

When finished with bow and stern decks, seat backs, waterline strip, and a flag, "Shore Lark," the runabout, is at her best.

SHORE LARK

Speedy 13-Foot Runabout

Craft Print Project No. 79

MATERIAL LIST

Parts	Pieces	Finished Dimensions
Planking		
Sides	6	1/2" x 10" x 16'
Bottom	2	1/2" x 6" x 14'
	4	1/2" x 6" x 12'
	4	1/2" x 6" x 10'
Frames		
Sides	2	3/4" x 3 1/2" x 10'
Bottom	2	3/4" x 2 3/4" x 10'
Transom and Frame.....	1	1 1/4" x 10" x 8'
	1	3/4" x 2 3/4" x 8'
Floor Boards	8	1/2" x 4"
Seats	1	3/4" x 8" x 10'
	1	3/4" x 6" x 10'
	1	3/4" x 12" x 12'
Breast Hook and Transom		
Knee	1	1 1/2" x 12" x 24"
Stem	1	2" x 12" x 36"
Moulding	2	3/4" x 1 1/8" x 14'
Seat Supports	1	3/4" x 3" x 8"
Seat Risers	2	3/4" x 1 3/4" x 12'
Chines	2	3/4" x 1 3/4" x 14'
Clamps	2	1/2" x 1 3/4" x 14'
Keels	1	3/4" x 4" x 14'
	1	3/4" x 2" x 14'
Floors	1	3/4" x 3 1/2" x 8'
Form	1	2" x 8" x 12'

Kinds of Wood: Mahogany, cedar, white pine, cypress, spruce, fir. Most of the frame parts are best made from yellow pine, or fir. The form is made from any common rough lumber.

FASTENINGS AND MATERIALS

2 Lbs.	1 1/4 Clout nails or galv. shingle nails
4 Gro.	1 1/4" #8 f.h. screws Brass, galvanized, or cadmium plated
1 Gro.	1 1/2" #9 f.h. screws Brass, galvanized, or cadmium plated
1 Gro.	1 3/4" #9 f.h. screws Brass, galvanized, or cadmium plated.
1 Qt.	Marine glue
1/4 Lb.	Casein glue
1/2 Gal.	Paint or varnish for inside
1/2 Gal.	Paint for outside (Preferably porch and floor enamel)

USES: Wide adaptation to both sheltered and open waters. Fast, stable, and seaworthy. General purpose boat for fishing, hunting, or knock-about usage. May be rowed or propelled with outboard motors from 1 to 24 hp. for speeds 5 to 45 mph.

LENGTH: 13 ft. 6 in.

BEAM: 56 in.

DEPTH: 18 in.

WEIGHT Complete: 200 lbs.

SEATING CAPACITY: 5 persons.

CONSTRUCTION: Wood sawed frames, lapped planks.

TYPE: Semi Vee bottom, pointed bow.

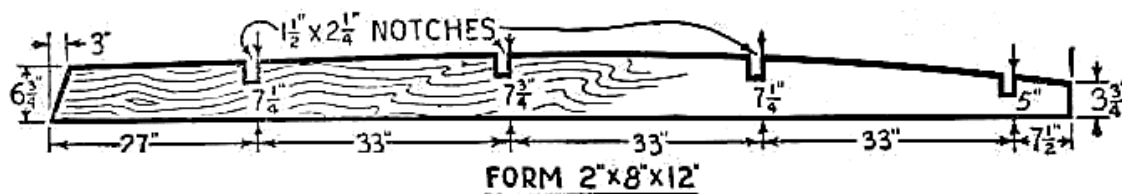
FAST, safe, and seaworthy on almost any waters, this general utility runabout will afford long happy hours of sport and repay its construction many times. Adapted to the use of outboard motors from 1 to 24 hp., the utility runabout will plane safely, at speeds from 5 to 45 mph and easily carry four or five persons depending upon its power.

Designed to eliminate difficult joiner work, the "Shore Lark" is easy to build and presents a lightweight sturdy hull that one can build for a fraction of the amount he would have to pay for a finished boat of this type.

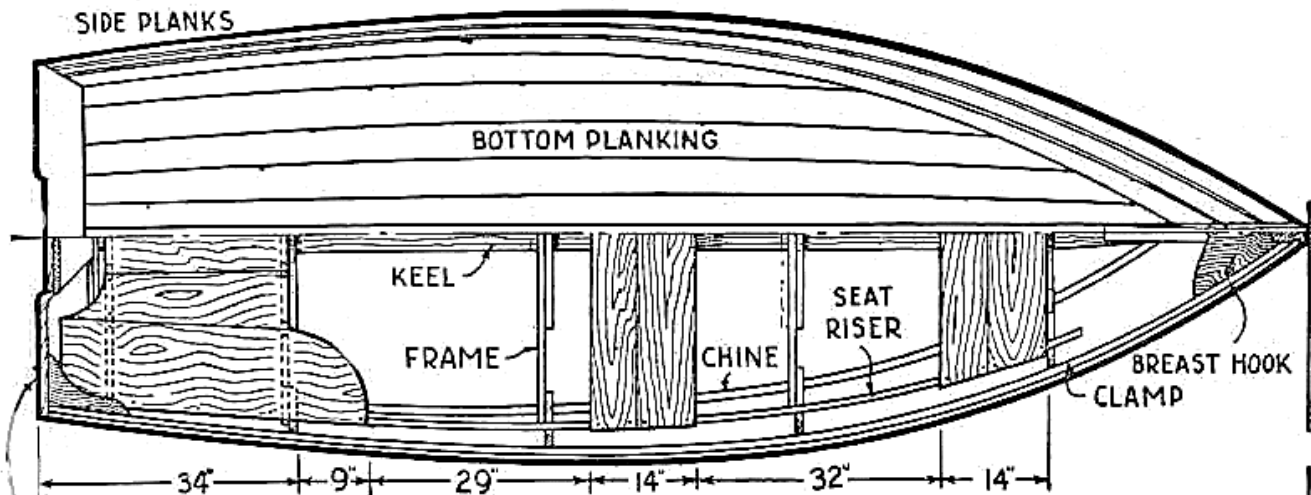
To begin construction of the runabout, first draw full-size paper patterns of all frames and stem. As the material for frames is merely straight stock, these pieces are cut to conform to pattern outline and jointed at keel with a floor piece and joints butted at chines; all joints fastened



SUGGESTED DOUBLE COCKPIT MODEL



SIDE PLANKS



TRANSOM AND FRAME

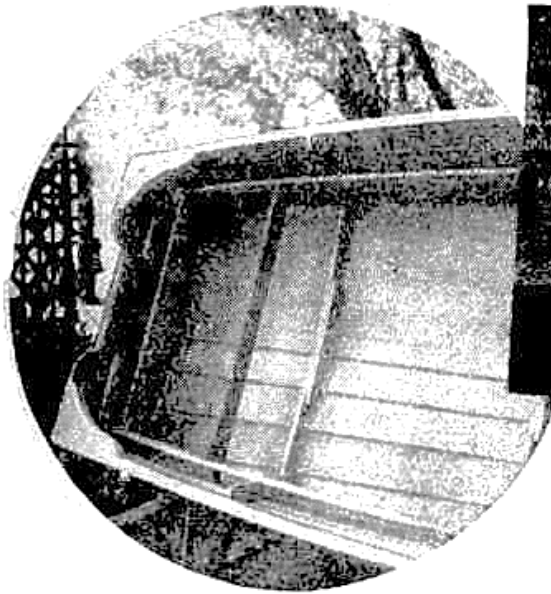


with 1 1/2" No. 9 f.h. screws. Before fastening, daub all adjoining surfaces with waterproof glue. The transom is cut in two pieces and secured together by a 3/4" x 3" frame screw fastened to transom.

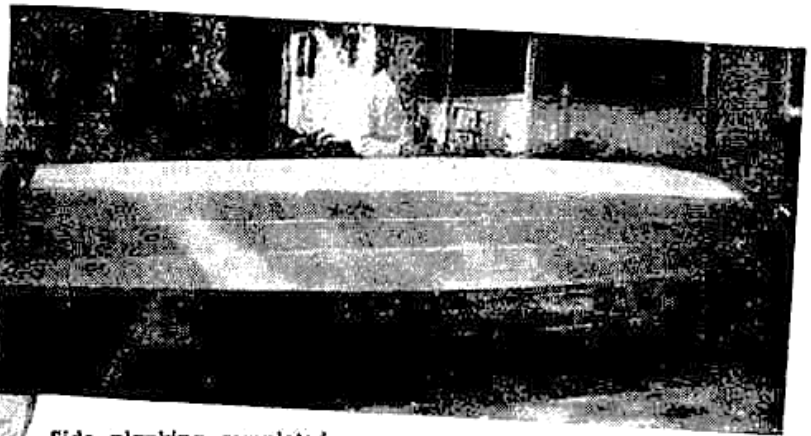
The stem had best be of oak, although any hardwood (especially mahogany) is satisfactory. The pattern of the stem is laid upon the stem material, the outline pricked through and stem sawed to shape. The stem is rabbeted to receive planking. A section of rabbet is indicated and this pattern is followed to rabbet the entire stem. A piece of planking will serve as a depth guide while chiseling rabbet in stem.

A form upon which the hull is constructed is sawed to shape from any rough lumber and notched for frames. Mount this form upon legs similar to a sawhorse and begin assembling frames on form. With all frames in place including stem, bend a light batten around frame edges and mark on each edge the bevel to be cut so planking to be later applied lays evenly. Remove frames and bevel edges, and at the same time cut notches for chines, keel, and clamp. These notches follow the bevel of each frame. Notches are cut through frame only of transom.

Proceed to fasten the 3/4"x4" keel in place to frame notches and stem with two 1 3/4" No. 9 f.h.



Rear seat and transom construction.

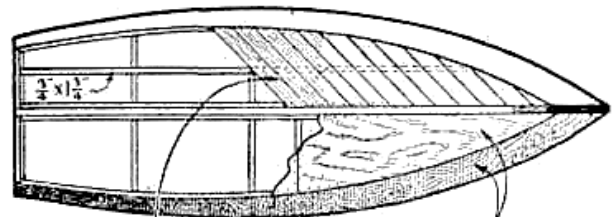


Side planking completed.

No. 9 f.h. screws spaced nine inches apart. The entire frame should now be faired and trimmed.

Planking the hull is the next step. If the lapped style of planking seems difficult, alternate planking methods are shown, although the lapped planked hull is tremendously strong and does not dry out like other methods. A plank should be attached on each side along the chine first, and for this purpose divide side frames into three equal spaces, allowing one inch for plank lap and measure so plank edges are equally spaced. Before attaching planks always coat plank laps, chines, and keel with marine glue, then a strip of muslin, then another coating of glue. The result will be absolutely waterproof joints.

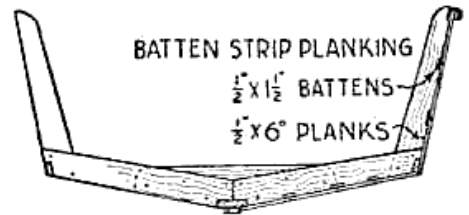
The planks from transom to No. 1 frame are notched flush into frames, while at the stem all planks are rabbeted together to fit flush and even. The sweep or shape of each individual plank is obtained by dividing each side of space between chines and keel into equal spaces, allowing one inch for plank lap and transferring measurements to planking. Fasten plank laps together with $1\frac{1}{4}$ " clout nails or galvanized shingle nails clinched on inside and spaced about three inches apart.



$\frac{1}{2}$ " x 6" PLANKS LAID AT A 45% ANGLE - $\frac{1}{8}$ " V SEAM BETWEEN PLANKS

$\frac{5}{16}$ " OR $\frac{3}{8}$ " WATERPROOF PLYWOOD - SIDES AND BOTTOM

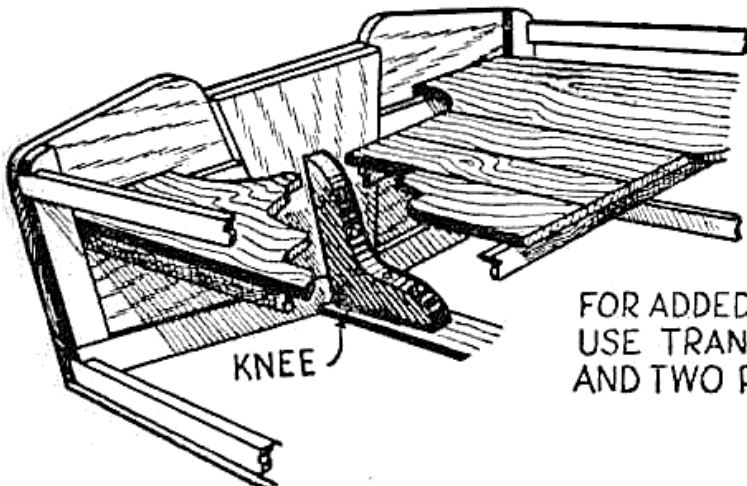
ALTERNATE METHODS OF PLANKING



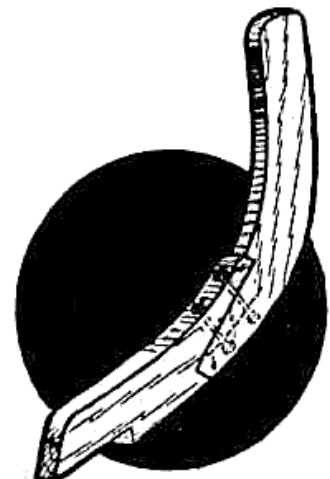
Fasten planking to frames and stem with $1\frac{1}{4}$ " No. 9 f.h. screws. With one plank on each side, the bottom is finished and hull removed from the form while the remainder of the planking is completed.

The hull is now turned right side up and the interior finished. The $\frac{3}{4}$ " x $1\frac{3}{4}$ " seat riser is notched slightly into the side frames and fastened with $1\frac{3}{4}$ " No. 9 f.h. screws.

The seats are next installed as indicated and fastened with $1\frac{3}{4}$ " No. 9 f.h. screws. With the fitting of breast hook and transom knees, which

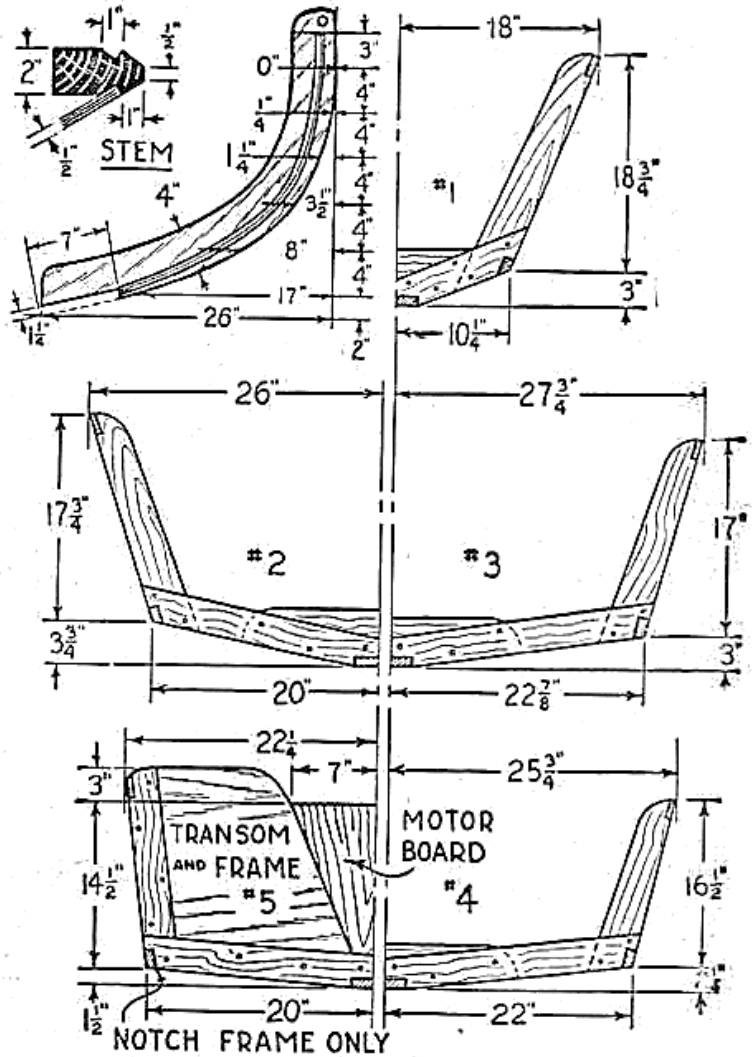
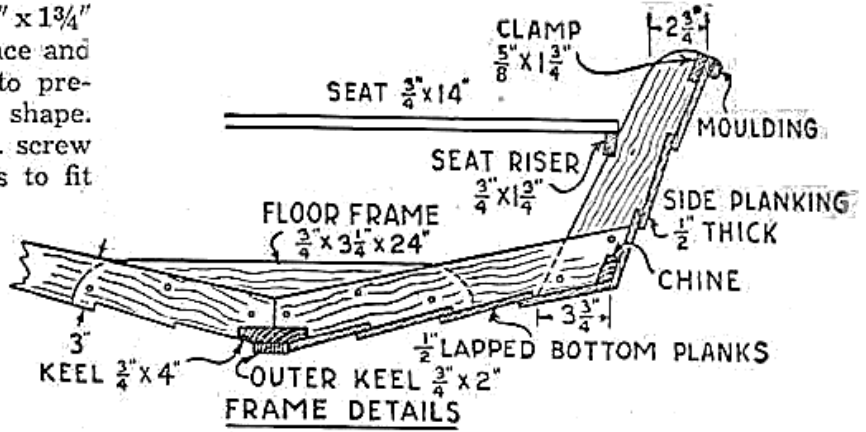


FOR ADDED STRENGTH USE TRANSOM KNEE AND TWO PIECE STEM

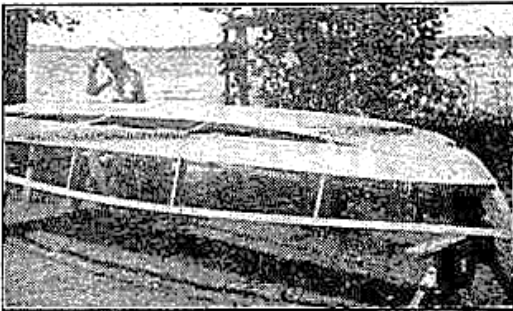


screws to each joint. The $\frac{3}{4}$ " x $1\frac{3}{4}$ " chines are next sprung into place and both fastened simultaneously to prevent wringing the hull out of shape. Secure with one $1\frac{3}{4}$ " No. 9 f.h. screw to each joint. Trim chine ends to fit against stem just behind rabbet and fasten similarly.

The $\frac{1}{2}$ " x $1\frac{3}{4}$ " clamps are now screw fastened to top ends of each side frame with one $1\frac{1}{2}$ " No 9 f.h. screw. If clamps do not follow a true even curve, chisel out a bit of the notch until they do. At this point clamp the $\frac{3}{4}$ " x 2 " outer keel in place on the exact center of inner keel, mark along each side, remove and bevel off edges of inner keel so planking will lie evenly. Replace outer keel and screw fasten the two keels together with $1\frac{1}{2}$ "



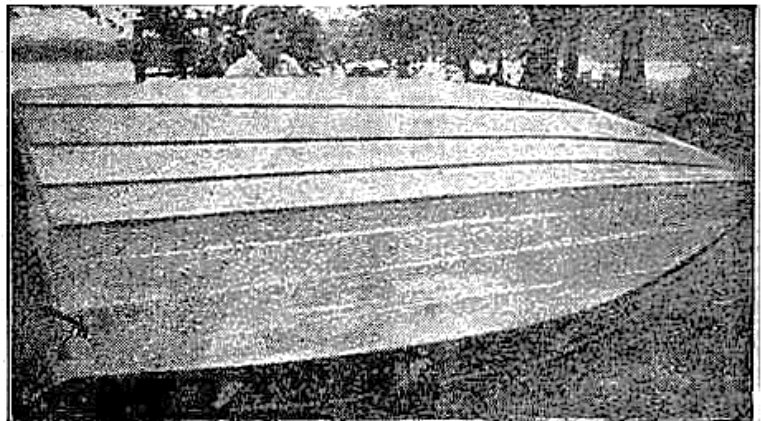
Drumming along under a 16-hp. outboard motor.



Hull removed from t.o.m., one side plank attached, and bottom planking nearly completed.



Attaching lapped bottom planks.



One method of planking bottom. Other methods may be used.

