

WELCOME

Welcome to the world of woodwork, where you are surrounded by the smells, the shavings and the feel of a living material, wood.

It is very important when working with wood to understand the material that you are using. Take your time. Do not rush, there is no hurry. Hurrying creates mistakes and mistakes cost money. So go slowly and enjoy.

This dingy was designed with a number of objectives in mind.

- 1) Ease of construction with a comprehensive kit supplied.
- 2) Relative low cost, although quality need not be compromised.
- 3) This product was designed for ease of transport. It is well suited as a light weight tender.

TOOLS REQUIRED

Electric drill/driver

#1 and 2 square drill bit and 3mm drill bit

Fine tooth saw

Plane

Hammer

Tape measure

Square

2x 150mm "G" clamps

Sanding block and 80 and 120 grit sand paper

(An electric belt sander is time saving tool if you have one)

PAINT

We recommend using any of the marine products available. It would best to talk to the likes of "Burnsco." About a 3~4 litre of undercoat and a litre of top coat along with a clear varnish for the inside if you wish to go that direction.

GLUE

You will be using a "West System" Please read the manufactures specifications prior to using and familiarize yourself with the procedures. Also read the MSD sheets for your health a safely benefits.

Acetone for cleaning up is not supplied.
NB Keep all these materials out of reach from young people.

STEP 1

Check that you have all tools required and prepare a workbench during the build, ideally 2400mmx600mmx800 high. Make sure it is flat and true. It is also an advantage if you can walk around it.

Sand all components, removing sharp edges. Doing this now is easy as it can be difficult to sand and clean when assembled.

Step 2

As per drawing (Fig1) screw and glue the bow and transom into place and check that they are in line, use the template to ensure the transom is 7 degrees to the keel (pattern supplied) Next glue and screw the ribs into position in the designated positions onto the keel. Check that these are square to the keel stringer. When this is done, screw the base down to your work bench.

NOTE the temporary block 36x36 at the bow and stern under the keel to give the hull slight rake. These are removed later on. (36X36)

Step 3

When pushing in the stringers, you will find them to be a tight fit. Tap them in carefully, each time checking that the ribs stay square to the keel stringer.

In order, first put in the floor slats, these will be slightly over sized but can be cut back when the glue has cured. (Screws are not required.)

Step 4

Next, put in the 36x18 gunwale stringer giving a little tension. You need to eye up these to ensure they are even as this forms the shape of the vessel. Leave them long and cut to suit at the bow stem. Screw the gunwale moving from left to right until the final angle cut at the bow. You may need to use a ratchet

strap to pull the timber in. Double check that the bow frame is 90 degrees to the work bench. (This is probably the most difficult part of the build.)

IMPORTANT always drill in a 3mm pilot hole carefully through the stinger and deep into the rib to avoid potential splitting of the rib when screwing. Remove access glue with acetone.

Clamp a temporary cross member to rib 1. Unscrew from the work bench and flip it over.

The remaining 4 stringers are to be located and glued and screwed into place in, each time giving a little tension ensuring all the ribs are square to the keel stinger.

Leave all these stringers long they are to be cut individually to suit as with gunwale stinger.

When cutting these stringers to attach to the bow and stern frames, use the actual frame as a guide to run the saw against to cut the stringer to get the right angle always pulling the stringer up slightly to give the correct length.

We always suggest cutting longer, remember you can always decrease the length but not increase!

The timber rowlock fillets, the front fillet the transom knees can now be trimmed, glued and screwed into place.

STEP 5

Well done, it will be looking like a dinghy now. Cut back all the stringer over hangs from the transom. The frame is complete. Using the plane or belt sander shape the stringers feather the framing back to create nice soft lines. Sand all the stringers. It pays to spend a little extra time doing this so when the ply is attached it is sitting flat on the stringers and ribs (Fig3)

STEP 6

Varnish the frame work. This is a little fiddly as you need to work it in at the end grain and get into all the tight areas. We suggest 2 coats with a light sand between. It is easy to do it now rather than later. Try to avoid vanishing where the plywood will make contact. You want best possible adhesion.

Step 7

Turn the framework upside down on the bench and secure it as it will be easier to fix down the plywood.

First dry fit the two sides. (Use the “g” clamps) The ply will be over sized. When this is done remove and glue up the framework in the area that you are covering. The side piece of plywood will be in two pieces with a 6 mm piece of ply supplied as a back block to join the two areas. Make up a thick paste of epoxy and carefully place the plywood into position and screw into place with the 16x6 gauge supplied. We would suggest fixing the screws at 150 centres. Repeat the process on the other side. Remove all excess glue from the inside. (Use acetone)

Leave for 24 hours and trim back the plywood and sand flush to the gunwale and chine stringer.

Repeat the process with the two bottom sheets and transom. We suggest that you do one side at a time. There will be bit of creaking and cracking with bow, use plenty of glue and slowly work the screw fixings down to the end of the bow. Remove all excess glue from the inside. (Use acetone)

After the glue has cured remove all the screws and trim back the plywood and sand flush.

Glue in the transom reinforcing ply, either clamp or temporarily screw into place.

There will be a bit of shaping and filling to get the bow just right. We would suggest a 600mm long board with sand paper to ensure that the chine is true. The more time you spend the better the result. This is a rewarding job and attention to detail will give you the best result.

Step 8

Install the keel which will be set back from the transom by 150mm. You may wish to put a slight coving with your filling compound.

Step 9

Mix up and batch of filler and fill all cracks and screw holes.

NOTE when sanding NEVER use a belt sander as it will dig into the plywood.

Step 10

The seat can be assembled any time it is self explanatory. There are two seat versions, the fixed one needs to be cut in to suit and again mark it out and reduce it slightly each time to get a snug fit. It is sometimes easier to install this seat before the side panels go on if it can be supported by a rib.

The paint and finishing is up to you as with the chandlery, rubbing strips, rod holders etc. Refer to our website to purchase all your accessories and make this boat use yours to suit your needs.

Well done enjoy and be safe on the water!