

Sculling Skiff Bill of Materials

All lumber listed as 1" stock is to be purchased as "four quarters" material finished as full as possible. This does NOT mean 1" NET thickness stock. After milling, most so-called 1" stock will be about 3/4" in net thickness. All widths, however, are listed as net. Although 1/2" net thick material is called out, special milling is NOT required since resawing to the required thickness is easily accomplished. Where 1/2" x 1" material is called for, the 1/2" dimension can be ripped from standard "four quarters" (usually about 3/4" actual thickness) stock. This will mean in these instances that the width given as 1" will actually be the milled thickness, or about 3/4". Grouping lumber and purchasing "random-random" material to resaw to the required width will result in considerable savings. All lumber sizes should be checked to the work before purchasing whenever possible. All lengths allow for trimming to fit. Where long lengths of material are not available, splices per the instructions can be made. All plywood should be an exterior or marine grade. In a lightweight hull of this type, the marine grade is strongly advised. Whereas the marine grade will have solid joined cores, the exterior panel may have voids leading to fracture in use. The best face of the panel should be exposed. Much of the thinner plywood available is imported and may be dimensioned by the metric system in length, width, and thickness slightly different than the standard 4' x 8' panel. The listing reflects those differences. All lumber used should be free of shakes, knots, and other defects. In the listing, spruce (SP) refers to the vertical grain Sitka type, while mahogany (Mahog) refers to dark red Philippine or Honduras types. Douglas-fir (DF) or other lumber of similar qualities and proven in boat construction may be substituted if more readily available. Throughout the construction, the thought that the materials will be exposed to a marine atmosphere should be kept in mind. Check all dimensions to the work prior to ordering materials. The following listing is for the basic hull only. Materials required for the sliding seat/rigger assembly are given separately on the plans and pattern sheet showing this unit.

ITEM	MATERIAL	NO. PCS	SIZE
PLYWOOD:			
See layout	DF, Okume or Mahog	2	1/8"-5/32" x 4' x 8' OR 2-4mm x 125 cm x 250 cm
LUMBER:			
Inner sheer	Mahog	2	1/2" x 1" x 17'-6"
Outer sheer	Mahog	2	1" x 1" x 17'-6"
Fore and aft frames	Sp or Mahog	1	1/2" x 1-3/8" x 2' (makes 2)

	Sp or Mahog	1	1" x 2-1/2" x 12" (makes 4)
Aft strongback	Sp or Mahog	1	1/2" x 1" x 48"
Forward strongback	Sp or Mahog	1	1/2" x 1" x 60"
Deck beams	Sp or Mahog	2	1/2" x 3" x 2'
Bottom runner cleats	Sp or Mahog	2	1" x 1-1/4" x 30"
	Sp or Mahog	2	1" x 1-1/4" x 12"

(*) See heading for clarification regarding member sizes.

STITCHING WIRE: Copper wire 12 or 14 ga. - 50 feet

GLUE/PUTTY INGREDIENTS:

RESIN: Epoxy with slow hardener, - 1 gal.

MICROSPHERES: (or equal) - 2 lbs.

SILICA: 2 lbs.

FIBERGLASS TAPE:

For **interior junctions** - 3" width = 18 1/3 yds.

Add 8 2/3 yds. 3" **for exterior** if not fiberglassing.

FIBERGLASS COVERING (optional):

FIBERGLASS CLOTH: 50" width = 6 yds.

RESIN: 1 gal. Epoxy resin with slow hardener

FASTENERS: SCREWS: Screws are of the flat head wood type with slotted or cross heads in bronze or hot-dipped galvanized steel. Nails are ring-type boat nails in bronze.

- 3/4" #8 Screws - 4 rqd.- Planking to frames
- 1" #8 Screws - 6 doz. - Outer sheer, 6" apart
- 1-1/4" #8 Screws - 4 rqd. - For frames and deck beams
- 3/4" Nails - 6 doz. - For inner sheer, 6" apart