

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 catamaran 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 stable fishing and diving platform.

TOOLS REQUIRED

Electric drill/driver

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

Fine tooth saw

Plane (electric planner)

Hammer

Tape measure

Square

2x 150mm "G" clamps

Sanding block and 100 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 4 litres of undercoat and a couple of litres 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 for the build, ideally 2400mmx600mmx800 high. Make sure it is flat and true. It is also an advantage if you can walk around it.

Please view the website gallery as this will help you familiarize the build process.

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

Repeat this process with all the profile plywood supplied. Sand and fill if necessary.

If you have the space we suggest making the two hulls at the same time in that way you can line them up and save time.

Step 2

As per drawing (fig 1) screw and glue the two laminated bow frames to the 36x18 keels. Next glue and screw the ribs into their designated positions. Check that these are square to the keel stringers.

The spacing is stated in (fig1)

NOTE the transom has a 7degree rack, this is optional.

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.

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.

NOTE The 36x18 is to be used on the inside of the hull.

Line the inner part of the hull with the plywood supplied and trim back, all the temporary screws can be removed.

Next, set the 18x18 gunwale stringer bending it into position. 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

NOTE Push in the 36x18 stringer and cut back flush with rib 1

When cutting these stringers to attach to the bow 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! Refer to (fig 3) for measurements onto the stem.

STEP 4

Cut back all the stringers that over hang from the transom. The transom ply can be glued and screwed into place and trimmed when cured. Clamp the hull down so it is sitting flat. Using the plane or belt sander shape the stringers feather the framing back to create true angle so that the remaining plywood is sitting flush. 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. Now clamp the hull down to the bench so it is level and then glue and screw the last two pieces of ply. The top cap of ply will not be attached until the vessel is fully assembled.

NOTE It is important to keep the hull clamped down until the hull is skinned and cured to keep the inside gunwale straight and true.

NOTE the plywood will need back blocking where they butt together. The back blocking (6mm plywood supplied) will need to be cut to suit each area.

STEP 5

Assembly of the "sled." This is the piece connecting the two hulls. The two plywood cut shapes will need to be glued together first and then the 18x18 supplied has been cut to length. These can be glued and tapped into place, creating the ladder frame with the bevelled component (deck) supplied for the front. At this point the laminated transom supplied can also be glued and screwed into place. Remember to set the 7 degrees on the transom. Set the framework down flat until cure.

Turn the framework upside down on the bench and secure it as it will be easier to fix down the plywood. Glue and screw the two pieces of 4 mm ply to the base and join at a cross member. Again the ply is over sized and will need to be trimmed back when cured.

STEP 6

Joining of the three components. Having an extra pair of hands is a huge help. It is easier to do this on the flat floor. First mark out where the sled is to sit against the hull. Ref (fig 1) We suggest that you screw a couple temporary blocks to support it. Now make up plenty of glue paste and spread it over the whole contact area. Locate and screw into place from the inside. The screws can be removed later.

At this point seal or paint all the timber framing and ply on the inside. This is important as you will probably use this as storage too. Remember you have the option of as many hatches as you wish. Refer to our website for hardware required.

STEP 7

The top piece of ply (6mm) can now be glued and screwed into place there is no order. Again they are over sized will need to be trimmed back afterwards. We suggest you seal the ply with a little of the epoxy and put into place while uncured. That way everything inside these three cavities is sealed. After the glue has cured remove all the screws and trim back the plywood and sand flush. The outboard strengthening elbow can be put in place.

There will be a bit of shaping and filling to get the bow just right. We suggest a 600mm long board with sand paper to ensure that the chine and gunwale is true. The more time you spend the better the result. Mix up the very thick paste with the epoxy and powder and spread a fillet line coving where the "sled" meets the two pontoons. Use a piece of 20mm dowel or PCV pipe to create the coving and remove all access to the edges of the coving.

This will greatly reduce unnecessary sanding time.

Step 8

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

NOTE when sanding NEVER use a belt sander.

Remember the more time to spend the better the result.

There is a saying.

“If you can feel it you will see it, if you see if you can feel it”

The final fun part is the painting and finishing. You can add what hardware you like.

Refer to our online shop to purchase all your accessories and make this boat yours to suit your needs.

Well done, enjoy and safe boating.