

## Whitehall Boat

This is the gentleman's rowing yacht of the Victorian period. Not for everybody, it's for the man who can afford to go first class. It is of Lapstrake mahogany construction.

16' rowing model with three rowing stations and two pairs of straight oars \$1,240.00

## Gunning Skiffs



These sneak boats date back to the time of commercial duck hunting when the important thing was production. It is an aggressive form of hunting which puts you in the initiative. You don't just sit and wait for ducks, you go out after them.

14' SOUTH BAY SNEAK BOAT, or, ALVING MUD BOAT \$180.00  
 14' NEW HAMPSHIRE DOCKING SKIFF 280.00  
 14' SAN LEANDRO SCULL BOAT 360.00  
 12' JUNIOR SIZE SNEAK BOAT, recommended for hunters not exceeding 150 lbs and is to be restricted to calm water situations. 140.00

Sculling oar \$ 24.00  
 Blank sculling oar 12.00

Building plans for SOUTH BAY BOAT \$ 5.00

These hunting skiffs are tested and demonstrated in our pond at Davenport.

TO: The courageous few, the BACKYARD BOAT BUILDERS.

In this age of stamped-out, look alike merchandise you are swimming against the tide, you want to create.

Everybody is out to sabotage you from wife to lumberyard. But if your fire cannot be dampened, come down to Davenport with your ideas. Because of low overhead and a warm place in our hearts for you, the amateur boat builder, we are able to give attractive prices on all materials needed in your venture.

## 15' Peapod

This craft dates back to the Vikings, who were the best sailors and ship builders of their time. The REED BOLE is still used for commercial fishing in the Shetland Islands. Brought to the New World they were modified somewhat and called PEAPODES. They were used for commercial fishing and by lighthouse keepers. In the late 19th century these craft were used by seal hunters in the North Pacific.

Our boat is of lapstrake mahogany construction:

Rowing model \$740.00  
 Sailing model \$20.00

## Yacht Tenders

6 1/2' Lapstrake mahogany FRM \$210.00

8' JIFFY SKIFF \$ 42.00  
 Fore 'n aft model 98.00  
 Sailing model 192.00

10' JIFFY SKIFF \$130.00  
 Fore 'n aft model 114.00  
 Sailing model 230.00

10' Lapstrake mahogany DTHGV \$630.00

All yacht tenders come complete with oars and oarlocks. The fore 'n aft jobs have two pairs of oars.

And \$20.00 for mahogany plywood construction in JIFFY SKIFFS.

The sailing models are to be locked on primarily as rowing craft. You can get a reasonable turn of speed, but don't expect anything approaching high performance. These are utility boats, designed to serve larger craft. The rig is aimed at being simple, handy, and inexpensive.

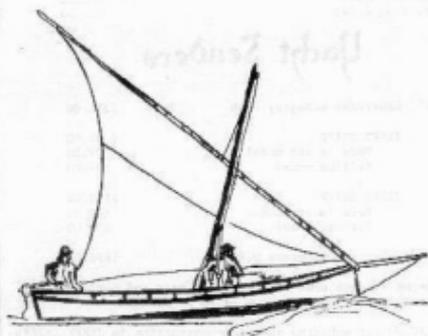
Our boats are completely finished, but usually UNPAINTED. You have the pleasure of giving them your personal touch and having it.

## AEOLUS BOATS

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We are happy to invite you down to our place of business. Just drive down the coast to Davenport, an old whaling station 10 miles north of Santa Cruz.

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## Dories

18' GRAB BARS DORY. This is the boat that was made famous by Rudyard Kipling's CAPTAINS COURAGEOUS. One of the most seaworthy designs created by man. It has its origins in the Mediterranean countries about the time of Christ. But the Yankee fishermen, relying on it in roughest seas, brought it to its fame.

Lapstrake model \$460.00 \$580.00  
 Add \$40.00 for outboard well.

### 15' BOKING DORY

Straight-sided model \$290.00 \$230.00  
 Double chined model 360.00 280.00  
 Sailing version (double chine) 580.00

### 12' SEMI-DORY

Rowing version \$760.00 \$210.00  
 Outboard model 190.00 240.00  
 Sailing model 460.00 410.00  
 18' HUMBOLDT'S BATTLE 340.00 \$310.00

KITS consist of a blank hull, assembled, plus all DRYER TO complete the boat.

POSDOR rolling mast \$ 35.00  
 POSDOR rolling seat, installed 48.00  
 OAR DORS special bladed oars 65.00  
 One pair of 7' Arkansas oars comes with all dories and outboards.

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1. The building form consists of a 12' length of 2x6 (or 2x8) and a few short lengths of 2x4, plus a few odd scraps of plywood. The diagrams we give primarily as guides. The working height should be tailored to the individual. If you are working on a concrete floor you have a special problem, and the stand will be somewhat more complicated.

2. Assembling the frames. No table of offsets is involved, and you will not need to do any lofting. Make a full-size pattern of frame #5 (#5 and #6 are identical). Any material will do so long as you have some thickness, say at least 1/8". Now tack this pattern down to your work bench. On the left side of pattern, and snug against it, nail three slats. Any thickness will do, say between 1/2 and 3/4". These slats will serve as your guide for all of your frames, except frame #1.

Now have several length of framing material handy. Tack frame members (3 pieces) firmly in place against the slats, being liberal with length. Glue and nail on the first gusset, keeping in mind approximate locations of stringer notches. Remove this partial frame, reverse and repeat the operation on the opposite side. The only measurement you will be concerned with is along the bottom of the frame. That is, #5 is 33" from point to point. If you get this right the other dimensions will take care of themselves. Remove, and you will have a frame with gussets on opposite sides, one forward and one aft. Nail on the other two gussets, bearing in mind approximate bevel frames will take. Naturally, you will leave yourself a bit of extra height to play safe with the sheer line.

This same procedure goes for all of the frames, except #1 and #2. #3 also differs somewhat. #2 uses the same guide, but is made of only three pieces instead of five, and uses a simpler gusset. In assembling #3 it is important to insert the 3/4" spacer against the upper slat, as illustrated in the plan. #1 is done by development, and you can get this one out of your mind until after you have put on the stringers.

3. Transom is made of 3/4" material, 12" wide. In putting the two pieces together allow yourself a 1/2" step to facilitate fairing for the bottom planking. Then screw and glue the two vertical pieces on the inside. If you can't get a full 12" plank it is a small matter to glue a strip on top to make up the difference. This can wait until the boat is turned right side up.

4. Setting up frames and transom on jig. Put center lines on frames and transom and set them up in place along your horse. It will help here to drive a small nail vertically in each center mark. The thing to do is sight along the nails from a distance, from both ends. Put on transom with four temporary screws. Frames take screws into the cross 2x4s and are toenailed into the main timber. Wedge stem into its notch, and we are ready to fair for the side planking.

5. Fairing operation. Use a long batten as a guide for this job. Do not fair stem. Now notch for chine stringers. This is a tedious, exacting chore, and we can't help you much here. Note that the stringers go right through the transom. Beveling these stringers will also cause you some distress. That is, the long bevel to fit the stem. When you are satisfied about the accuracy of all notches start fastening the two stringers at the stem. Go aft simultaneously with screws and glue. Don't lose sight of the hook in the bow. You will note that these two stringers have stiffened up the whole job.

Are you still with us? Fine. Now we start to notch for the intermediate stringers. And this job is plenty nasty. Do not forget about the twist that needs to go into these stringers. This twist is centered at about frame #3. It is safe to put these on one at a time.

Now let's build frame #1 into the stringers. Position is not critical. You will note that it will give control to the stringers. Glue and clamp filler blocks (soft wood) on stem snugly between stringers. Do not use fasteners here.

6. Fairing and planking. To fair the stringers use plane and rasp, making numerous checks with straightedge. If chine stringers are put on properly they will require little or no fairing. The lower side planking goes on first. Scribe the two forward planks from a sheet of plywood. Suggestion: it is easier to place butt blocks between stringers in advance of planking. 3/8 plywood is suitable for butt blocks. Make sure of a perfect joint between stringers and plywood. Where joint is imperfect leave clamps on all night. When glue is dry fair for bottom planking. Cut in limbers with coping saw. Nail on bottom, after-section first. Butt block will want screws. In fairing up forward keep your eye on the hook.

7. It is safe now to take the partially planked hull off the jig. Put on keel. For this job it will help to pre-drill from bottom. Now go ahead with skeg and stem-post.

8. Sheer stringers. Notch 3/8 along sheer line. Glue and screw in place. Shape and place deck formers. This probably the meanest job on the whole boat, and there is no easy way out. You are on your own here. Fair for deck planking. In fairing, look out that you have long, continuous curve. If you are human you will be fighting a few nails on this job. Place three or four cross beams for deck. Spacing is not critical here.

9. Upper planking. Preparatory to placing planks you should have edge of bottom plank trued up to meet it. A good rabbit plane is the only tool for this job. We have found that it is easier to forget about the bevel until the job is right side up. That is, let the bottom plank hang down as much as you want. You can do a better job attacking it looking down on it and you will also save your back. Now go ahead with upper planking, starting with the bow pieces.

10. Deck. Fair for deck. Before nailing down deck soak inside of nose liberally with Cuprinol, because this is a first class situation for the development of rot. Be careful to keep Cuprinol away from deck glue joints.

11. Transom moulding.

12. False stem.

13. Outer sheer stringers.

14. Screw and nail on metal strips around nose and transom corners. It's a good idea to use copper rivets around transom. If long copper nails are available it's shrewd to run rivets through sheer stringers and upper frames. This is the only way to make a positive joint here.

15. Fiberglass. Before applying tape to seams make sure corners are well rounded. Glass will not bend around anything sharp.

#### MATERIALS

In building any boat it is better for several fellows to get together and attack the building form. If you are building just one boat the lost motion is staggering. Also, in building just one boat you will have rather poor economy in plywood.

The following list applies to one boat and it is rather approximate:

- 3 4x8 panels of marine ply (the exterior grade is poor economy.)
- 3 planks 1x8, 15' long will do for all the stringers, frame, keel, etc.; in other words, all non-plywood parts. Use anything you want, but we suggest Philippine mahogany of medium density. It seems to hold fastenings better than, say, fir. You will find it a little mean to plane, but this assures you that it will resist splitting.
- 6 strips 3/8x1 1/4 about 9' long, for sheer stringers, transom moulding, and inner keel pieces. There is nothing wrong with ripping some of your standard thickness material for this. A bit less than 3/8" can't hurt.
- 1 1x12, 6' long, for transom. If this width is not available to you, it is small matter to create it with glue and furniture clamps.
- 40 1 1/2x8 screws
- 200 3/4x6 screws
- 40 5/8x6 screws for the butt blocks
- 2 lbs 1"x14 bronze nails. The rule here is to use nails wherever you can, that is wherever it is solid enough.
- 3 lbs Weldwood glue.

For fastenings bronze is the best all the way around; galvanized is alright; brass is not much good in salt water. Don't mix iron with non-ferrous metals.