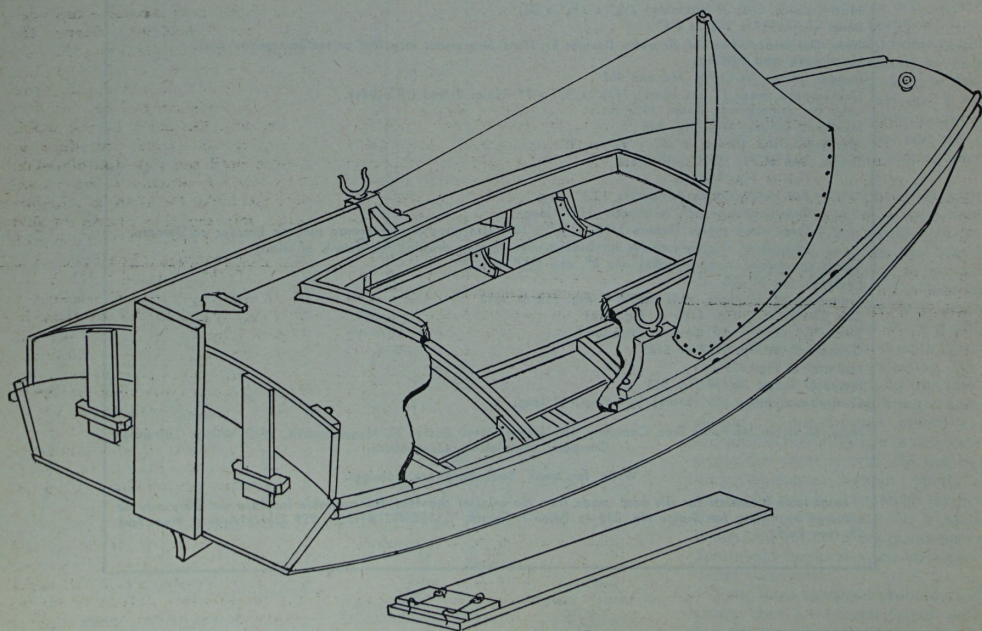


Best rowing position (above) is sitting on floor. Diagram below shows placement of collapsible breakwater.

"Whistler"

10 FT. DUCK BOAT



A kessin' cousin of the Barnegat sneakbox and a whole lot easier for the amateur to build, this plywood, flat-bottom craft is the most likely companion for the lone hunter or fisherman

BY HENRY P. MEGARGEE

IF YOU ARE familiar with that wonderful little duck hunting boat, the Barnegat sneakbox (see 1960 SPORTS AFIELD Boatbuilding Annual "Plywood Sneakbox Wid-geon"), look at the plan view of *Whistler*. You would think it the same boat with her nose sawed off.

Actually, the boats are close kin and have several common features. Both have: a high crown deck giving leg room but at the same time a low silhouette; a full deck with a small cockpit just wide enough for the reclining hunter to lie concealed; adequate deck space astern with a rack to carry a large flock of decoys; a hatch that locks on to convert the boat into a locker for gear; and finally, a high-peaked, collapsible breakwater or spray shield that keeps the hunter dry as a bone when going to windward in a blow.

One big difference between *Whistler* and a true Barnegat sneakbox is the matter of ease of construction. The latter has the advantage of a feather edge and spoon-shaped bottom, but is a difficult boat to build with planks and next to impossible for the amateur builder with plywood, the principal material used in *Whistler*. *Whistler's* bottom is flat. She has sheer sides that flare outward with plenty of sheer fore and aft, both features designed to give her lift in a seaway. Her deck is bent in a simple arc with a constant radius so that there is no compound curvature to worry about. When you have examined the plans and read the descriptive text, you will see that anyone with a rudimentary knowledge of woodworking and ordinary hand tools can build her.

To "set up" *Whistler*, select two 9' x 5½" 2 x 4s that are absolutely true throughout their length along both the wide and narrow dimensions. Follow the setup diagram and check to make sure that the whole structure is square at the four corners before fastening the diagonal crossbraces.

Lay off the indicated distances for each mold and nail mold braces in place to receive them. The stern

transom is the only piece in the setup that remains in the finished boat. All molds rest directly on the setup stringers and are so designed that they fix the amount of sheer fore and aft. Three of them are quite wide and there is danger of warping, therefore it is suggested that all molds be cut from low-grade 5/8" plywood. Lay them out and saw them with great care. Notch the molds to take ¾" x ¾" gunwale and chine battens. Do not notch the stern transom itself but screw-fasten a notched block to it at both sides to take the stern ends of the battens. These battens, each 10' long, extend from bow to stern on both sides of the boat. They are used for one purpose only: to scribe on the side planks the gunwale and chine lines.

Note that the angle the sides make with the vertical is the same for all molds and for the stern transom as well in the ratio of 1:4. Make a very accurate pattern cut at this angle and use it when making all molds. For convenience in attaching C-clamps that will hold side planks in position, nail a 1" x 1" strip to the end of each mold between notches. Molds are screw-fastened to the mold braces for ease of removal at the proper time.

The stern transom is cut from ½" plywood. At the deck its curvature is the arc of a circle whose radius is 43½". It is worthwhile to make a pattern of the arc of this 43½" radius, for all the deck frames are cut on this curve. Use a home-made beam compass to scribe the arc on cardboard. Make the chord (or width of the arc) 44", which is the extreme width of the boat. With this pattern, scribe the deck curve of the transom and draw the chord, which is 34½". With the 1:4 pattern, draw the side angles and connect them with the line across the bottom of the transom. After the transom has been cut out, apply resorcinol glue and screw pieces of ¾" x 2" oak flush along the ends and across the bottom. Do not install the ¾" spruce curved piece that meets the deck until after the boat is turned over and the setup forms

are removed.

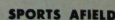
Like the molds, the transom is set at a right angle to the setup stringers and is temporarily fastened to the braces with screws.

The sides are made from ¾" Sitka spruce or white cedar, two planks 10' long. (To be on the safe side get them 12" wide.) Start by clamping the planks at the stern. Apply pressure at the bow with a rope tourniquet. Proceeding from the stern, clamp both planks to opposite sides of each mold. As you proceed toward the bow, spring the boards gradually with the tourniquet until they are flush with Mold D. By springing both boards in this way unequal pressure that might pull the molds out of line is avoided. Scribe the gunwale and chine lines on the side planks. Saw the planks to shape, allowing ¼" at deck and bottom to be planed down. The shaped planks should be identical if the mold structure has been accurate throughout. Shape the slope of the side planks at the bow as shown on the detail sheet. Locate the points X and Z, join them and saw both sides along this line.

Reclamp the sides to the molds following the same procedure as before until the rope tourniquet at the bow has drawn the sides hard against Mold D. With a straight-edge, fair the side planks so that when planed they will be flush with the bow transom. (The transom is made of ½" plywood.) While the detail sheet gives its dimensions, it is suggested that the transom be laid out by scribing lines directly from the sides. Cut the transom a little larger than the distance between the sides and about 15" wide. At the deck line draw an arc with a radius of 34". The entire deck has a curvature radius of 43½", but because the bow transom is pitched forward, the approximate curvature is on a 34" radius.

Temporarily screw-fasten the transom in place across the ends of the side planks, allowing its curved portion to project about ½" above the gunwale line; this to be planed off later. Scribe the outer line of the sides on the transom (transom

A stylized black and white illustration of a duck in flight, facing left. The duck has a dark head and neck, a white body, and dark wings with white markings. Its wings are spread wide, and its tail is also visible.



scribe the outline of the boat on it. Saw out the bottom, leaving $\frac{1}{4}$ " all around the scribe lines. With resorcinol glue and $1\frac{1}{4}$ " corrugated bronze nails on 2" centers at the sides and transoms and 6" centers on the ribs, fasten the bottom in place. Plane edges flush with the sides and transoms.

Turn the boat over and remove the strongback form by unscrewing the molds from it. Cut away the corners of Molds A, B and C to allow plane room and fair the side planks level with gunwale battens. With this done, remove the deck battens and molds. Using the deck frame pattern previously described, saw the nine deck frames shown on the plan. They are cut from $\frac{3}{4}$ " plank and are $1\frac{1}{4}$ " deep. Note that the frames are double at both ends of the cockpit, and that short curved pieces similar to the frames are glued and screwed to the frames at both ends of the cockpit extending from the cockpit liner to the sides. The side decks are fastened to them. Before permanently fastening the deck frames, set them temporarily and check for alignment. Now install the curved spruce crosspieces on both transoms and with a straightedge laid on the two nearest deck frames, fair the transoms where they meet the deck.

When this is done, lay a straightedge along the deck frames at the center of the boat from transom to transom. If your side planks have been properly shaped, the frames and transoms will form a straight line fore and aft. If not, you must correct the side planks to bring the frames into line. Also at this point, with a sheet of $\frac{1}{4}$ " plywood, check the deck forward and aft of cockpit to make sure that the curved deck meets the side planks accurately. Here again, correction of side planks may be necessary if you have not been careful.

Bevel the side planks with one of the deck frames as a guide.

Permanently install all deck frames by attaching them to risers with gussets.

Initially the frames at either side of Station 4 are carried across the boat. Leave them until you have installed the deck braces supporting them. Temporarily nail the battens to these two frames and to the frames at both ends of the cockpit, then cut away the frames crossing the cockpit, to be used later in making a hatch. Plans call for a cockpit liner which is a strip $\frac{1}{2}$ " x $1\frac{1}{4}$ " extending the length of the cockpit on both sides. Its top is flush with the deck frames.

Before decking the boat, install

the oak knee at the stern transom and the outboard bracket. The $\frac{1}{4}$ " plywood deck goes on in four pieces: bow, stern and both sides of cockpit. As each piece is prepared, temporarily screw the panel in place and scribe the outline. Saw $\frac{1}{4}$ " outside the exterior scribe lines as a safety measure to be planed away. Here also mark on the bow and stern pieces the centerlines of deck frames for ease in nailing the deck to the frames. With resorcinol glue and 1" corrugated bronze nails on 2" centers, fasten the deck panels to the sides and on 6" centers, to the deck frames. Plane the edges flush with the sides and transoms. The coaming around the cockpit is $\frac{1}{2}$ " x $2\frac{3}{4}$ " spruce or cedar and extends $1\frac{1}{4}$ " above the deck. It is trimmed with $\frac{1}{2}$ " quarter round.

Next install a 1" half-round rub rail of mahogany and a $\frac{3}{4}$ " x $\frac{3}{4}$ " spruce or cedar toe rail at the edge of the deck. Both of these extend the entire length of the boat. Whis-

tlar has $\frac{3}{4}$ " x 1" oak runners on the bottom. They are glued to the bottom panel with soft-setting glue and fastened to each rib with $1\frac{1}{4}$ " No. 10 brass screws. The 1" spruce skeg is also glued with soft-setting glue and bolted to the stern transom crossbrace and to the ribs with $\frac{1}{4}$ " galvanized bolts.

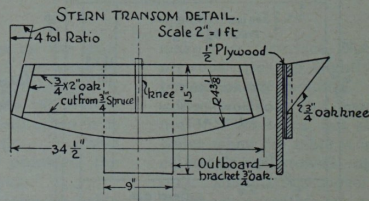
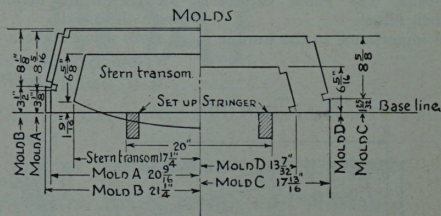
Oarlocks are $\frac{3}{4}$ " oak and bolted to the oak support below deck as indicated.

The midship section and plan view show the deck braces at Frames 3 and 4. You will find shelves between these braces a great convenience. They are used for the storage of shells, duck calls and other small bits of gear.

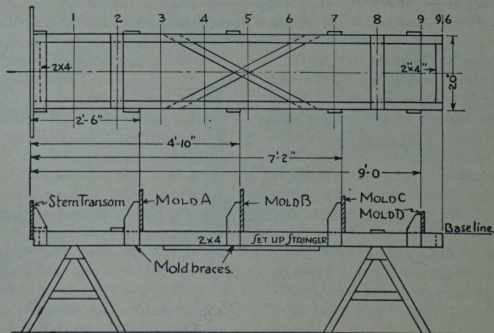
The floor below the cockpit is a $\frac{1}{4}$ " plywood panel, $28\frac{1}{2}$ " x $49\frac{1}{2}$ ". Four 1" No. 7 screws, one at each corner, hold it in place.

The stern of Whistler, like that of any Barnegat sneakbox, lends itself to the carrying of decoys. This is accomplished by use of the de-

9-11" DUCK BOAT "WHISTLER"



HOW TO SETUP WHISTLER.



Of vital importance to the hunter

Here a word about propelling the

Large-scale blueprints of *Whistler*, made from the original drawings, are available at \$5 a set. They may be obtained by writing to Henry P. Megargee, c/o SPORTS AFIELD, 959 Eighth Avenue, New York 19, New York.

9'-11" DUCK BOAT WHISTLER.

