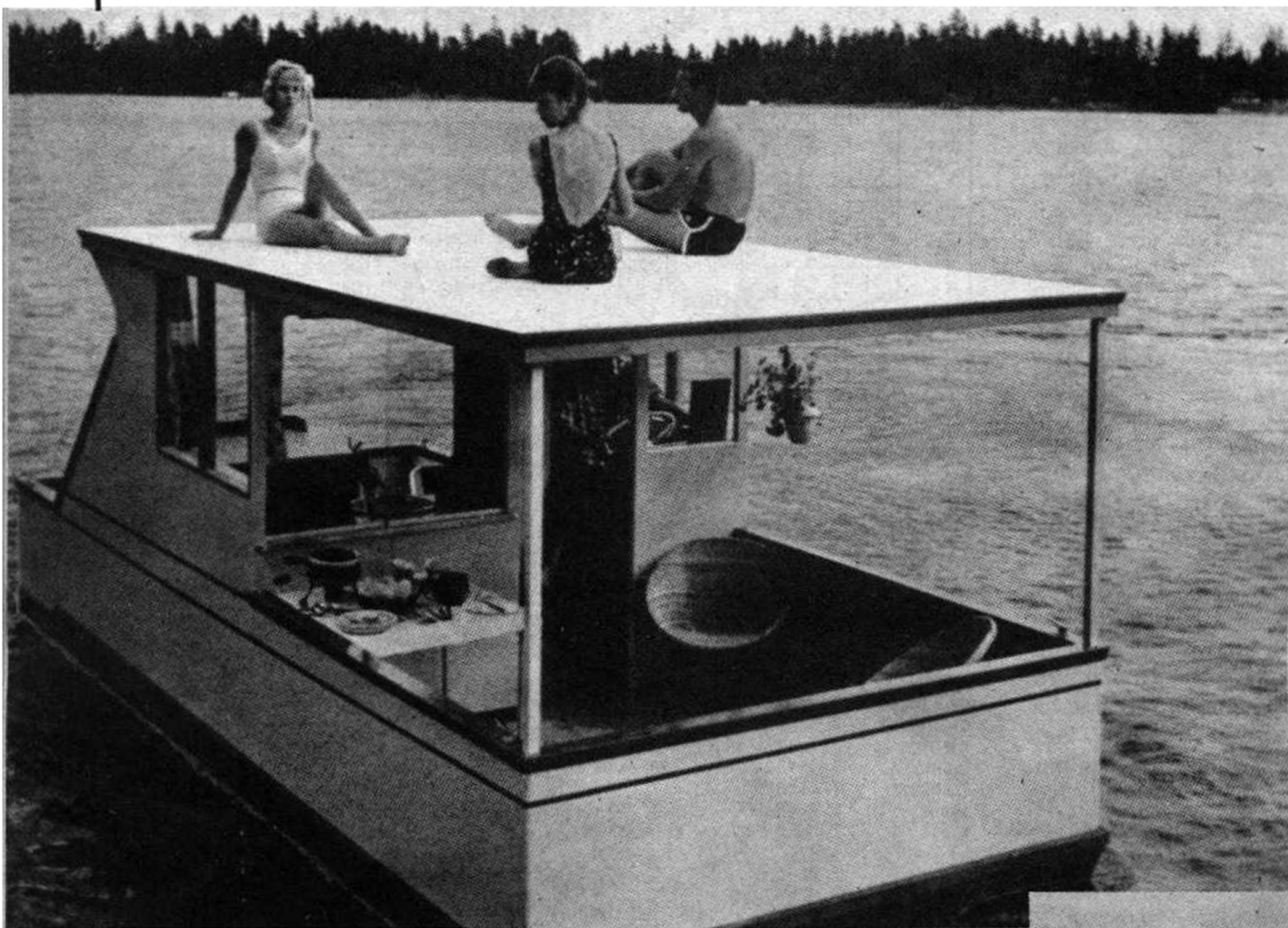


PARTI-O

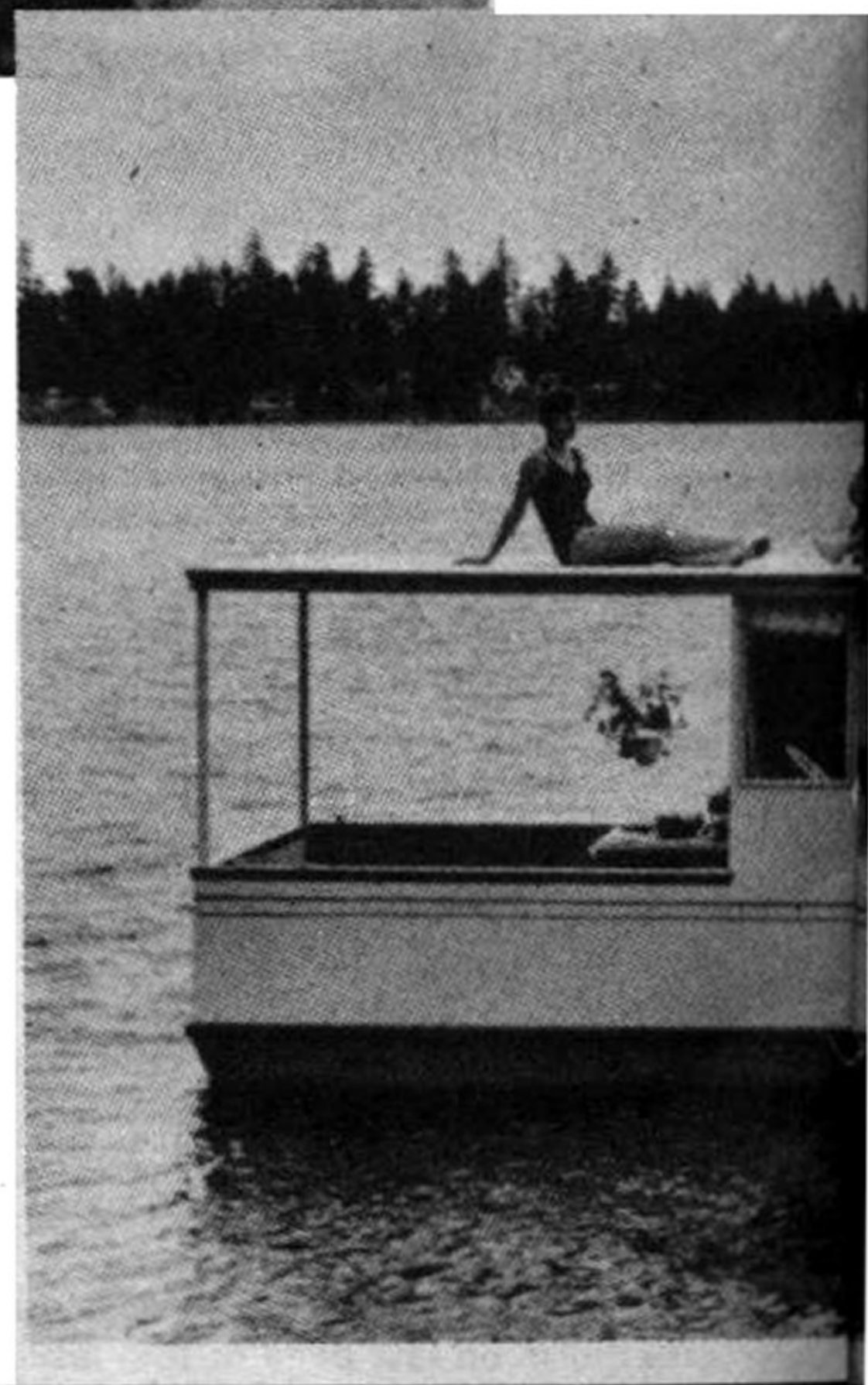


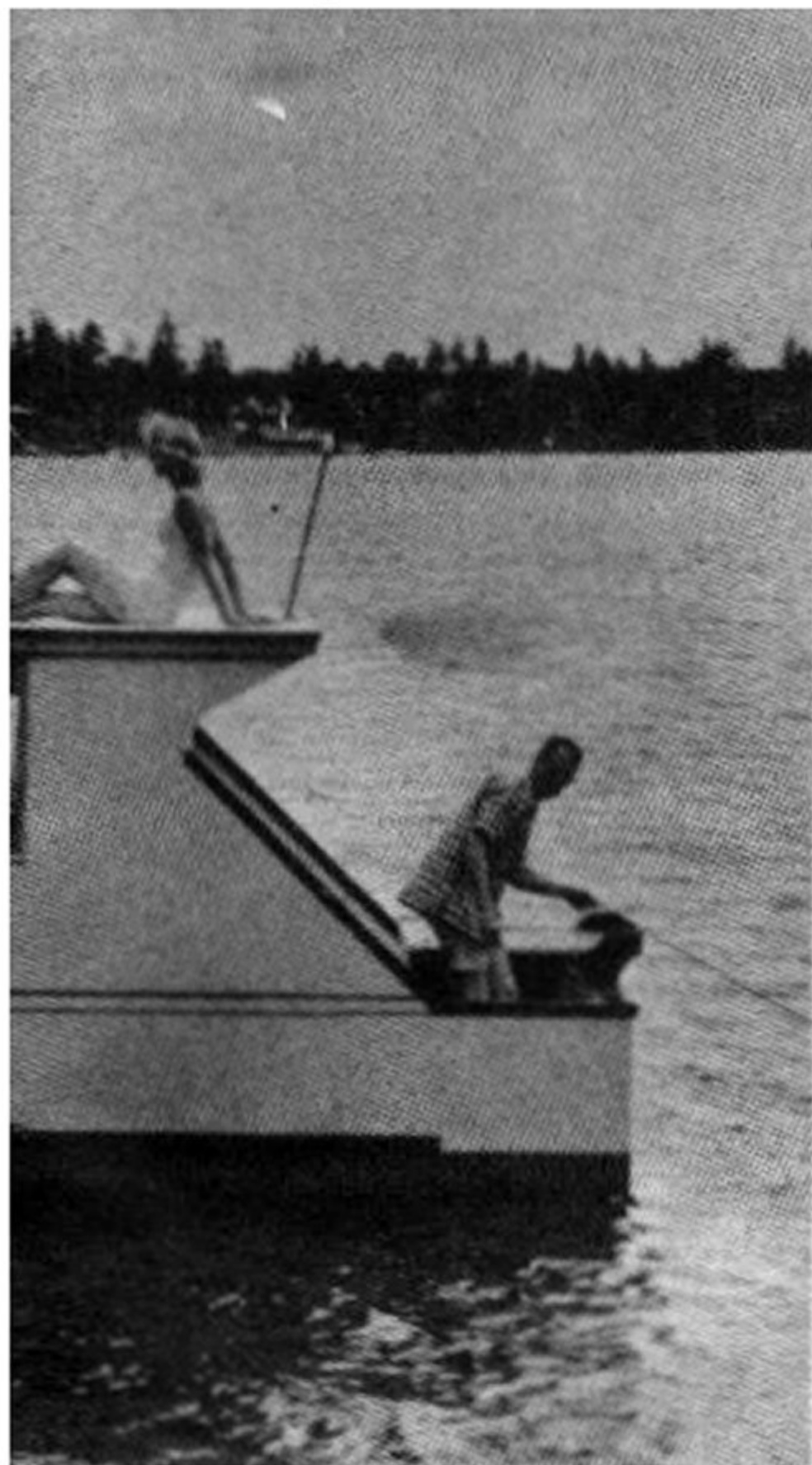
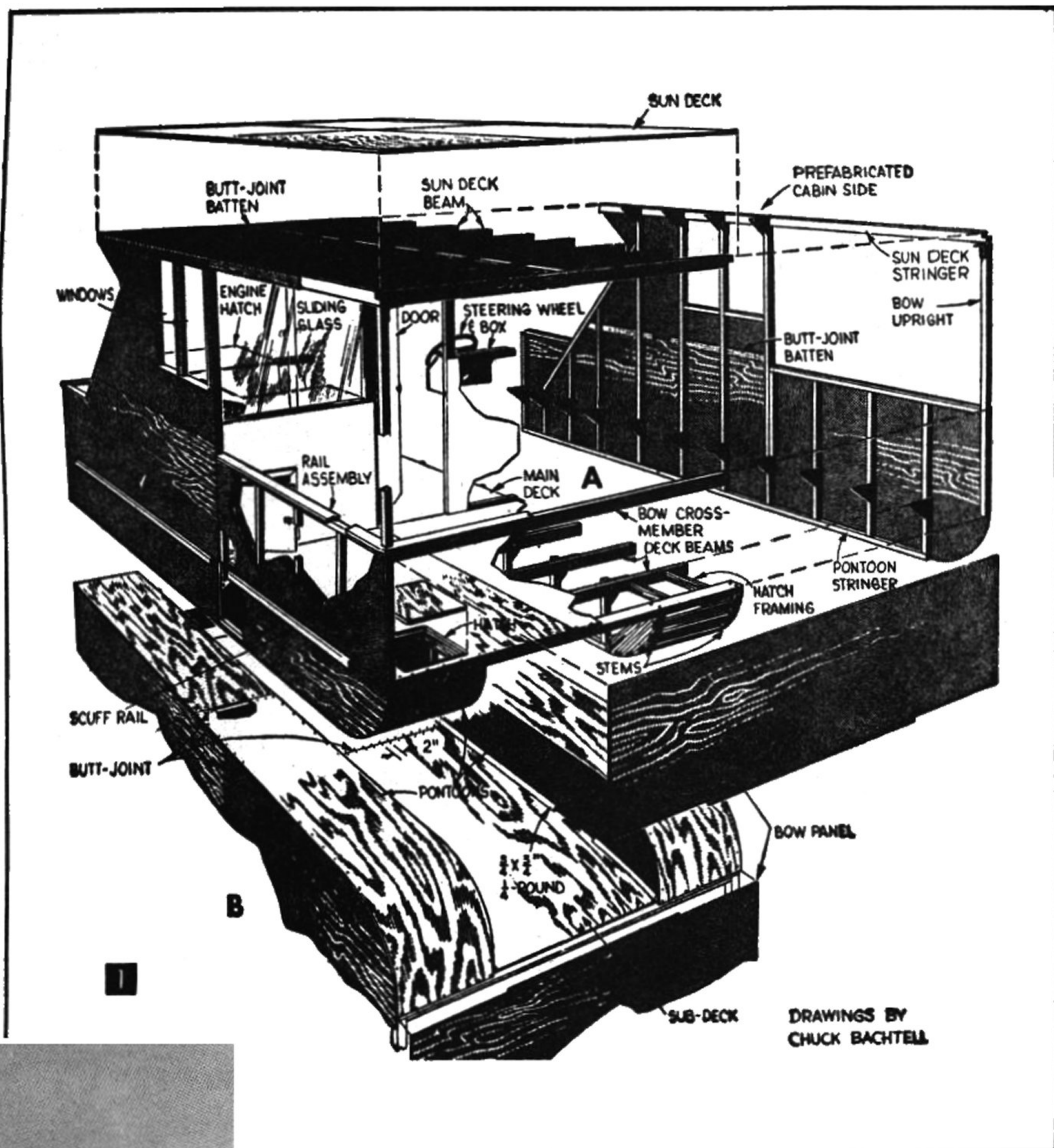
This trailerable patio-craft that you can build provides semi-sheltered space afloat for summertime recreation for the whole family

You can take the family on luxury cruises, entertain friends on weekends, or go on all-day fishing trips with this semi-sheltered, floating patio that you can build. It's great, too, as a swimming dock or for sun-bathing—even for moonlight dancing parties on your favorite lake or river.

There are no compound curves in the construction and all materials are available from your local lumberyard. Once the basic structure—made up of the lumber frame and the main plywood panels—has been completed, you can choose finishing touches and trim from among materials most readily available to you and best suited to your budget. The original Parti-O was outfitted with an 18-hp outboard engine.

Begin construction by cutting the





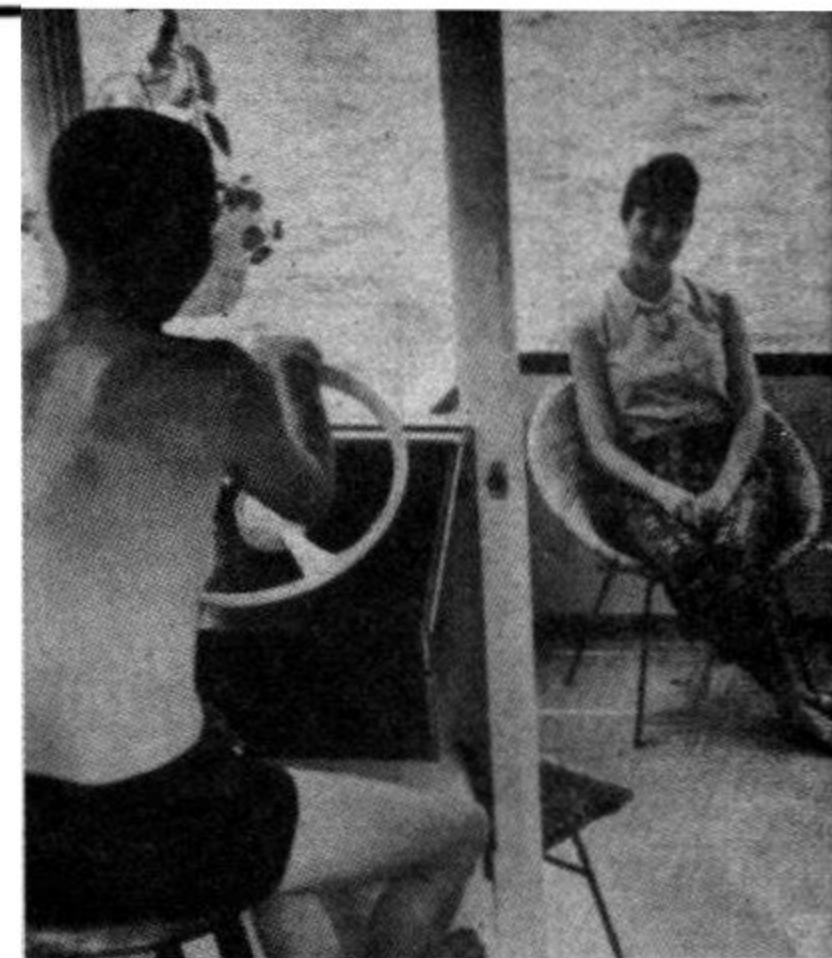
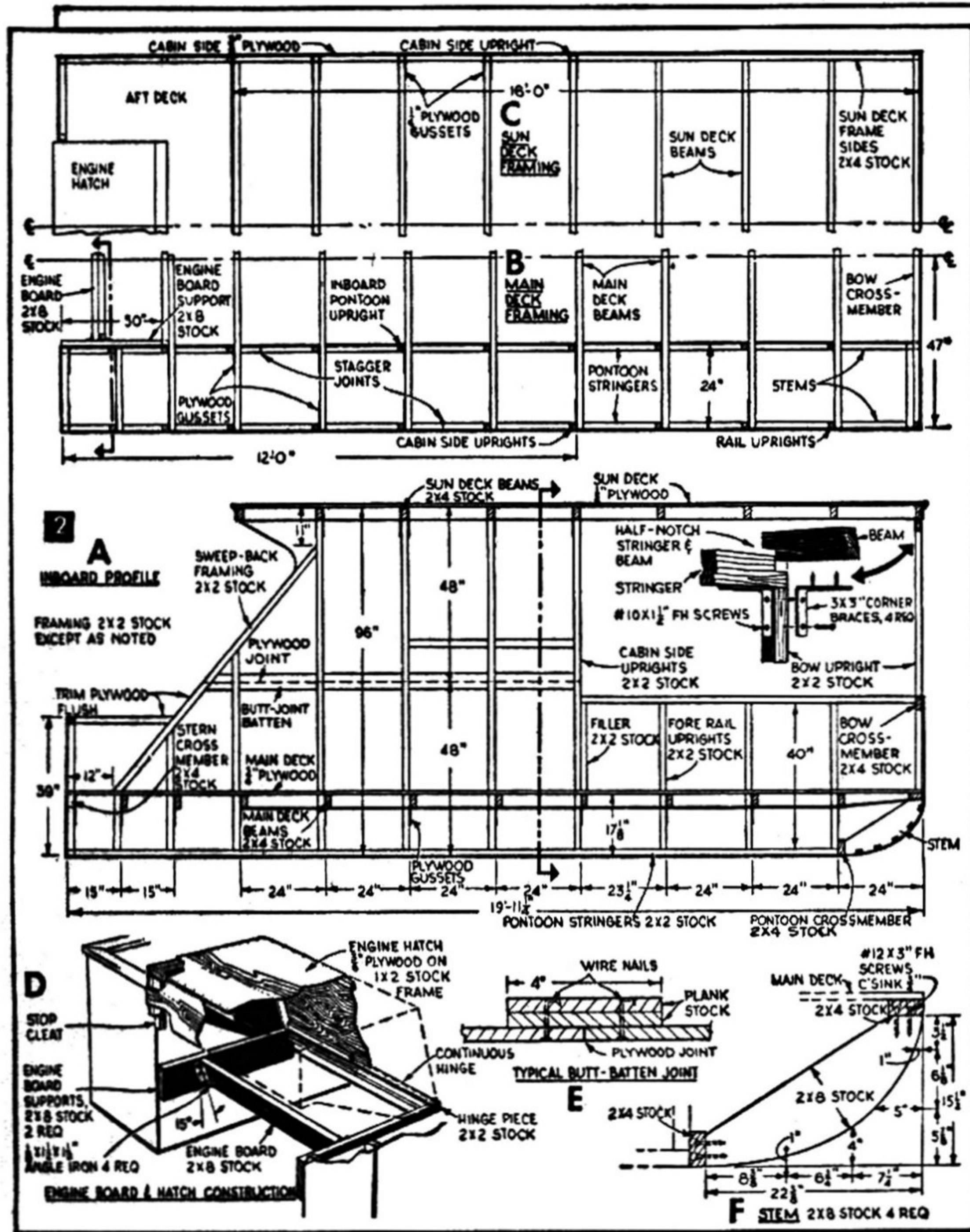
plywood panels according to Fig. 1. The panels will determine the basic dimensions of the hull, each combined with framing to become a prefabricated panel. For economy the panels can be made up of shorter lengths joined either on the centerline of an upright or with butt battens as in Fig. 2E. Stagger butt joints where used so those in the cabin and those in the pontoons are several feet apart horizontally.

Next glue and nail the stringers (Fig. 2A) to the pontoon bottoms, setting them in $\frac{1}{8}$ in. from each edge to allow the side panels to butt against the pontoon bottoms (Fig. 5). Make sure the joints in the stringers do not coincide with joints in the plywood. When fin-

ished, set these aside while the glue dries and you continue work on the side panels.

With the lower cabin sides propped in a vertical position, clamp the uprights (Fig. 2) to them, using a piece of 2x2 stock along the lower edge to position the ends of the uprights so they will butt on top of the stringers when assembled. Be sure the uprights are spaced accurately, parallel to each other, and that the two sides are identical, then attach them to the plywood with glue and ringed nails. Go on to attach the remaining panels to complete each side and then make up the inboard pontoon walls (Fig. 1B) in the same way.

Fig. 3. Many striking schemes for interior trim can be made from materials on hand such as oil-tempered pegboard.



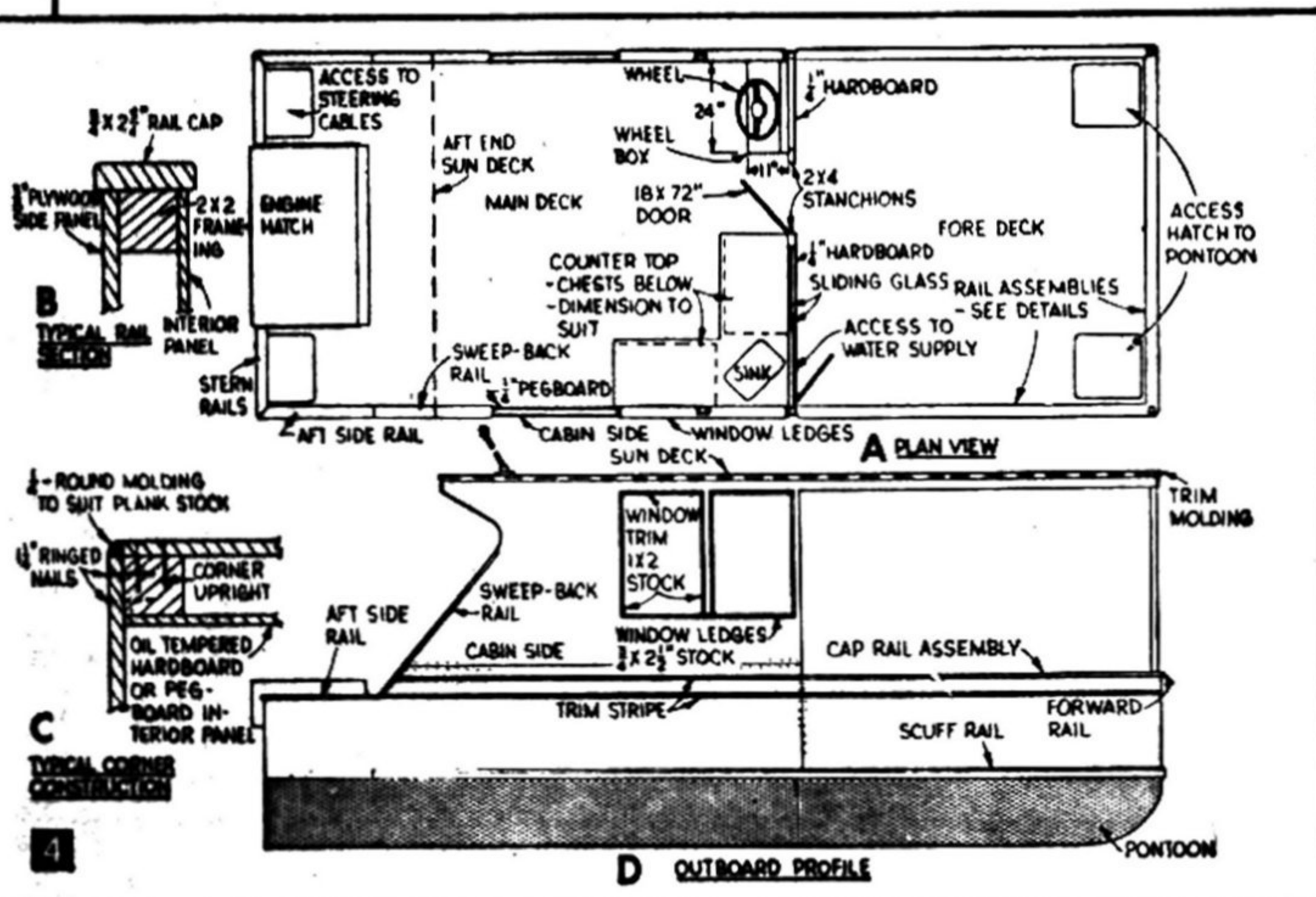
After components are constructed and the glue has dried, set the pontoon bottoms on sturdy saw horses, high enough to allow you to work on the underside of the hull. Then, with the help of friends, set the side panels in place two at a time and brace them with pieces of scrap lumber nailed between them.

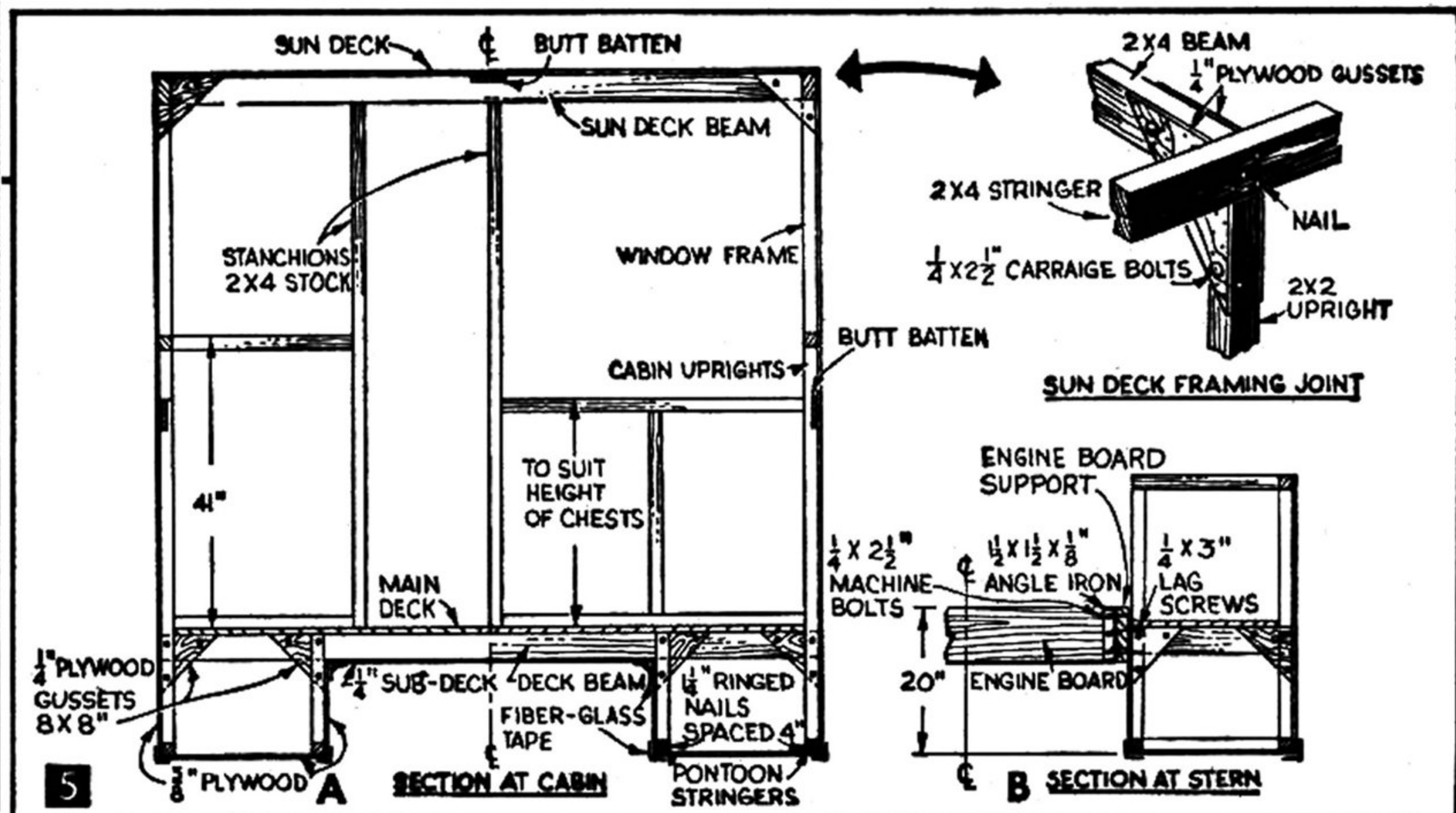
Join the pontoon bottom and side panel assemblies by coating the contacting surfaces with glue, applying a thick bead of rubber sealer in the outside joints, and then securing with ringed nails. Before the glue dries, set up the inboard pontoon walls in the same way, and then install the main and sun deck beams, using carriage bolts and plywood gussets glued and nailed to the framing (Fig. 5).

Next cut the stems (Fig. 2F) to shape from 2x8 stock and attach them to the crossmembers with glue and screws. Notch the curves for 1x2 crossbracing and attach these in the same way.

As a next step, clamp the assembly in place while you bend up the fore ends of the pontoon bottoms and secure them with sealer and ringed nails spaced 2 in. apart. Soak the plywood for bending by covering overnight with wet Turkish towels.

Frame the transom of each pontoon as in Fig. 5B and then install the engine mount assembly using lag screws and angle iron bracing. Notch the fore ends of the engine mount supports to take a 2x2 cross-member to which the hinge for the engine hatch can be fastened.





Next get underneath to install the subdeck and apply 4-in. widths of fiberglass tape (Fig. 5) to the plywood joints. If your version of Parti-O will be beached often, attach 1x2 scuff strips to the edges of the pontoon bottoms.

If you wish, solid billets of flotation material can be cut and set into pontoons now or, if the liquid foam is to be used, it can be poured in through the hatches (Fig. 4D) after the main deck is in place. In either case, you are now ready to install the main and sun decks (Fig. 1), using glue and screws to attach them to the beams. Locate the hatches and cut them before laying the main deck so the hatch framing can be fitted between beams.

Before working on the interior, obtain a pair of chests of a convenient height to serve as base for the counter (Fig. 4D). Set them in place as a guide and then cut the

counter top, setting your sink into the space between the chests.

Rip 1x6 stock into two equal widths and use this to cap the railings, cabin sweepback, and window ledges (Fig. 4B). If desired, contrasting molding can be added in whatever sort is most readily available. Prepare the rail caps for varnishing by rounding and smoothing with a plane and sandpaper.

Construct the wheel box (Fig. 4) from $\frac{3}{4}$ -in. plywood or lumber and then install your choice of fittings and instruments. Also make up a hatch for the engine from $\frac{3}{4}$ -in. plywood glued and nailed to 1x2 framing. The actual dimensions of these parts will vary to suit the engine and equipment you have on hand or intend to use. Tiller cables are run through garden hose so that repair can be made after the deck is installed.

If any amount of cooking is to be done aboard, sliding glass panels

and a plywood door in the cabin front will provide a windbreak for this and a sheltered area for use on cool evenings.

Finish the plywood corners where necessary by installing quarter-round molding with glue and brads (Fig. 4C) and then apply two coats of plywood sealer and two coats of marine enamel to all surfaces, sanding between coats with progressively finer grades of abrasive paper.

Complete the project by adding trim lines and scuff rails (Fig. 4) of a contrasting color. Locate the scuff rails to suit the docks you will use most often. If Parti-O will be used in salt water, the bottom should be protected with a coat of copper anti-fouling paint. ■

MATERIALS LIST—PARTI-O

Amt. Req.	Size and Description	Use	5	(1x6)x8' spruce or fir (ripped)	rail caps, scuff rails framing
EXTERIOR PLYWOOD					
2	$\frac{3}{4}$ "x4'x12' fir AB plywood	main deck			
2	$\frac{3}{4}$ "x4'x12' fir AB plywood	main deck	6 lbs.	#12x1 $\frac{1}{4}$ " Anchorfast ringed nails	
5	$\frac{1}{2}$ "x4'x8' fir AB plywood	sub deck, transoms	4 lbs.	#12x1 $\frac{1}{2}$ " Anchorfast ringed nails	
3	$\frac{3}{8}$ "x4'x12' fir AB plywood	aft cabin sides, fore pontoon bottoms	1 gal.	phenolic-resin waterproof glue	
6	$\frac{3}{8}$ "x4'x8' fir AB plywood	cabin sides, rails aft pontoon bottoms	1 $\frac{1}{2}$ gal.	Plywood sealer	
LUMBER					
(Parentheses indicate stock sizes used when ordering lumber only.)					
1	(2x8)x10' spruce or fir (Clear)	engine board and supports	2 gal.	marine enamel	
27	(2x4)x8' spruce or fir	deck beams, stanchions	1 qt.	liquid rubber sealer	
15	(2x4)x10' spruce or fir (ripped)	framing and stringers	4	1 $\frac{1}{2}$ x1 $\frac{1}{2}$ x $\frac{1}{4}$ angle iron, 7" long	
			15 doz.	$\frac{1}{4}$ x2 $\frac{1}{2}$ " carriage bolts w/nuts and washers	
			3	$\frac{3}{8}$ x3" lag screws	
			1 doz.	#12x3" FH galvanized wood screws	
			1	steering wheel kit with 30° mount and cables	
MISCELLANEOUS: hardboard panels, chests, moldings, sliding glass with track, sink with water tank and pump, lights and safety equipment as required by U. S. Coast Guard.					