads. Note that there is a frame on each bulkhead. All frames are notched for chines, keelson and inwale, and frames Nos. 2 and 3 for the seat rail. The bulkheads should not be notched. In assembly, the keelson will be in three sections. Fasten the frames, bulkheads, stem and transoms to the keelson in their relative positions with galvanized or brass screws, and nail the keelson, with assembled frames, etc., temporarily to a plank in order to hold it rigid while installing the chine and inwale. Strips should



be nailed across the tops of the frames, just below the inwale notches, to hold them in position, and removed after the side boards are on. The bulkheads, of  $\frac{1}{2}$ -in. plywood, should be located about  $\frac{1}{8}$  in. apart so that a saw can be inserted for separating the sections.

After the plywood side boards are on, turn the boat upside down for putting on the bottom. This is cut from a single sheet of plywood. The panel is nailed temporarily to the bottom and the outline marked. It is then removed, sawed, and replaced with a finishing nail here and there after a strip of binding tape has been laid over the joint and soaked in white lead. Bear in mind that the edge of the side board and chine must be smoothed with plane or sandpaper to make a flush and even joint. Fasten with  $\frac{1}{8}$ -in. brass screws set about 2 in. apart. This will make an absolutely watertight joint. Bulkhead joints should be made the same way. In making the oarlock, a piece of brass tubing is driven into a hole bored in a block that is fastened between side board and inwale. The tube, of course, should be large enough for the shank of the oarlock to turn freely, and should fit tightly in the wood block. The keel is bolted on after the hull sections have been sawed apart. This is necessary because of the tapered joints of the keel which lock the sections against an up-and-down motion. Bolts should be used only near the joints, and then through the keelson. Use galvanized carriage bolts with heads countersunk slightly in the keel. Elsewhere use long screws up through keel, keelson and into crossframes.





Pay careful attention to sectional fittings in the diagrams above. Keel sections and bulkhead latches must be positioned and assembled with utmost accuracy

The seat rails are screwed to the frames in bow and stern sections, as shown above. The bow seat is screwed down, but the stern seat is hinged and forms a locker for fishing tackle, lunch, etc., out of the hot sun.

The rowing seat is removable, which is necessary for nesting the bow and stern sections. A false bottom should be made for the amidships section to provide dry footing and protect the bottom of the boat.

### Anchor Chain Helps Diver Climb Into Boat From Water



When using a rowboat as a diving platform, difficulty in getting into the boat from the water can be overcome by using the anchor chain as a step. The step can be made any height desired by using a screw hook to fasten it as indicated. A length of garden hose slipped over the chain will provide a cushion for the feet.

### Bicycle Tire Serves as Boat Guard

Prevent damage to the bow of a small boat in shallow water by making a guard of a 1-ft. length of bicycle tire. Attach cords to each end and fasten to screw eyes mounted on the boat deck.

