the end of this article.

Cut the 1 x 8 stock for the bow plate at an angle as indicated by the dotted lines in Fig. 5C. Then transfer the patterns by positioning the drawing over the stock and running a toothed leatherworker's wheel along the outline of the part you are making. The patterns may be cut apart so they are easier to handle, but do not trim them to the outlines.

After bandsawing the parts to shape, assemble the bow plate, using a ¼-in. plywood gusset to back up each joint. Nail or clamp a temporary brace across the ends of the plate until the glue has been drying for at least two hours.

Now, using the pattern for the sponson ends (Fig. 4), cut two of these to shape from ¼-in. plywood and then attach them with glue and screws to the ends of the #1 frame crossmember (Fig. 4H). Position these parts over the full-size frame drawings when assembling. Mark the shape of the rest of the frame parts by tracing the edge of the sponson end directly on the stock. Attach the curved parts cut from 1 x 10 stock to the fore side of the sponson ends and then go on to complete the assembly. Glue all joints and secure them with screws or nails of the sizes indicated.

Use the same construction methods for frames #2 and #3 and then cut frame #1A from a single piece of 1 x 8 stock. When all frames are cut and assembled, lay out and cut notches for the stringers as in Fig. 4.

Now mark the locations of frames #1 and #1A on the bow plate (Fig. 5C) and cut beveled notches in the frames to match these locations. Check the fit of each part and then attach them with glue and two #8 x 1¾-in. *fh* screws.

Stringer System. When the glue has dried on the subassembly, cut and taper the stock for the keelson (Fig. 6G) and then slit it as in Fig. 6H to make forming easier. Load the slit with glue that has been mixed with fine sawdust and clamp the keelson with its fore end aligned with one end of the bending form. While the keelson is drying, shape and bevel the chines as in Fig. 6J, noting that the width of the chine changes forward of frame #1. Form the chines and bilge stringers in the same way as you did the keelson.

Start with the keelson and clamp the stringers in their notches so you can see how much beveling must be done at the frames and fore ends. Be sure the stringers extend beyond the transom as in Fig. 6G, then cut the bevels and attach the stringers.

Attach frames #2 and #3 to the stringers in the same way, spacing them as in Fig 6. Then turn the framework over to install the sheer clamps, deck stringers, and carlins (Fig. 4B). To provide clearance for the engines cut away the carlins at the engine beds and install lumber brackets.

Next cut the engine bed logs and seat support to fit between the frames as in Fig. 2 and 6D, then turn the hull over so you can attach them to the stringers with glue and #8 x 1¾-in. *fh* screws. Use 2 x 2 uprights to reinforce the joint between the bed logs and the frames.

Bottom Plank. With the framework upside down on a pair of sawhorses, you are ready to attach the bottom plank. Cut a full 4 x 8-ft. sheet of ⅛-in. plywood down to 30-in. width, and cut a 32-in. slit at the fore end. Clamp this in place so the aft end extends 8 in. be-