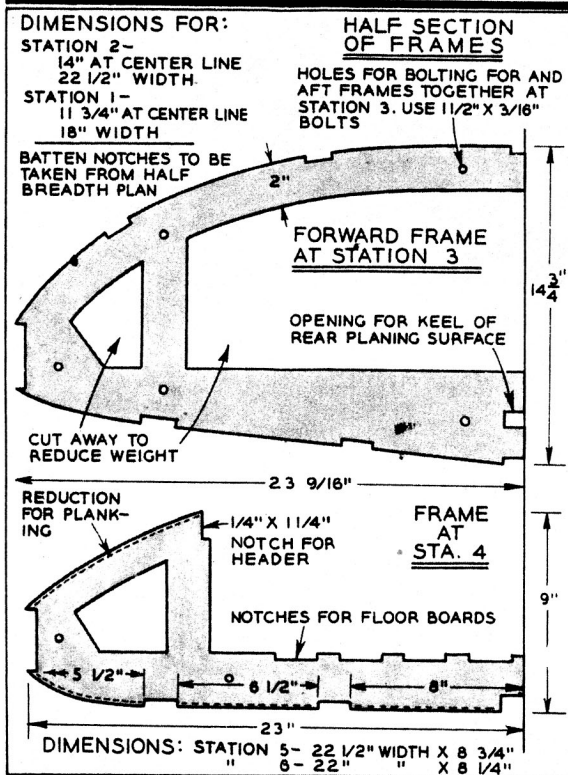
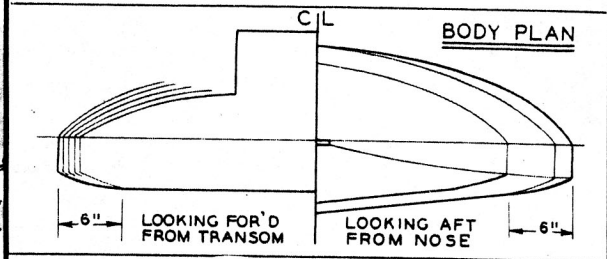
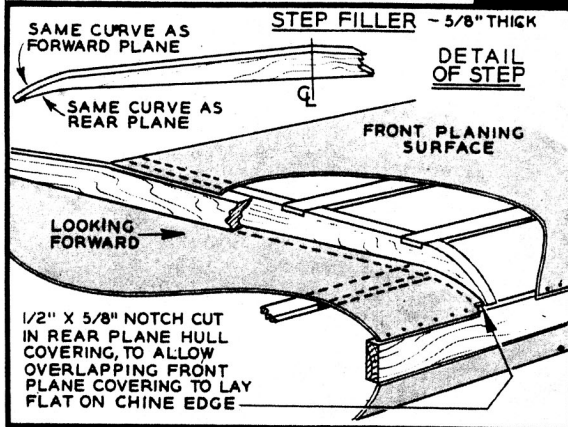


Mortise cockpit header into transom as shown at left. Cut the transom to the shape indicated in the above diagram. Body plan for "Pewee" is shown below.



Frame construction is important and station dimensions shown above should be carefully followed out. Cut out center portions of frames so as to reduce weight as much as possible. Take batten notches from half breadth plan.

designed fin of cast aluminum will give better results than one made of scrap metal, while the aluminum steering wheels which may be purchased at any boat equipment house will help to keep down weight besides proving more dependable than a makeshift wheel.

When the unit is mounted and steering cable pulleys are wired to screw eyes set in deck battens, locate points at which cables pass through deck. Cut 1" holes, and line and face with soft leather to protect deck finish. Light metal handles of the type used on window sashes may be fastened on each side of the transom to facilitate lifting the boat from the water.

Exercise all possible care in the construction of this boat, making certain that frames, chines, battens, and keel are kept true during the early stages of erecting and that all seams and joints are well stripped and glued to make it water tight. These boats are intended for use with only the smallest racing motor and, like most outboard racers, will not prove stable in extremely rough water. The rear deck will ride low in the water when starting and when stationary and should the pilot's own weight run much over 150 pounds, he may find it necessary to build up the rear of the cockpit by adding a higher coaming. This may be done quite easily by adding another plank which slopes from 3" or 4" below the top of the transom to cockpit finish panel.

will be found more satisfactory, in most cases, to purchase these already made. They are comparatively inexpensive and a scientifically