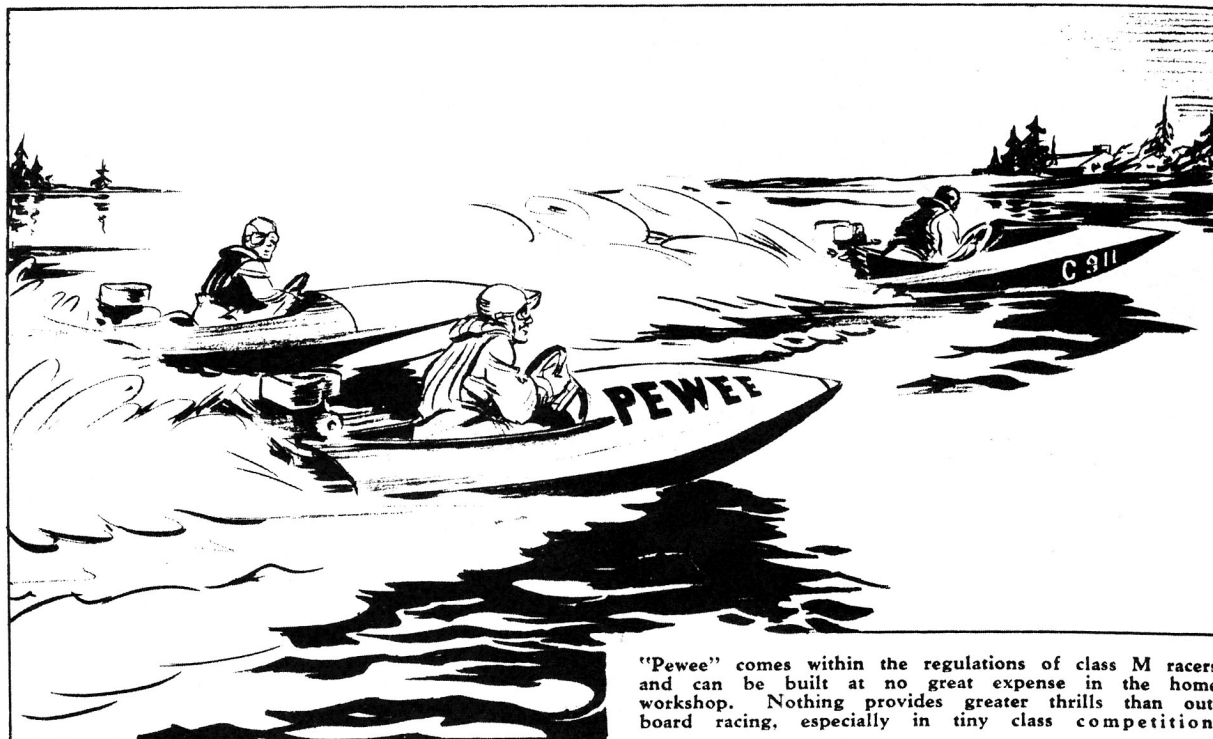


Anyone Can Build "Pewee"



"Pewee" comes within the regulations of class M racers and can be built at no great expense in the home workshop. Nothing provides greater thrills than outboard racing, especially in tiny class competition.

IN DESIGNING the midget outboard racer "Pewee," the effect has been to provide a "step" boat with speedy lines and with a weight close to the fifty-pound minimum set for competition in Class M without making a corresponding sacrifice of structural strength and stability. Materials which combine lightness and strength have been selected for use throughout and the construction has been simplified so that it may be reproduced by the amateur craftsman with but little effort and for a modest sum.

Begin by laying out on heavy wrapping or building paper, center line and base line. Mark off station lines as shown and, using the accompanying table of off-sets, reproduce the half-breadth, profile and body plans in full size. Fair up all curves by checking with the natural curve taken by a light batten when slipped between two nails driven at each point and sprung along the desired arc.

Lay out the frames to the shapes indicated in diagrams on page 16 to dimensions taken from the plans. From the profile and half-breadth plans, make a true projection of the transom onto a plane passed parallel to the profile view and lay out on a single piece of 1" oak. Mark the chine notches before making the necessary $\frac{3}{16}$ " reduction for planking along the deck and bottom lines of all frames

and of transom. This produces a slight projection of the chine which, when beveled, provides a surface to which deck and hull covering may be fastened.

Next mark out the keel notches and cut out frames and transom. Through bolt all frames except the two at Station 3, which are bolted together later, and heavily varnish the edges to seal against moisture. Notches in the transom are cut only into the forward half of its thickness.

Bend a light batten along the chine curve in the plan and mark station distances so that they may be transferred to the straight length of the chine. Guided by these measurements, plane chines to the indicated taper, except at the forward ends which must be left 1" wide until attached to the headlog.

Erect the boat upside down on a 2"x4" framework marking out proper station distances and securing cross braces at these points on the side opposite that on which frames are to be located. Mark off half-breadths on cross braces and block the chines in position at Stations 3 and 7. Fasten the forward frame at Station 3, and the transom, first, using three 1½" No. 8 brass screws at each point and lining the joint with a strip of cotton soaked in marine glue. Follow with the other frames and finish by ripping out the