



Set the pieces aside until the glue dries and cut the fore cross piece (Fig. 2). To find the location of the cross piece on the bottom, place the fore strut over the slit and gore and carefully bend up the bottom. Mark the plywood bottom at the aft end of the fore strut. Set the cross piece in position on the mark (Fig. 3) and clamp in place.

To close the gore, use a bar clamp or place a loop of rope over the fore end of the bottom and twist together with a stick until the gore closes. Then make the metal tie bar (Fig. 4) and bolt to the inside of the bottom across the closed gore to hold the fore end together. With a hand plane, bevel and fit the lower edges of the fore strut to fit tightly against the bottom. Coat contacting edges of the bottom and fore strut with waterproof glue and clamp together. Fasten with # 5 x $\frac{7}{8}$ in. *fh* screws spaced 3 in. apart and driven through from underside of the bottom on each side of gore into the strut. Remove the fore cross piece, apply glue to edges contacting bottom and fore strut and re-clamp. Fasten with # 5 x $\frac{7}{8}$ in. *fh* screws spaced 4 in. apart across bottom and two # 8 x $1\frac{3}{4}$ in. *fh* screws to fore strut.

Next, cut the two side pieces and fasten the strip and cleat with glue and # 6 x $1\frac{1}{4}$ in. *fh* screws making one right and one left hand piece. When dry, set the sides on the hull bottom and fasten with glue and # 5 x $\frac{7}{8}$ in. *fh* screws spaced 4 in. apart. For the transom, measure the distance between the two sides at the stern and cut the transom from the same size stock as the sides. Assemble to the hull (Fig. 3) with glue and # 5 x $\frac{7}{8}$ in. *fh* screws spaced 3 in. apart through the bottom and # 8 x $1\frac{1}{2}$ in. *fh* screws into the side cleats. Make the transom pad (Fig. 3), bevel the ends and fasten to

the inside center of the transom with glue and # 6 x $1\frac{1}{4}$ in. *fh* screws.

Your next step is the installation of the previously made stringers. Since the sides of the stringers are to be flush with the edges of the cockpit opening on the deck, temporarily place the stringers in position in the hull and also the deck plywood. Trim and fit the fore end of the stringer to fit tightly against the fore cross piece and flush with the deck edge. Then remove the deck and stringers, coat contacting edges of stringers with glue and reinstall in the hull, fastening with 1 in. stronghold nails through the bottom and to the transom pad. Make the steering-wheel supports and pad (Fig. 2), and fasten the supports to the fore cross piece with six # 8 x $1\frac{3}{4}$ in. *fh* screws and the pad to the supports with six # 8 x $1\frac{3}{4}$ in. *fh* screws. Cut the compression struts (Fig. 3) and fasten to the bottom on the inside of the hull with # 5 x $\frac{7}{8}$ in. *fh* screws driven through the bottom from the underside. Also install $\frac{3}{4}$ x $1\frac{1}{8}$ in. cleats at the bottom of the transom on each side of the compartments formed by the stringers.

Before assembling the deck to the hull (Fig. 5), apply Kuhls *Three-Way Preservative* to the inside of the watertight fore compartment and side compartments. Then coat the top edges of all parts that will come in contact with the deck with glue. Place the deck plywood in position and nail the fore curved portion of deck and bottom plywood together with 1 in. nails clinched on the bottom. Fasten the remainder of the deck to the sides, transom and stringers with # 5 x $\frac{7}{8}$ in. *fh* screws. When the glue is dry, trim the deck and bottom plywood flush.

The motor board (Fig. 3) consists of two pieces 1 x 8 in. stock, edge glued and sand-