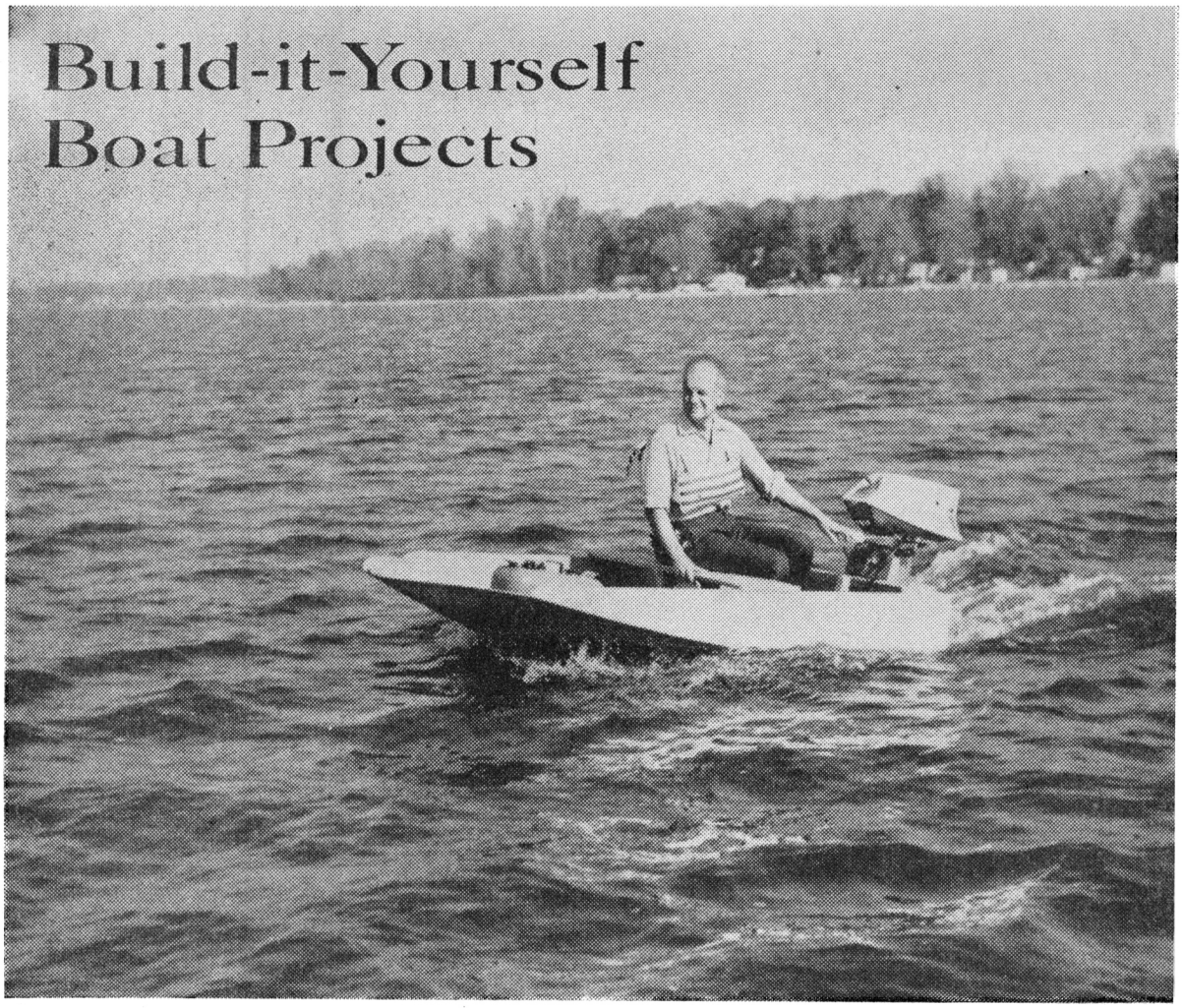


THE CUPPY THROWAWAY BOAT for $12

Designed by William Jackson

MEET Cuppy, the multipurpose midget yacht that costs $10 to build and $2 to paint! And despite its diminutive size, this little boat has half again as much useful load capacity as the conventional 12-foot skiff. Here are a few of the many ways Cuppy can be used:

—As a duck blind for the hunter on quiet bayous or placid ponds.

Here is a unique design for a "disposable boat"—so inexpensive that you can enjoy it for a single season and then discard it!

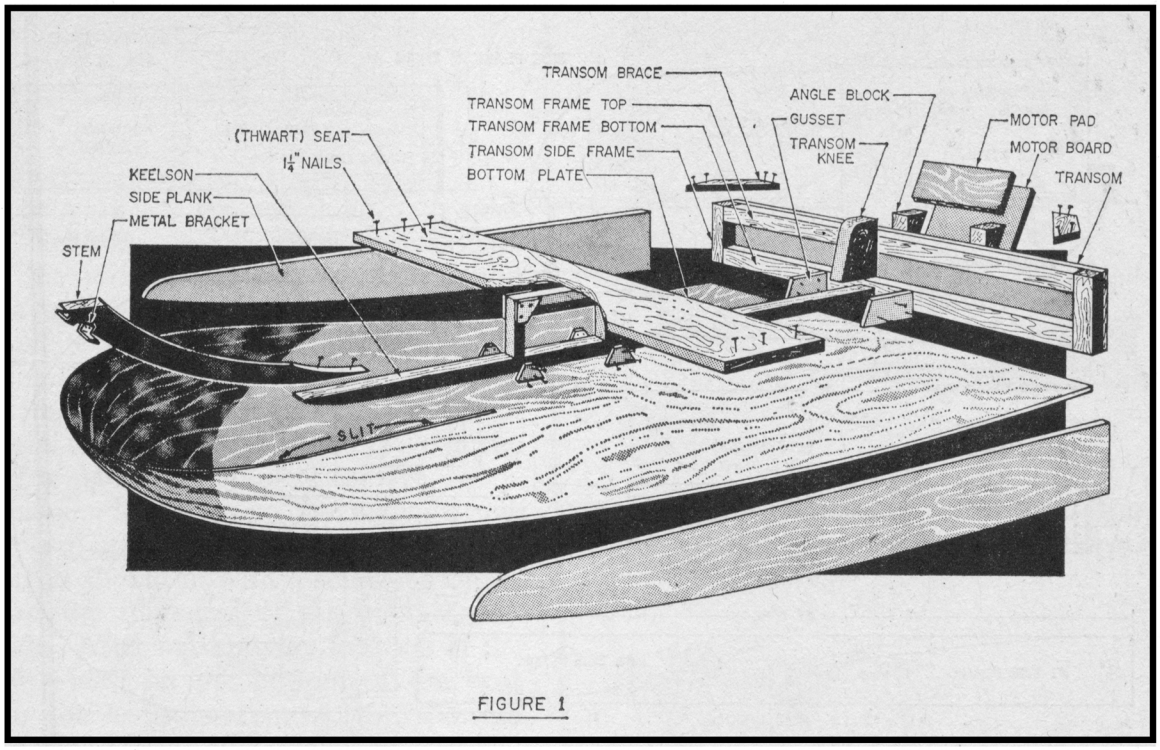


FIGURE 1

—As an ever-bouyant children's boat (lash an inner tube under the seat and let the small fry paddle in shallow waters).

—As an extra boat. Your Cuppy will runneth over (the water) like a scooter with a five-hp kicker clamped to its transom.

—As a sand box (just "plant" it in the backyard and fill it with sand for the kid brothers and sisters).

Here are the materials you will need to build Cuppy:

Plywood		
Lumber		
	1 pc. ¼″x4′x8′ AC Ext.	**$3.20**
	2″x4″x8′	
	1″x12″x8′	
	1″x12″x10′	
	1″x12″x2′	**3.55**
	(All lumber is #2 and #3 stock @ 14 cents per board foot)	
5 yds of		
	2″ glass tape	**.55**
	1 pt. Herter's resin	**1.00**
	1 lb. 1¼″ ringed nails	**.65**
	1 lb. waterproof glue	**.62**
	2 ¼x6″ carriage bolts	**.10**
	1 gal. Ply Panel Paint	**2.00**
	Total	**$11.67**

Take this list to your lumber yard and have the proprietor fill your lumber order with pine, spruce, or hemlock, all equally good for our purposes.

To build Cuppy, first lay out all the material to be cut as shown in Figure 2. The two side planks are cut from the 10-foot 1 x 12, while the transom and the single seat are cut from the eight-foot 1 x 12. The fore end of the 4 x 8-foot plywood bottom panel is scribed to a 25-inch radius and sawn to shape with a jigsaw or compass saw.

Gore Cutout. A wedge-shaped piece is now cut out of the 4 x 8 ply panel (Figure 2). After this gore cutout has been smeared with glue, it is forced together to form the shape of the hull. To force the cutout together, a 2 x 4 can be wedged from the ceiling to the aft end of the cut while the panel is supported atop two saw horses. The 2x4 will hold down the panel while the cutout is wedged shut from the floor using two other lengths of 2 x 4s, one pressing from each side. An alternate method of closing this cutout is shown in Figure 3.

While the glue in the closed cutout is left to dry, the remaining members are sawn to size as shown in Figure 2. When the keelson has been cut and shaped, the transom is then completed. Glue-coat all contacting surfaces of the transom assembly and fasten the

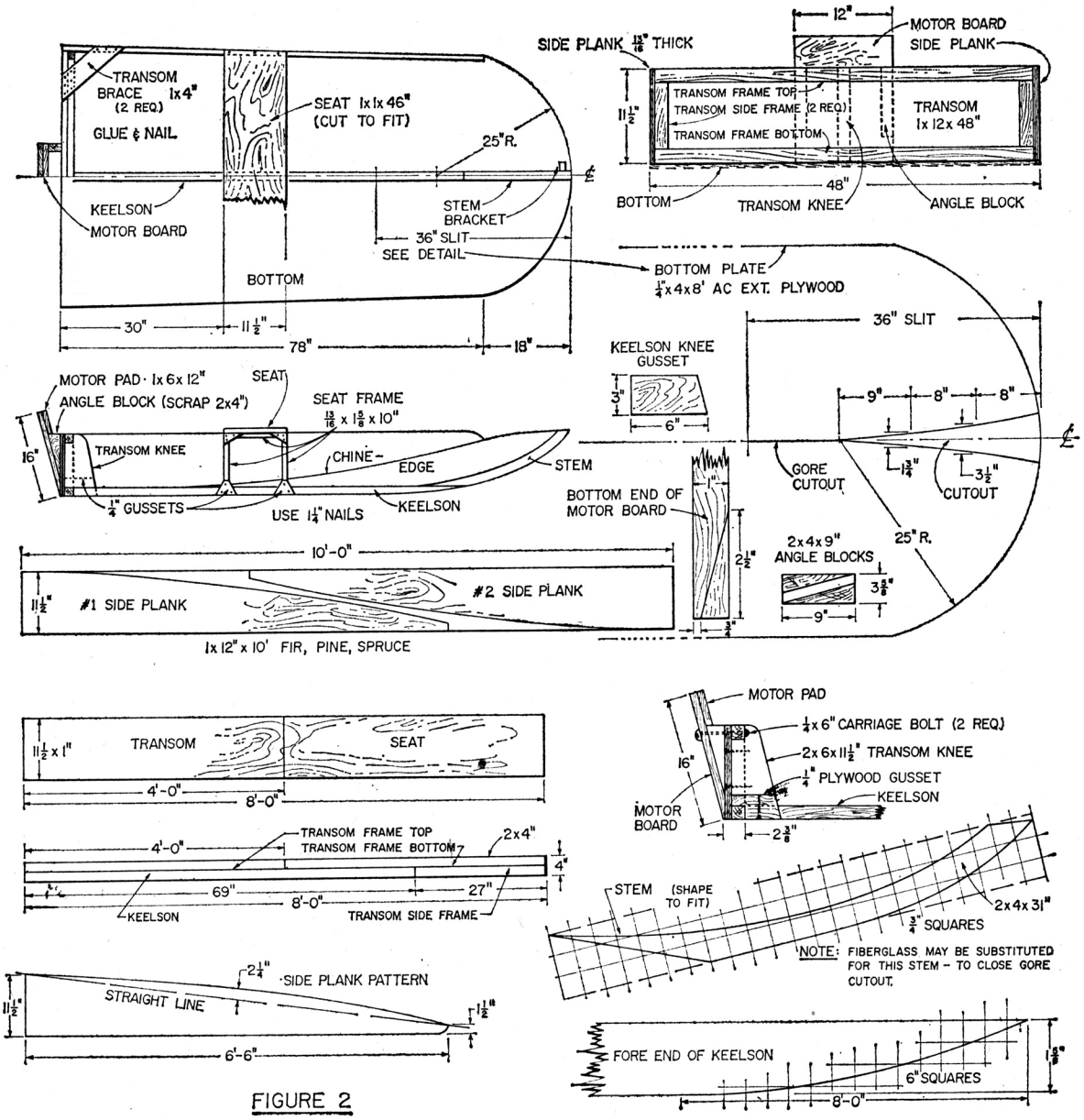


FIGURE 2

CUPPY'S VITAL STATISTICS

TYPE . . . knockabout boat for smooth water
LENGTH . . . 8 feet
BEAM . . . 4 feet
DEPTH . . . 12 inches
WEIGHT . . . 65 pounds
CAPACITY . . . 1 adult or 2 children
CONSTRUCTION . . . plywood over lumber frame
BUILDING TIME . . . 6 hours
SPEED . . . 25 mph with a 6-hp outboard

1 x 12-inch transom board to the framing with 1-¾-inch ringed nails. (Lacking these, use common two-inch wire nails and insert them at an angle for maximum holding power). Space the nails about three inches apart. Some parts will require three-inch nails; to prevent splitting the wood when driving these, first drill pilot holes. Use two ¼ x 6-inch carriage bolts to secure the motorboard to the transom. When this section has been assembled with glue and nails, lay it aside until the glue hardens.

Now return to the keelson and place it in position on the inside center of the boat bottom. Locate it 2-⅜ inches forward of the extreme after end of the bottom, then use a

pencil to mark the bottom along both sides of the keelson. Remove the keelson and smear the joining surfaces of bottom and keelson with glue mixed with fine sawdust. Now, while a helper holds the keelson in place, nail it from the outside bottom of the boat with 1¼-inch ringed nails. Use about four nails to fix it in place, then drive in the remaining nails at two-inch intervals.

Transom. The transom assembly is now set in place at the after end of the plywood bottom. It should fit with a sufficient allowance for the thickness of the planking on each side. After marking the location of the transom—both on the bottom of the boat and on the keelson—remove the transom and coat the joining surfaces of bottom and transom with the glue-sawdust mixture. Now return the transom to position and fasten it to the bottom with a triple row of 1¼-inch nails.

With the two side planks cut from the 10-foot 1x12 (Figure 2), place them in position *prior* to securing their after ends to the transom and the fore ends to the cupped forward section. It will be evident that a good portion of the chine edges of the forward side planks must be beveled to fit the slope of the bottom; so remove the side planks for the job. Before positioning them in place again, coat the transom and the contacting surfaces of the planks with the glue-sawdust mixture. Then place the planks in position and fasten them to the transom with a double row of 1¾-inch ringed nails. Continue by fastening the ply bottom to the side planks with 1¼-inch ringed nails spaced about two inches apart.

Seat. The boat is now complete except for the seat. This is glued in position at all contacting points and secured with two-inch nails. Scrap 1x2s or 2x2s are used to reinforce the seat frame as shown in Figure 2, and gussets brace it at the bottom.

Cuppy is ready to go as soon as the chine and transom edges have been glass-taped, and the paint applied. For the taping job you'll need one pint of resin and five yards of two-inch glass tape.

Finally, slap on two coats of bright, cheap paint—and you're ready for a season of fun. At season's end, Cuppy can become that sand box we mentioned—or you can use it for fire wood! ■

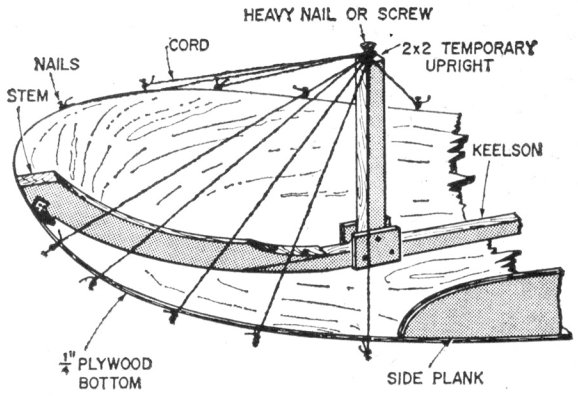
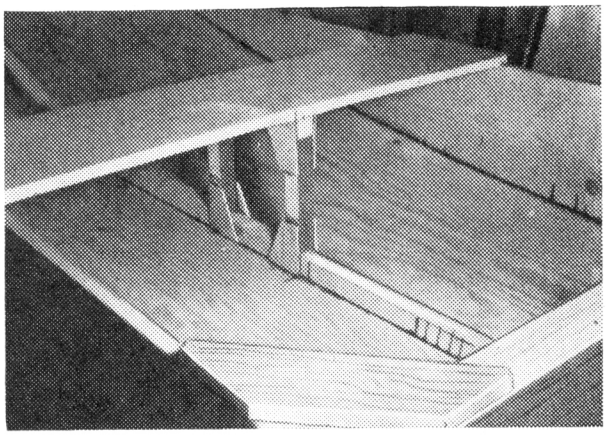
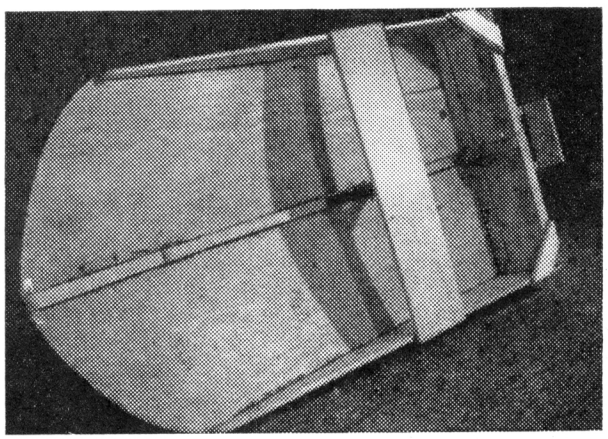


FIGURE 3

TEXT describes method used to close gore cutout: alternate method is illustrated here.



SEAT FRAME with reinforcing gussets is knocked together with a bit of scrap wood.



HERE IS Cuppy with seat, transom braces and sides all stoutly glued and nailed in place.