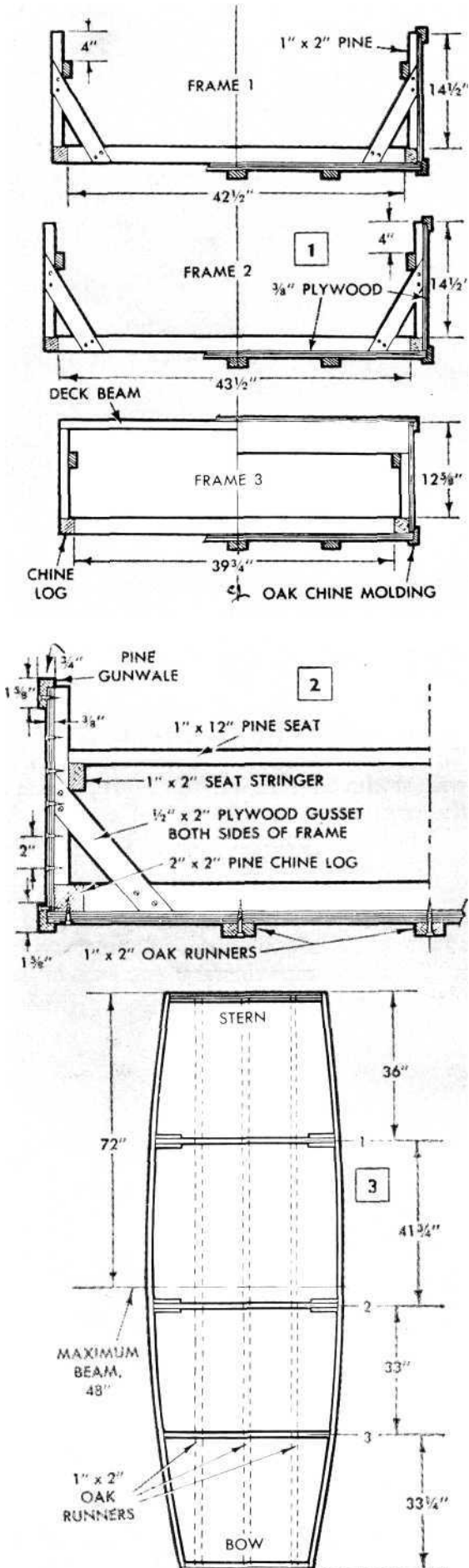


Flat Bottom Scow-Type Boat

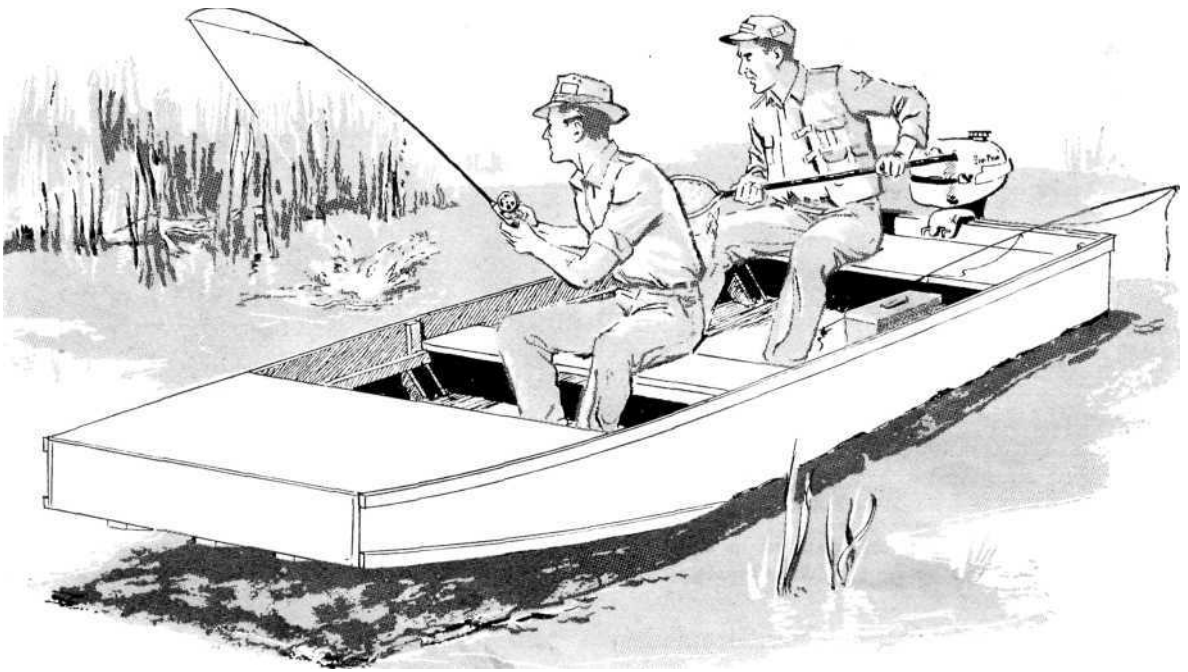


FISHERMEN WHO LIKE to work the shallow backwaters and weed patches on lakes and rivers will find this flat-bottom scow-type boat an ideal craft. Although the boat is only 12 ft. long, its wide, flat bottom provides more usable space than most round or V-bottom boats of similar size. Low-cost, readily available materials are used throughout. Frames, gunwales, deck beams, chine logs, seat stringers and seat back are made of pine lumber. The runners and chine moldings are solid oak. AB-grade exterior plywood is used for the deck, bottom and side planking and transom—3/8-in. stock for the former and 3/4-in. stock for the latter.

Start construction by cutting out the planking. To assure correctly fitted parts and reduce assembly time, make a full-size half pattern of the bottom lengthwise. After tracing one half the bottom from the pattern, the latter is flipped over and the other half is traced on the plywood panel used for this purpose. Next cut the chine logs, seat stringers and frame members according to the dimensions given. Position the frame side members on each of the plywood sides as required. Then glue and temporarily nail them in place, using small finishing nails of a length that will not penetrate the outer ply. Before the glue sets, turn the sides over and fasten the

Solid-oak runners strengthen bottom and protect it from damage when boat is pulled across rocky beaches



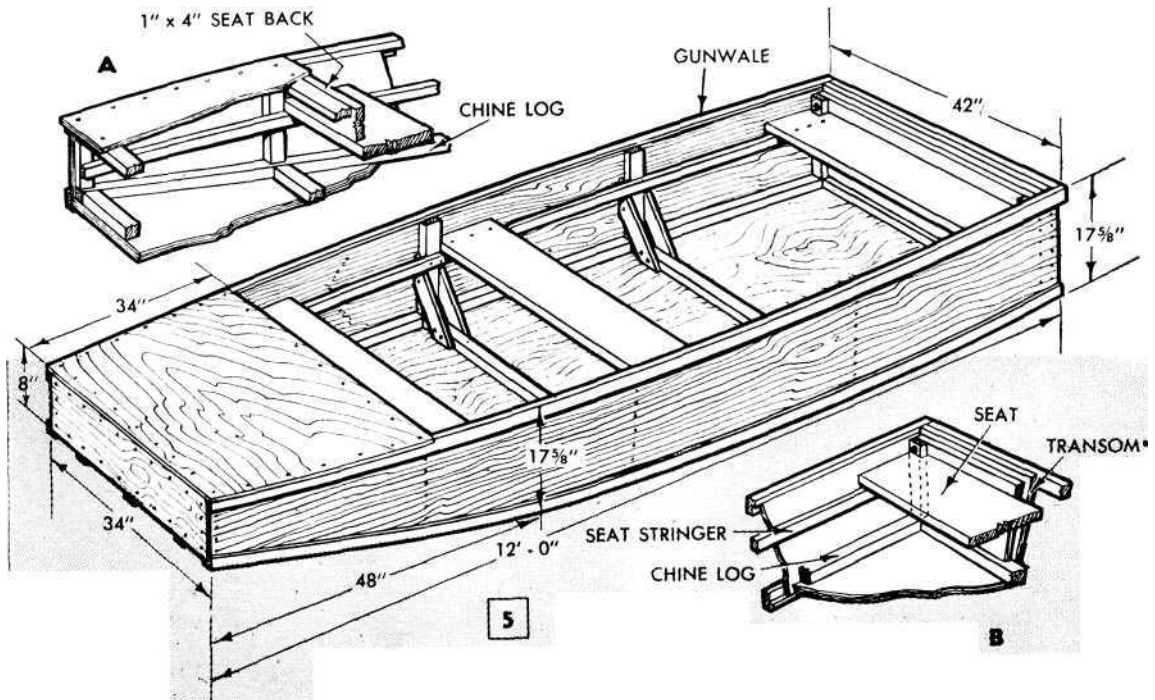


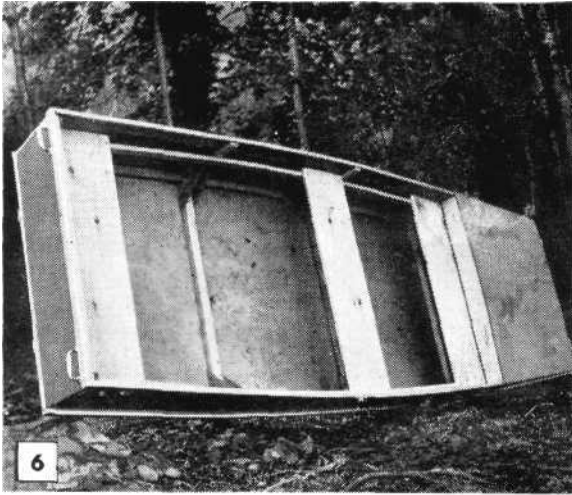
frame sides and chine logs with screws, or annular-ring type nails. Such nails may be used in place of screws for fastening most members.

Next, nail the seat stringers to the frame sides, fasten the bottom frame members in place, and glue and nail the bottom planking to the chine log as shown. Plywood gussets are nailed and glued on both

sides of frames 1 and 2 as indicated in Figs. 1 and 5. The transom consists of two layers of 3/4-in. exterior plywood glued together, and screwed to the sides and bottom as in detail B, Fig. 5. To avoid leaks, cut and fit the laminated transom accurately, and apply a liberal coating of waterproof glue on all joints.

The three seats are installed as in Figs.





Window lifts that are through-bolted to upper corners of transom and bow, serve as carrying handles

5 and 6, after which the deck beams and seat back for the bow seat are nailed in place, Fig. 1, and detail A, Fig. 5. If an out-board motor is to be used on the boat, omit the molding on the transom and cut the gunwale moldings to fit flush with the back of the transom. Then cut the plywood fore-deck to size and nail it to the gunwales and deck beams as shown. Next the boat is turned over and 1 x 2-in. oak runners are attached to the bottom, as in Figs. 3 and 4, to protect it from damage when pulling the boat ashore.

Oak chine moldings fastened to the bot-



Chine-molding strip cut from 1 x 2-in. oak, protects chine from damage, can be easily replaced if broken

tom corners at the sides, Fig. 7, serve as sacrificial members to protect the exposed plywood edges of the bottom. These members should be bedded in an elastic seam compound and screwed to the boat so that they can be replaced easily when worn or broken. Apply a wood-preservative solution, such as Cuprinol, to all surfaces and cover the completed boat with at least three coats of marine paint. Rowlocks and carrying handles are the only hardware used on the boat. Window lifts serve as handles that are through-bolted to the bow and stern as indicated in Figs. 6 and 7.