

### The Natoma Skiff (Continued)

I took, as well as I could, the actual lines off of Jim's boat. I then changed the lofting to take these into account. Then I made a set of molds and a new strongback to test the whole thing out. When I found out exactly how the chine and plywood wanted to lie, I took the setup apart and traced the finished mold shapes onto the lofting. Then I worked with the long lines, especially those garboard diagonals, to get everything sweet. After this I did one last trimming and shimming of the molds, put everything back together, and planked up a hull.

The first hull was put together with epoxy and heavy-gauge, narrow-crown stainless-steel staples. It didn't work out too well; the staples wouldn't pull the planking 100% tight. I sold that hull off to Dick Luxon for \$200 and made another.

For the second hull I used 1" x No. 6 drywall screws with plywood washers to pull everything tight. While everything came out much better, the assembly still wasn't as polished as I'd hoped. So I did it one more time.

This last boat turned out fine. I finished her up, and this is the one I took to Mystic for the Small Craft Workshop in the beginning of June. So, the drawings you see here are made from offsets taken from a twice-corrected lofting.

If you want to build this boat, I could offer the following advice: First, if you can raise \$20, get in touch and I'll send you blueprints of construction drawings and full-size

section and stem drawings so that exact chine placement, which is just about impossible to fit into drawings of this scope, can be picked up.

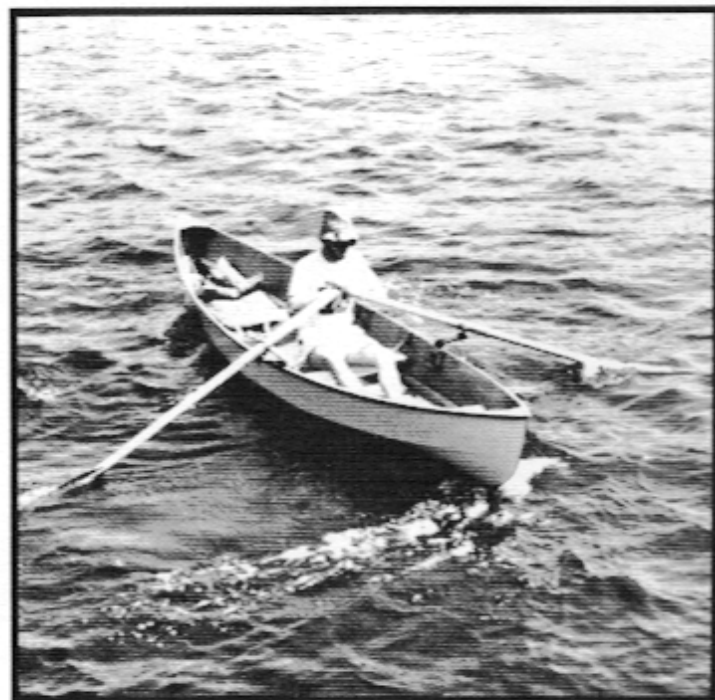
Second, because of the amount of bend and the planing required to fit the planking, I would advise you to use 5 mm Bruynzeel occume plywood. This is what the molds are tuned for, and as only two sheets are required, the effort and expense required to get the stuff are very worthwhile.

Third, it will probably take you at least one "tune-up" hull to be able to turn out a really slick job. My third hull took about one day to make all of the parts, one day to set up, fair, and hang garboards, and one day to hang sheer strakes and gunwales and to plane and putty the outside of the hull.

So far, I have only finished out the one boat, but I have a sneaking hunch that after a little practice I could turn out one complete and ready for paint in five days.

If you, like Jim Lawson, can't at the moment build your own boat but you'd like one of these, find a couple of buddies who also want a boat, track down a willing builder, and pay him a fair price for a small production run. Just imagine—a really good, handmade, wooden pulling boat built by a professional builder at an affordable price.

Last, if any professional builders want to make a few of these for sale, get in touch. There is a liberal discount for the trade.



*John's skiff got a lot of use at the Mystic Small Craft Workshop. Paul Lipke, here, thought she rowed just great.  
Photo: Ken Steinmetz.*

*Editor's note: TSCA Council member John DeLapp is a professional house designer and builder in Davis, CA. This is the second boat that he has shared with us. The lines of his "Flyfisher," a 12'10" double-ended lapstrake pulling boat appeared in the Fall '87 and Winter '88 issues of The Ash Breeze. John's address and phone number can be found in the list of Council members on page 6.*

