

sheet, the materials cost comes up to less than \$200. John's priorities were performance, capability, and good looks, but economy also enters into most people's equations, and cost was one of my considerations. With this boat, these are the appropriate materials.

We first launched the boat in Tomales Bay in time for the Marshall Beach Campout. It was a good test trip with following winds, dead calms, and impressive head seas. I was recovering from a shoulder injury, so Sunny had to do all the rowing and most of the carrying. She not only came through, she enjoyed the whole weekend—a testimonial to both woman and boat. Howard Benedict, who is entitled to an opinion about boats, pronounced the boat "austerely handsome" in his article in *The Ash Breeze*, and people at the meet seemed to like it.

Later, in the Delta Meadows row, many of us were impressed by the boat's speed and tracking ability in smooth water. There was usually at least one person waiting for a chance to row it. In all conditions, it seems to be fun for rowers of all levels of ability from beginners to experts.

When John was first thinking about this design, he envisioned using the 59 sq. ft. sail from a Bolger-designed elegant punt. Soon we'll be putting the sailing gear together. Among John's ideas are tiller lines and a yoke on the rudder to be used when rowing with a passenger as well as when sailing, a demountable mast partner, and lots of other amenities.

The boat lives up under the eaves of my carport. At about 65 lbs. it practically climbs into its sling and fits on the car with what seems to be eagerness. And that's my impression of the boat—it's quick, steady, and responsive. I feel comfortable in a seaway, and I move right along in a calm.

Having the hull built to a good design worked well for me. I wanted a first-quality boat, and I didn't have the time (or skill) to build it myself or the money to buy it fully completed. I don't know if this method would work for everyone, but I think I've found my perfect boat.

Editor's note: TSCA and Sacramento Chapter member Jim Lawson is a regular contributor to The Ash Breeze.

NATOMA SKIFF

Offsets given in: feet, inches, sixteenths + or -

DIAGONAL PLACEMENT

A: up 7" out 6", B: up 9" out 12", C: up 12 1/4" out 20"

Station:	4	3	2	1
Diag. A	0.4.2+	0.6.13-	straight	straight
Diag. B	0.5.5	0.9.13-	straight	straight
Diag. C	0.6.12	1.1.10	1.5.11	1.7.1

HEIGHTS

Distance below setup line, measured straight down

Station:	Stem	4	3	2	1
Sheer	0.2.6	0.6.0	0.8.15	0.10.9	0.11.4
Keel		1.9.7	1.10.6+	1.10.14	1.11.0

HALF BREADTHS

Along Setup line, from centerline

Station:	4	3	2	1
	0.11.1	1.6.10+	1.9.8+	1.10.8

STEM PROFILE

Planes to knife edge

Setup line.....	0.0.4 outside
Sheer.....	0.0.0
16" waterline....	0.0.11+
12" waterline....	0.2.0-
8" waterline.....	0.4.6-
4" waterline.....	0.9.7-

Intersection with keel line 3" fwd. of Station 4

Keel rocker at this point is 1 5/8"

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