

Easy handling at speeds up to 30 m.p.h. with a light ten horsepower motor was obtained in trial runs of the first "Victory" at Bass Lake, Ind.

# "VICTORY"

## A 12-14-16-Foot Runabout

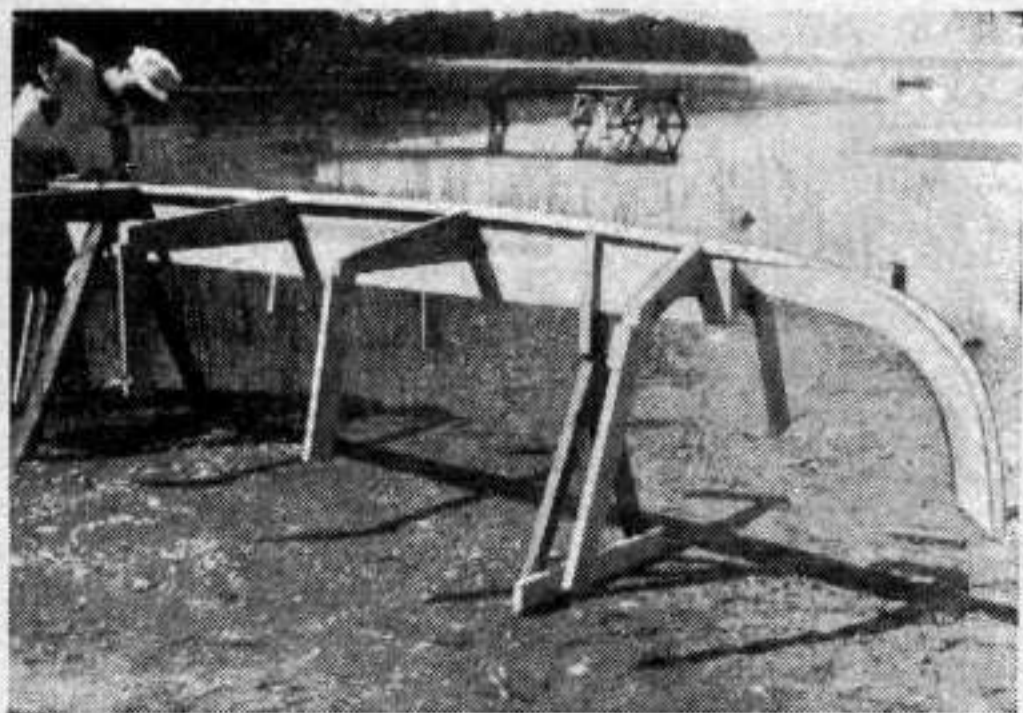
**A**LL requirements for an outboard runabout are met in the "Victory" sport runabout. Due to a new method of bottom design, the hull is fast, stable, handles well at all speeds with different sized motors, and has trim and attractive lines. Built of waterproof marine plywood, the construction is simplified and produces a lightweight, strong hull suitable for many uses. To meet every possible requirement of readers, the hull is designed so that it can be built in 12-, 14-, or 16-ft. lengths by making a

few simple changes in these plans. This boat is a good project for winter work.

The following building instructions are for the 12-ft. model. However, as the three lengths of boat are identical in design, it is only necessary to order longer lengths of lumber for the two boats of larger size.

To begin the construction, obtain a 2" x 10" x 10' plank. Any rough lumber will do. Prepare this piece by sawing it to shape and notching for frames at points indicated in the plans. Mount

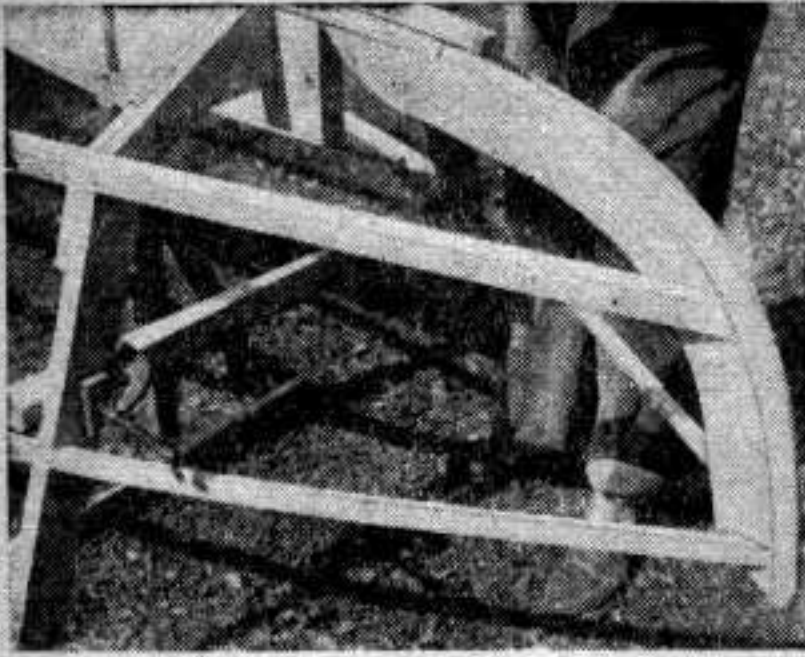
Craft Print Project No. 112



Construction is begun on a carefully marked and sawed form mounted on legs similar to a saw-horse.

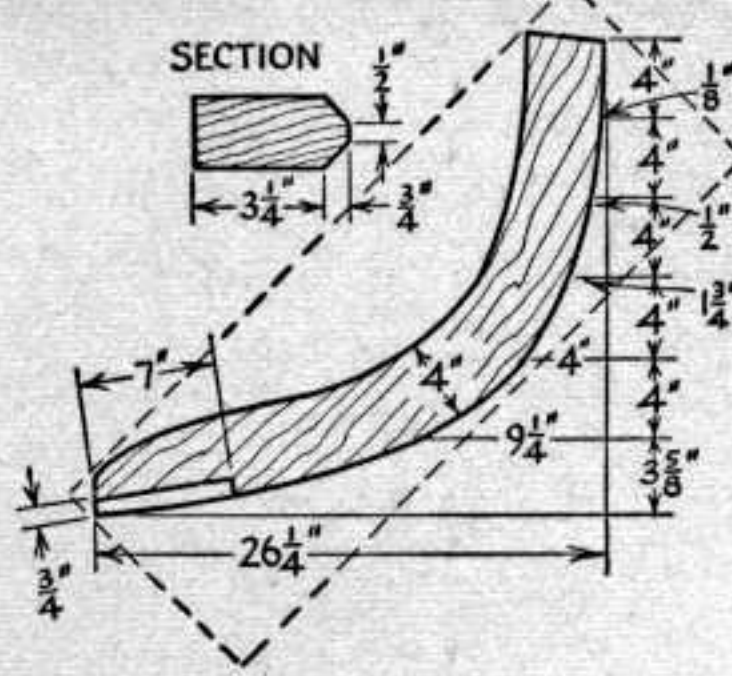
**USES:** Designed to serve the requirements of an all-around outboard sport runabout. It is fast, stable, and handles well at all speeds even with different sized outboard motors.

**TYPE**... Semi-vee bottom streamlined speedster  
**LENGTH**..... 12 or 14 or 16 ft.  
**BEAM**..... 56 in. for 12 ft.  
**DEPTH**..... 24 in. amidship  
**WEIGHT**..... 200 lbs.  
**SEATING CAPACITY**..... 4 persons or more  
**MATERIAL**..... 1/2" marine plywood  
 over sawed and longitudinal frames



Showing how chines and inwales are attached to the stem.

DOTTED LINES INDICATE SIZE OF BOARD FROM WHICH STEM IS SAWED



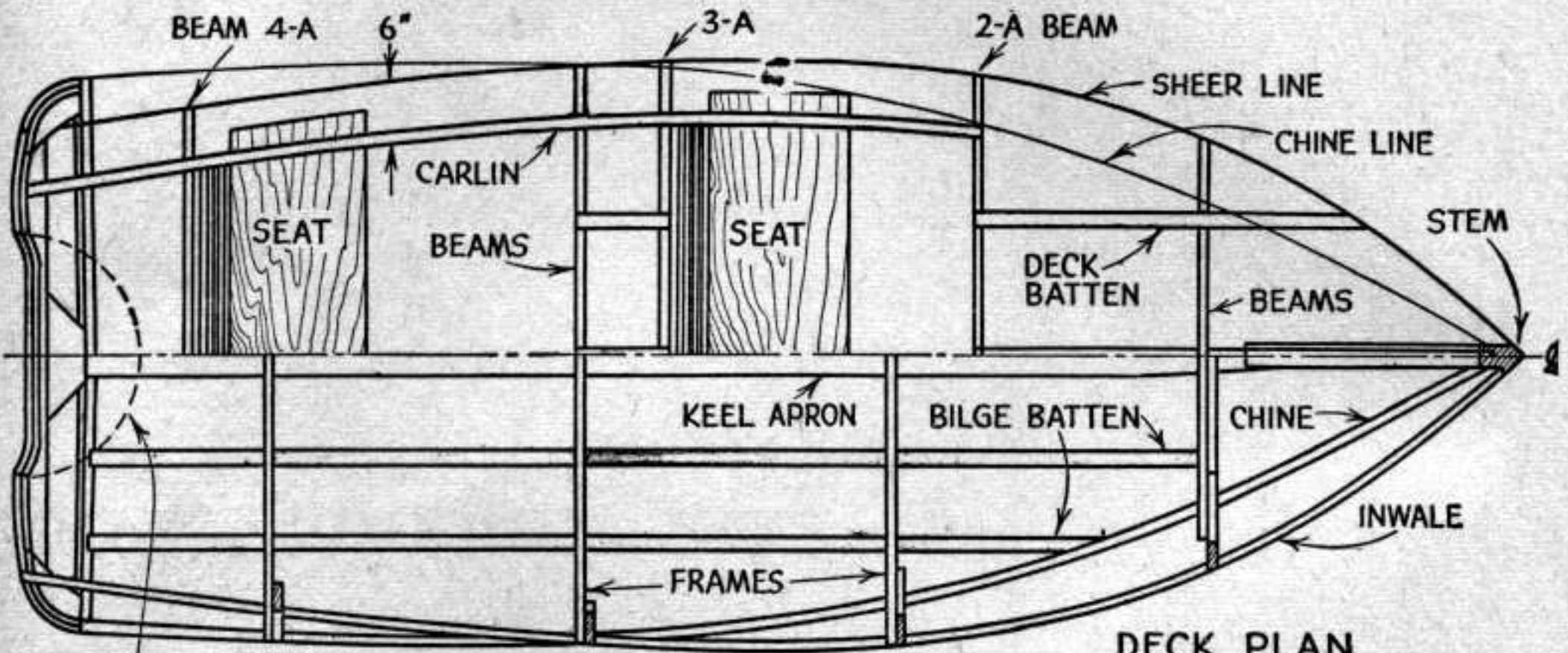
prick outlines through and saw each part to shape. Return each part to its pattern to wait for assembly. Coat adjoining surfaces of frame parts with plastic glue or other waterproof cement and fasten each joint with two 1 1/2" No. 8 f.h. screws. The transom is similarly cut to shape and a frame is secured around edges while a motor-board is

this form upon legs similar to a saw-horse at a convenient working height.

Prepare full-size paper patterns of the stem, frames, and transom. With the various stem and frame materials ready, lay each on its pattern,

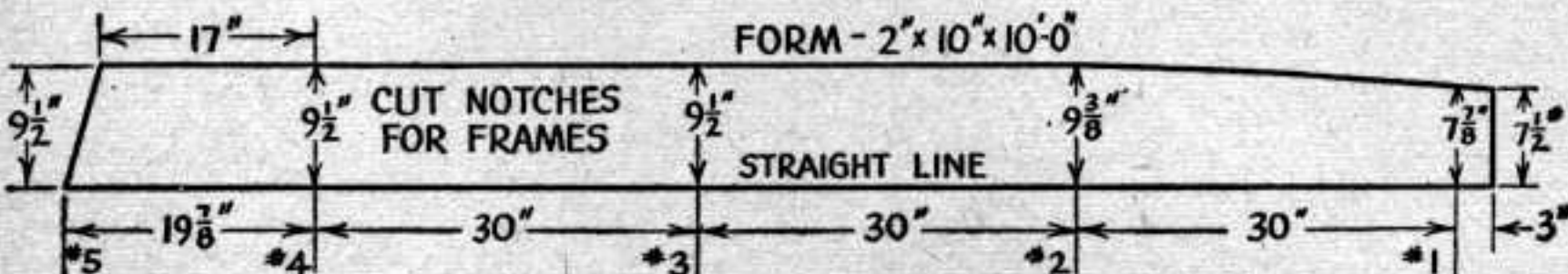
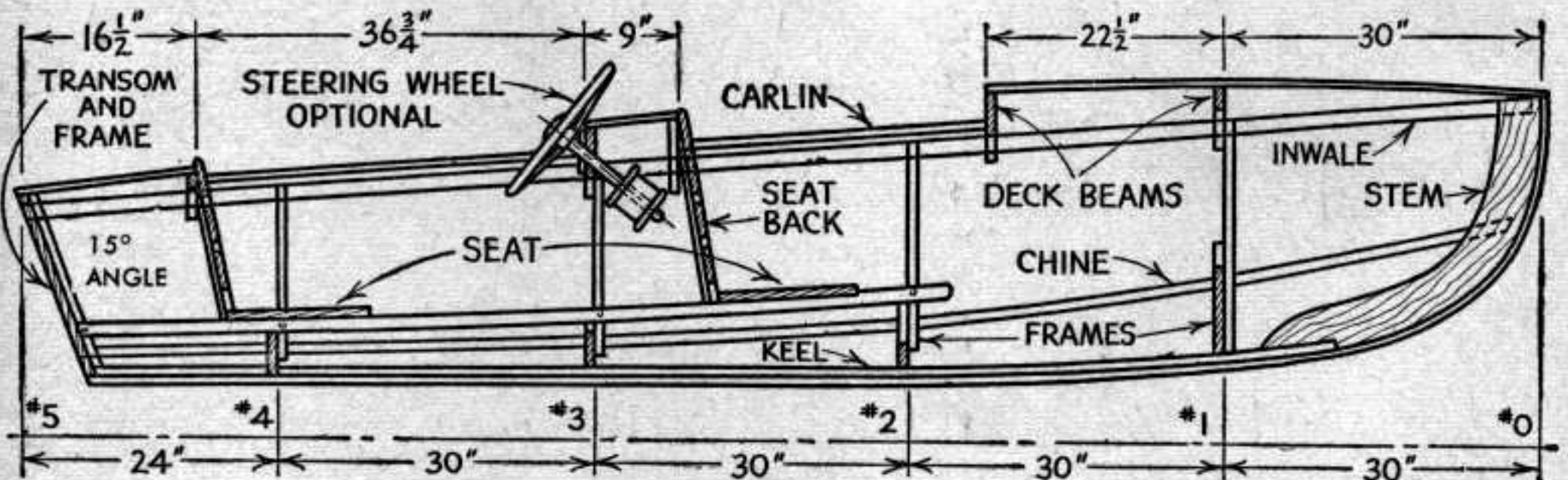
fastened as indicated. All are secured with 1 1/2" No. 8 f.h. screws. Glue also the adjoining surfaces of transom parts before fastening.

The stem, transom, and frames are now notched for keel, chines, and inwales, and are assembled



DECK PLAN AND FRAMING PLAN

DOTTED LINES INDICATE OPENING CUT IN PLYWOOD TO ALLOW FREE OPERATION OF MOTOR



FORM IS EXTENDED TO BUILD 14' AND 16' BOATS. ALLOW 2' FORWARD OF #4 FOR 14' BOAT AND TWO 2' SPACES FOR 16' BOAT.

MATERIALS LIST—VICTORY

Parts	Pieces	Finished Sizes
Chines	2	3/4" x 2" x 12'
Keel	1	3/4" x 3 3/4" x 10'
Keel Apron	1	3/4" x 1 1/4" x 10'
Inwale	2	1/2" x 1 1/2" x 14'
Bilge Battens	4	3/4" x 1 3/8" x 10'
Mouldings	2	3/4" x 1 1/8" x 14'
Carlins	2	3/4" x 1" x 8'
Seat Risers	2	3/4" x 1 1/2" x 7'
Deck Battens	3	3/4" x 1 1/2" x 5'
Deck Beams	1	3/4" x 5 3/4" x 14'
Chine Stringers	2	3/4" x 1 1/8" x 5'
<b>Frames:</b>		
Sides	2	3/4" x 3" x 8'
Bottoms	2	3/4" x 5 3/4" x 10'
Bottoms	1	3/4" x 7 3/4" x 4'
Transom	1	3/4" x 11 3/4" x 5'
Transom Motor Board and Frame	1	3/4" x 11 3/4" x 4'
(Oak, ash, mahogany, fir, white or yellow pine for above)		
<b>Seats:</b>		
Bottoms	2	3/4" x 15 3/4" x 5'
Backs	8	3/4" x 3 3/4" x 10'
(Redwood for above)		
Stem	1	1 3/4" x 11 3/4" x 36"
Outer Stem	1	1/2" x 1 1/4" x 3'
(Oak, fir or yellow pine for above)		
Form	1	1 3/4" x 9 3/4" x 10'
(Any rough lumber for above)		
Sides	1	1/4" x 4' x 6'
	1	1/4" x 4' x 7'
Bottom	3	1/4" x 4' x 7'
(Fir waterproof marine plywood for above)		
Deck	2	1/4" x 4' x 8'
(Lauan or fir plywood for above)		

Note: Waste from this plywood suffices for coamings, floor and any trim work.

HARDWARE FASTENINGS

- 6 gro. 1" No. 8 f.h. screws
- 1 gro. 2" No. 8 f.h. screws
- 1 gro. 1 1/2" No. 8 f.h. screws
- 2 lbs. 1 1/4" galv. shingle nails
- 1 pt. "C"-quality marine glue
- Muslin cloth strips
- 1 qt. White enamel for sides
- 1 qt. Red or green enamel for bottom
- 2 qts. Varnish for deck and interior
- 1 qt. Linseed oil and 1 pt. turpentine

MISCELLANEOUS OPTIONAL FITTINGS

- 1 Steering wheel and tackle
- Hull Aeroplane type compass
- Auto radiator emblem (forward deck)
- 1 Mooring eye bolt
- 2 Lifting handles (at transom)

in their respective positions on the form, and held temporarily square and rigid with wood strips.

The 3/4" x 3 3/4" keel apron is now attached to transom frame, frame notches and stem with two 2" No. 8 f.h. screws to each joint. Taper the

Framework, while still on the form, is accurately trimmed and paired so that plywood will lie evenly at all points. A batten laid over joints indicates the trimming necessary.

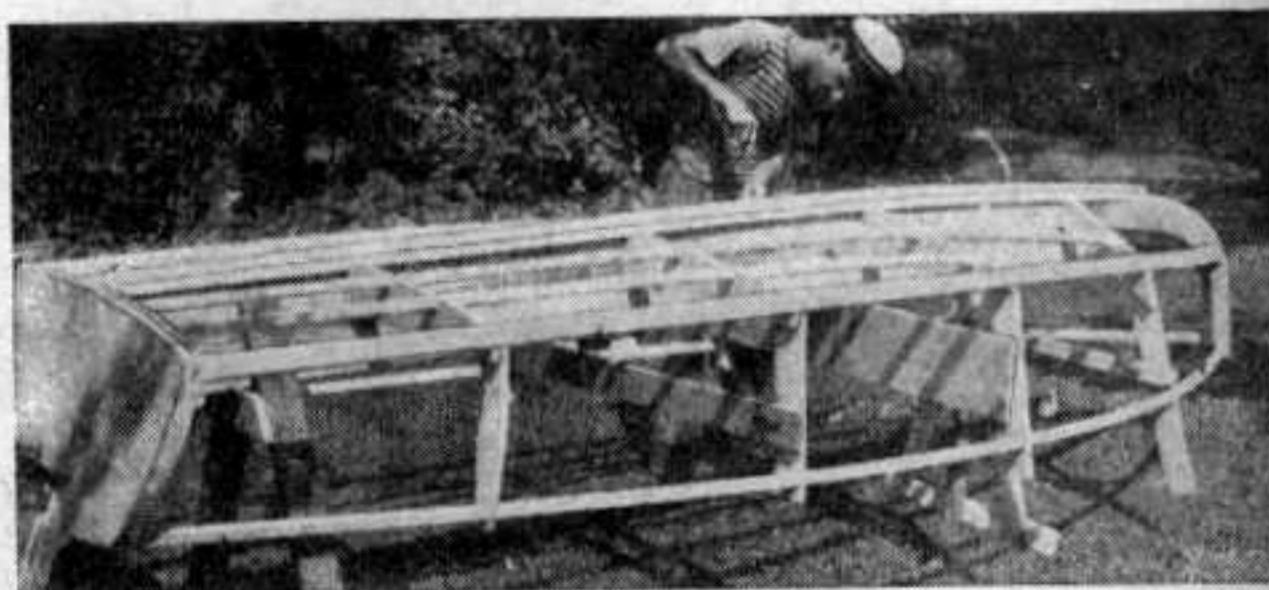
keel apron to fit stem width, starting this taper at a point two feet back from stem joint. The 3/4" x 1 1/4" keel is next located directly on the middle line of the apron and is fastened in place with 1 1/2" No. 8 f.h. screws, spaced about 8 in. apart. Before fastening the keel coat the adjoining surfaces with "C"-quality marine glue.

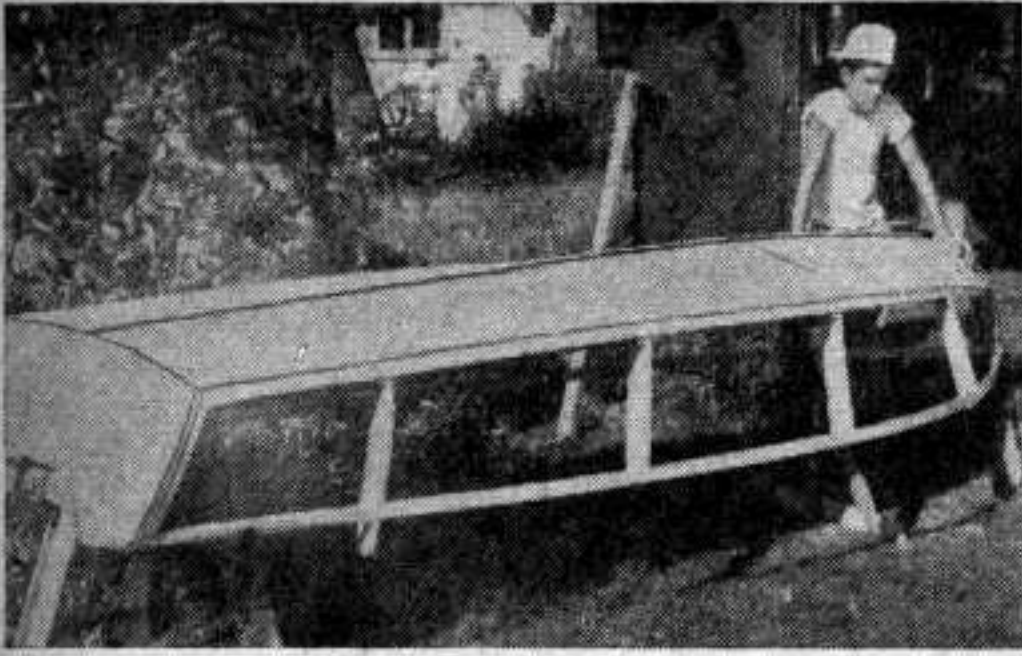
Starting at the transom frame, the 3/4" x 2" chines are clamped in place, both chines being sprung simultaneously towards the stem where the ends are beveled to fit the sides of stem, and each joint fastened with one 2" No. 8 f.h. screw. Before fastening the chines to the notches, run a saw between chines and frames, so notches will fit chines snugly.

Fasten the 1/2" x 1 1/2" inwales in similar fashion, screw fastening to each frame notch with one 1 1/2" No. 8 f.h. screw. Ends are beveled to fit the stem and are screw fastened.

Notch out the bottom frames and attach the four 3/4" x 1 3/8" bilge battens, placing two battens each side of the keel, and fastening with one 2" No. 8 f.h. screw to each joint. The entire framework is now trimmed and faired so plywood to be applied will lie evenly at all points. A batten laid over all joints will indicate the amount of trimming necessary.

Chines, inwales, keel apron, keel, and battens are all screwed to place before frame is removed from the form.





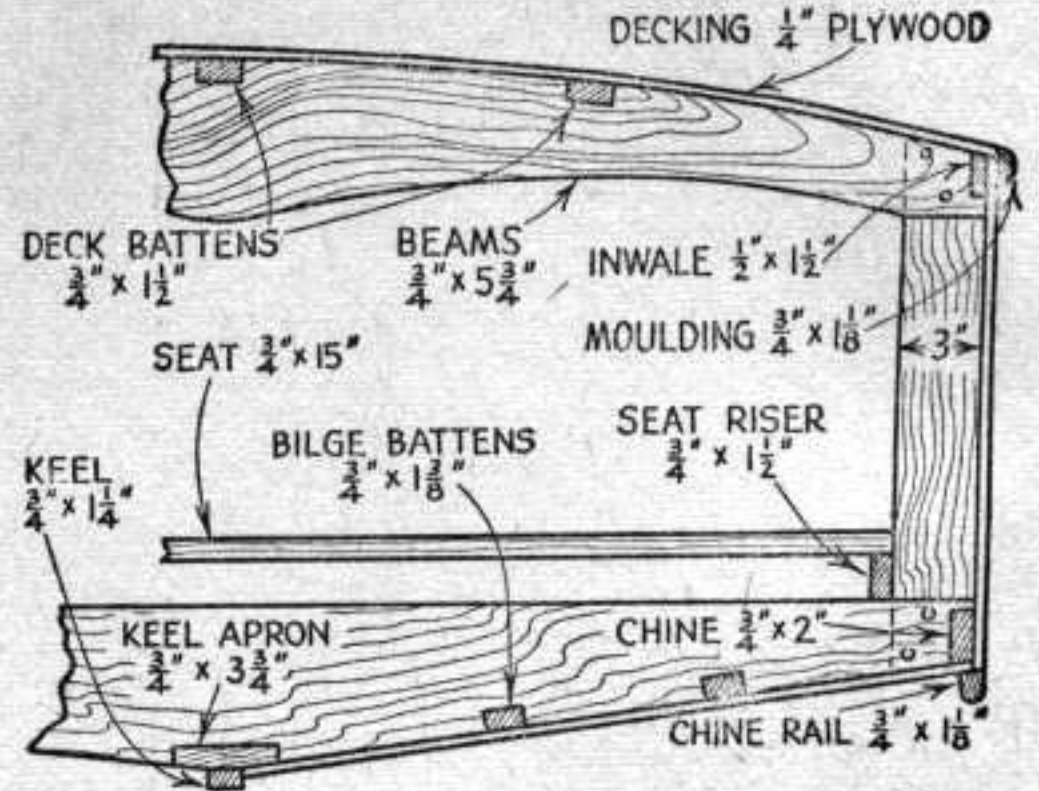
Bottom is planked with one piece of plywood if one piece of sufficient length is available. Otherwise, the short piece is "butted" near the stem.



The short piece of plywood at the stem should be softened with hot water so as to bend readily into its final position.

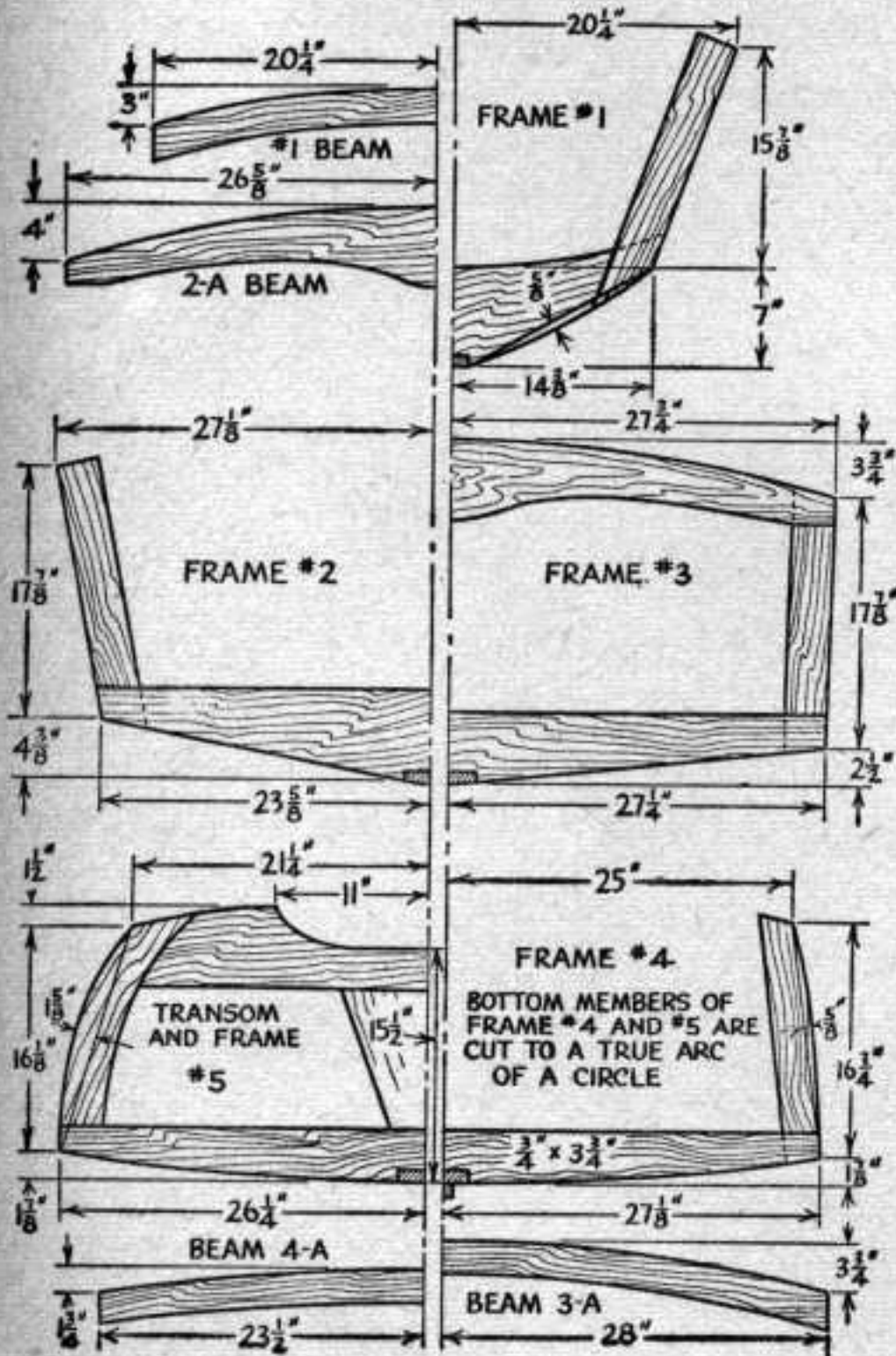
We are now ready to cover the bottom and here a few pertinent hints are necessary. Drill lead holes for all fastenings, counter sinking screws only with screwdriver. Coat the edges of chines, keel and transom, where they adjoin the plywood, with "C"-quality marine glue. Lay muslin strips upon the glued area, recoat, and apply the plywood.

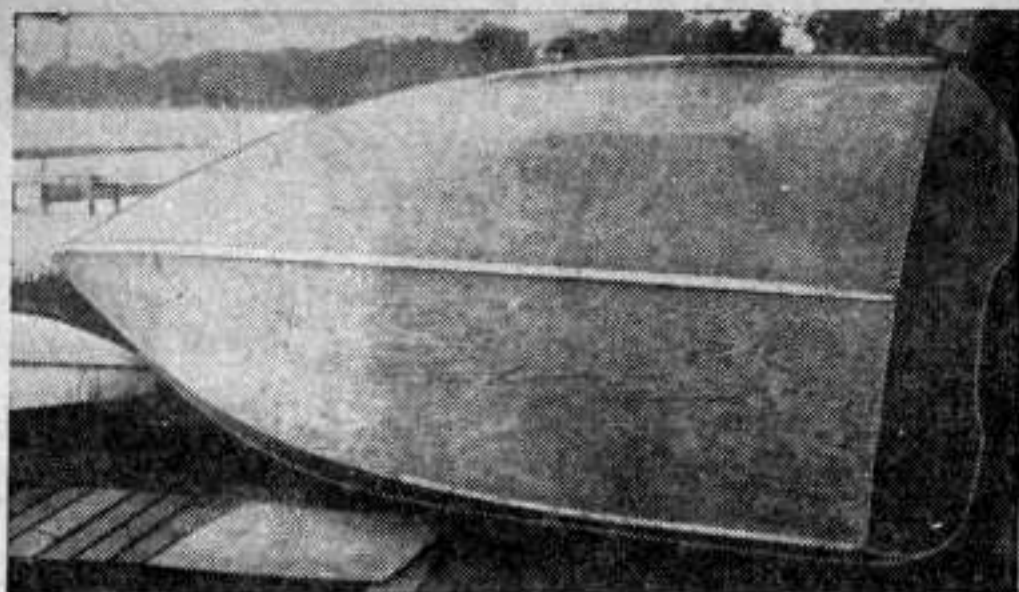
Begin by covering the bottom. Simply lay a sheet of plywood along keel, mark and cut to shape, fastening in place with 1" No. 8 f.h. screws spaced about 2 in. apart. If the sheet of plywood is too short to cover the entire bottom, a butt joint must be made. To do this, 3/4" x 4" butt blocks are used to secure butted joints, the



edges of the plywood being screw-fastened to butt blocks. The forward bottom piece of plywood at the stem should be softened with hot water so as to bend readily and fastened to the stem with 1" No. 8 f.h. screws. The plywood is fastened to the bilge battens with 1 1/4" galv. shingle nails clinched on the inside or if preferable 1" No. 8 f.h. screws may be used.

The side planking is attached similarly except that any side butt joint should come farther aft than the bottom butt joint. Back the side joint with a 3/4" x 4" butt block screw fastening the plywood to sides with 1" No. 8 f.h. screws spaced 2 in. apart and fastening plywood to inwales with 1 1/4" galv. shingle nails clinched on inside of the hull. Trim edges of plywood evenly along the chines and the sheer, and attach the 3/4" x 1 1/8" chine stringers, each side of hull. First coat the adjoining surfaces with marine glue and fasten the stringers in place with 2" No. 8 f.h. screws spaced about 8 in. apart. Cover the exposed edges of planking along the stem with the 1/2" x 1 1/4" outer stem piece. If necessary this piece



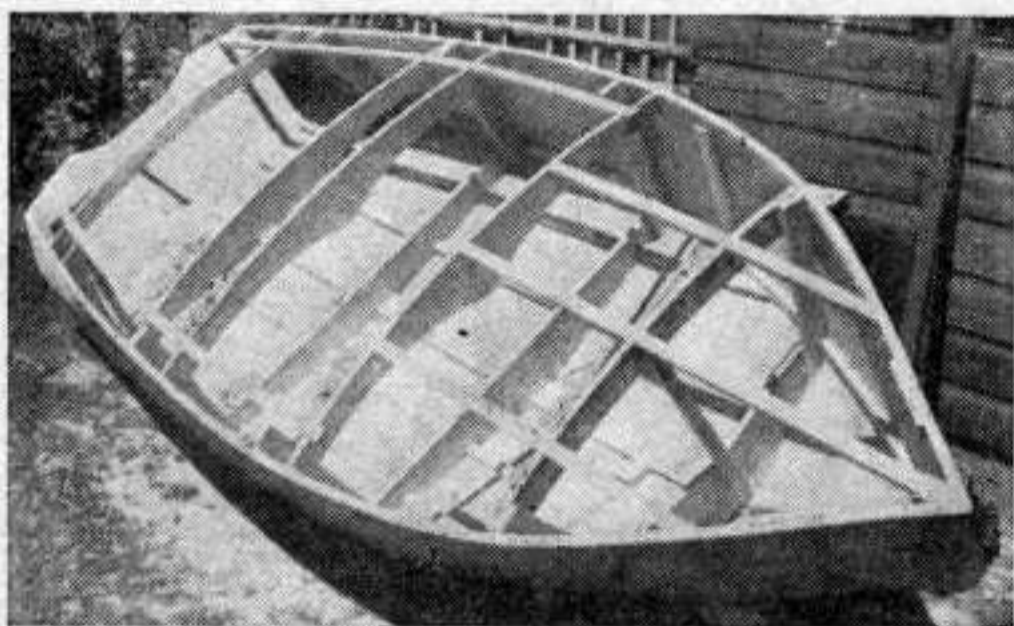


After the side planking is attached, the chine stringers are attached. They keep the spray under the boat.

may be softened with hot water so as to bend more readily, and secured in place with 1" No. 8 f.h. screws.

With the hull removed from the form and turned right side up, saw to shape all deck beams and fasten them in their respective positions with two 2" No. 8 f.h. screws to each joint. The  $\frac{3}{4}$ " x 1" carlins are now notched flush into beams and fastened with  $1\frac{1}{2}$ " No. 8 f.h. screws. These carlins outline the edges of the cockpits and may be moved inward or outward depending upon the width of cockpit desired. The  $\frac{3}{4}$ " x  $1\frac{1}{2}$ " deck battens are next notched into beams and fastened with  $1\frac{1}{2}$ " No. 8 f.h. screws.

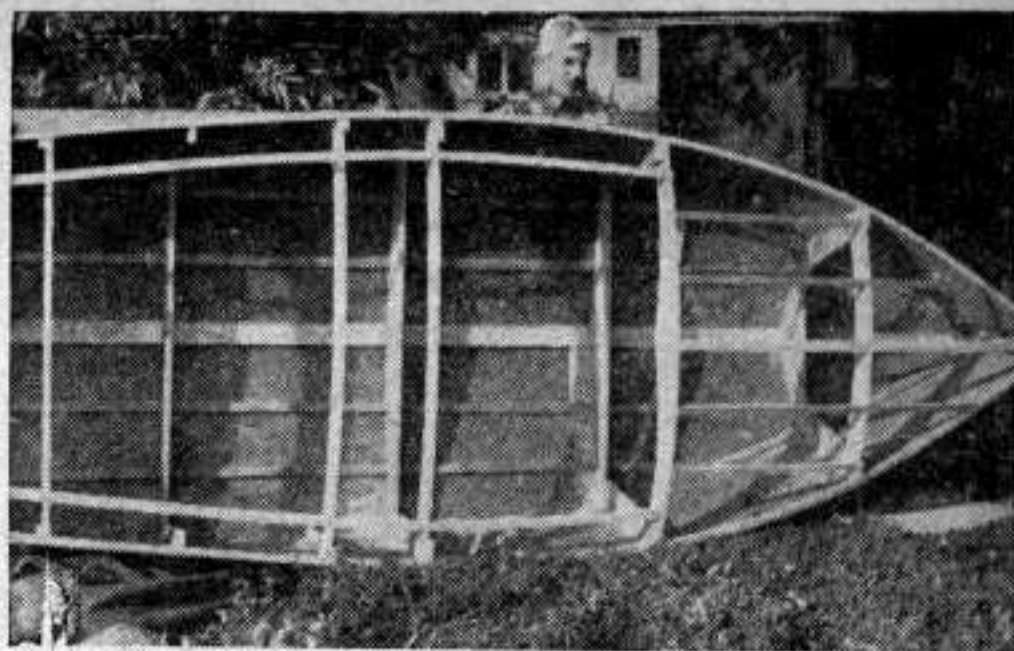
The  $\frac{3}{4}$ " x  $1\frac{1}{2}$ " seat risers are now attached to frames with 2" No. 8 f.h. screws. It is a good



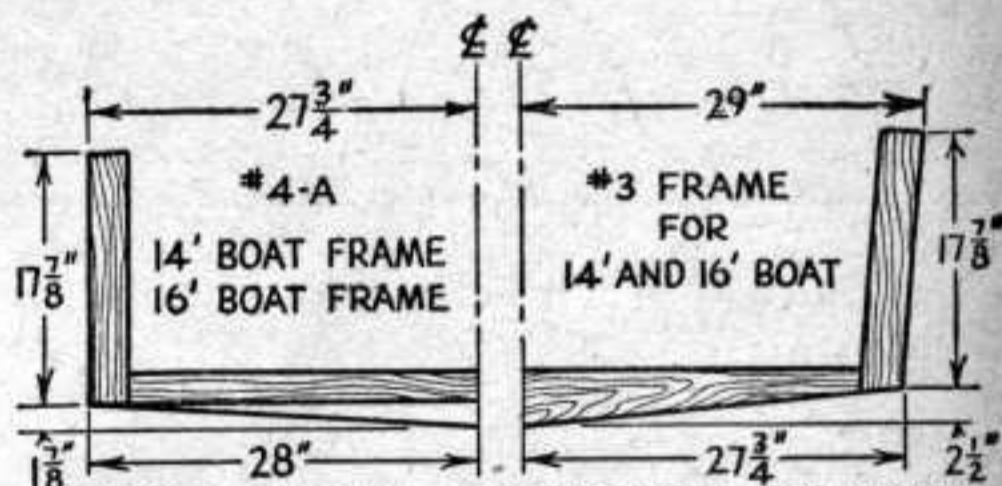
Forward view of boat with carlins, deck beams and deck battens in place. Allow for position of camera in studying relative sizes of parts, in all these pictures.

plan to apply a waterproofing finish composed of equal parts linseed oil and turpentine to the entire inside and outside now before the decking is applied.

Decking for the best appearance should be  $\frac{1}{4}$  in. mahogany or Lauan plywood in natural finish, but lacking this a fir plywood painted or finished natural is entirely satisfactory. Attach the decking to beams and along carlins and sheer with 1" No. 8 f.h. screws spaced about 3 in. apart. The edges of the cockpits are trimmed smoothly, and a  $\frac{1}{4}$ " x 3" coaming made of waste plywood is screw fastened to cover the exposed edges of the decking around the cockpit. At this point the  $\frac{3}{4}$ " x  $1\frac{1}{8}$ " half-round mouldings are bent in



Waterproofing is applied to entire inside and outside of boat before decking is laid and finishing work is completed.



TO MAKE A 14' BOAT ALLOW ANOTHER 24" FRAME SEPERATION, MEASURED FROM #4 FRAME FORWARD, AND INSERT #4-A FRAME - 16' BOAT ALLOW 2-#4-A FRAMES WITH 2 SPACES OF 24" EACH. IN EACH CASE FOR EITHER A 14' OR 16' BOAT CHANGE #3 FRAME AS SHOWN

place and screw-fastened to the sheer with  $1\frac{1}{2}$ " No. 8 f.h. screws spaced about 8 in. apart.

The seat bottoms are merely wide boards screw-fastened to risers, while the seat backs are  $\frac{3}{4}$ " x  $3\frac{3}{4}$ " boards screw-fastened to uprights, which extend from keel to top of the deck. Allow  $\frac{3}{4}$ " separation between back boards and if possible make seats of redwood as this material is light in weight, strong, and presents a very attractive appearance when varnished.

Painting the hull in attractive colors does much to enhance its finished appearance. Recommended colors are white sides, red or green bottom, varnished decks and interior.

The hull may be made still more convenient and attractive with a steering wheel mounted on the rear cockpit beam and coupled to the motor with blocks and proper tackle, a Hull aeroplane type compass, mounted alongside the wheel, lifting handles aft, mooring eye bolt forward and a glittering winged auto radiator ornament attached to the forward deck. Such a boat will be a source of pride and satisfaction to all who helped bring her to life.

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