

Build a New England Dory,

UP ON the wind-swept Grand Banks of Newfoundland the fishermen out of Gloucester and other New England ports have a distinctive type of boat that they use in their daily work. These little boats are able to "take it"; to weather mountainous seas, and come back to their mother ships laden with the day's catch. Instead of every sea going over them either athwartship or fore and aft, the narrow bottom and fine ends allow them to yield to the force of the waves and thus weather them. They are easy to row and fast under a small sail, and *Dorette* is patterned after these seaworthy boats.

As in the construction of other small boats the moulds are first made to the dimensions given, from any scrap lumber available. They are only used to give shape to the boat and are destroyed after planking, as they are of no further use. They should be well fastened and braced so that they will not distort under the planking operations. They are set up three feet apart on a level wooden floor or building form so that their centers all fall on a common line.

Various methods of planking are given and the method to be employed is decided before the stem is made (see drawing). Cut the latter to shape shown for planking selected. The transom is next made as indicated on the plans. It may be either of oak or mahogany and the dimensions given for its width and height allow for the bevel. The stem and transom are now set in their proper relation to the moulds and securely fastened to the floor.

When moulds, stem and transom have been erected and securely braced, notches for the chines are cut to their proper bevel and the latter bent in. A thin batten is now run from one end of the boat to the other and the bevels of the transom and stem rabbet cut to the angles thus indicated. If the boat is to be planked with plywood a paper template is made of each side piece and they are roughly cut to shape. They are then fitted

to the form and the chine is accurately marked off with a pencil. The sheer spots at the moulds are transferred to the plywood sheet with crowfoot marks and the position of the sheer at the stem and transom is likewise marked.

The plywood sheets are now removed from the form and cut fairly close to the chine mark. A thin batten is run through the sheer marks and this line penciled in on each side sheet. The sheets are now cut to shape,

placed back on the forms and fastened permanently to transom, chines and stem with 1" No. 8 flat head wood screws spaced about 3" apart. The chine strips are given a coat of marine glue which will reinforce the strength of the screws and help to prevent leakage. If ordinary planking is to be used the boards may be ship lapped, clinkered, or splined. Ship lapped planking is lapped

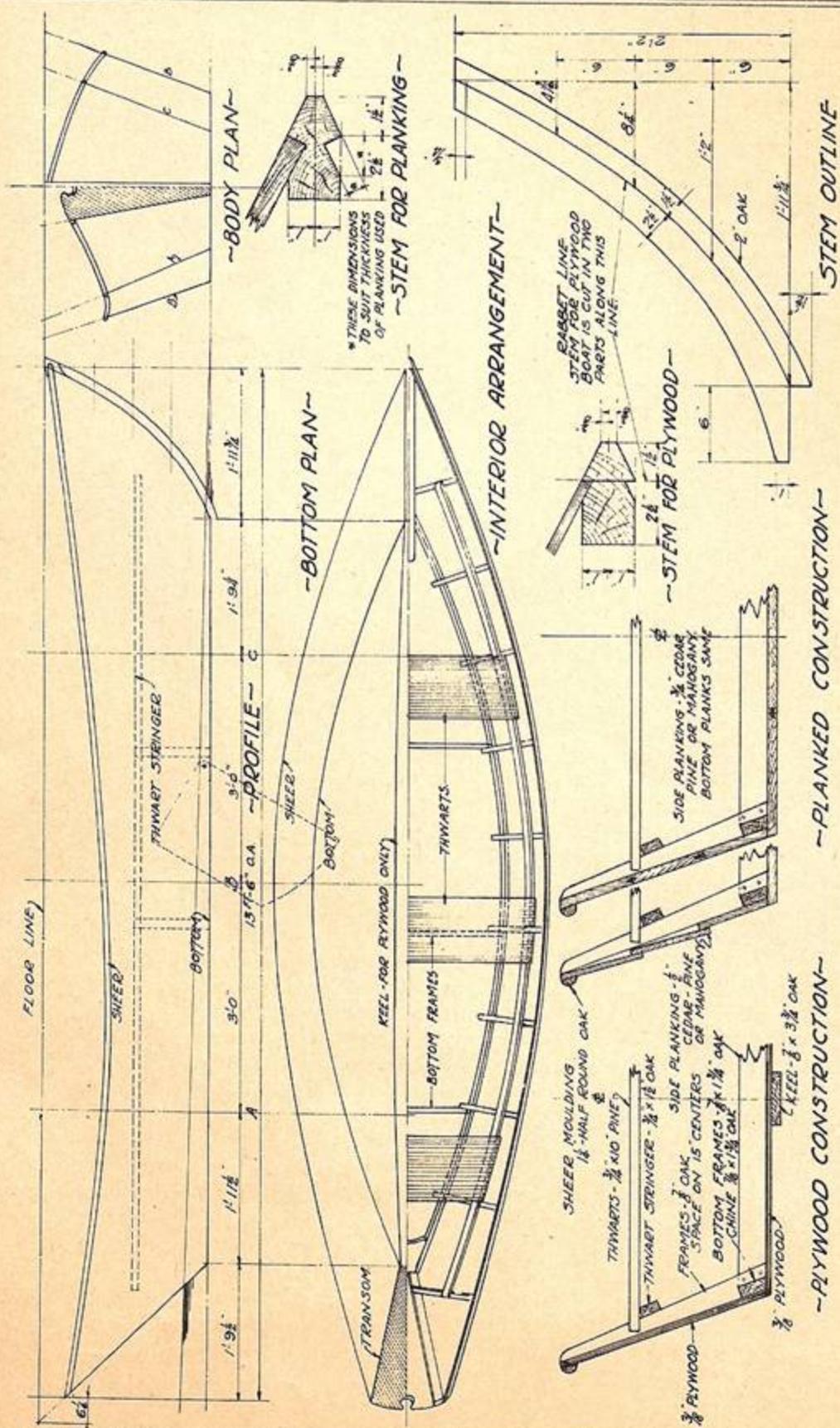
about an inch, and each edge of both planks rabbeted to half thickness, so that they fit in one plane. The laps are then riveted with copper nails over burrs. If the clinker planking is fitted the planks are lapped an inch over each other and the edge of the lower plank slightly beveled so that the upper plank lies flat on the surface of the lap. This type of planking is riveted in the same manner as the ship lap type. If clinker planks are fitted the edges of the planks should follow in lines somewhat matching the sheer. A good idea is to divide the girth of the sides at each mould, the stem and transom in three parts and have the edges of the planks follow along these marks. Splined planks are made by cutting a groove $\frac{1}{4}$ " wide by $\frac{3}{8}$ " deep the length of the plank edge. A white pine spline $\frac{1}{4}$ " thick and $\frac{3}{4}$ " wide is inserted in the groove, coated with white lead or marine glue. The edges of the splines could be slightly beveled for easy entry.

With the sides planked the side frames are fastened in. These should be so placed that the bottom frames will fall at the places shown in the profile and plan views. They are not

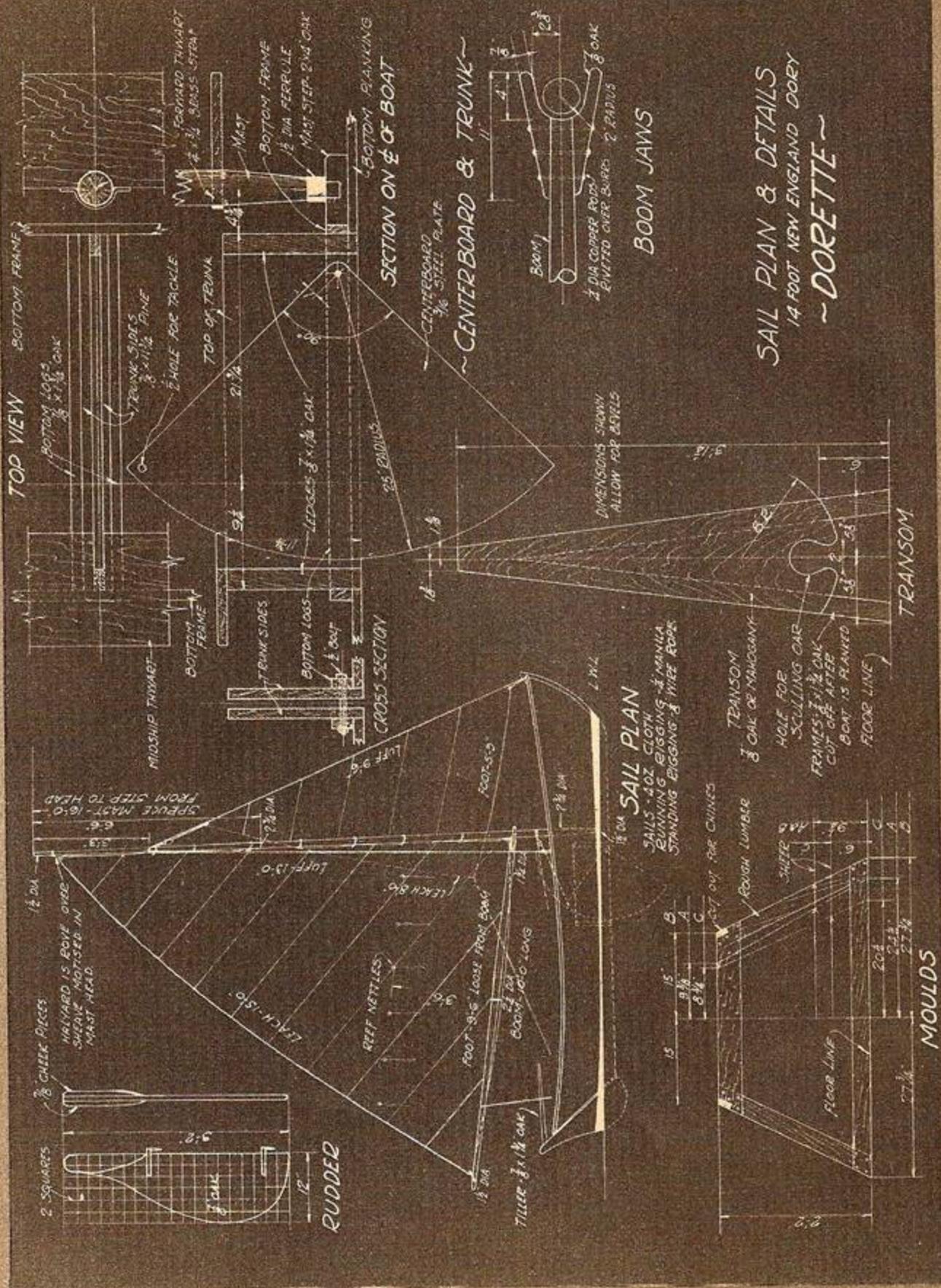
Four types of planking may be used on this seaworthy little boat, designed after the famed Grand Banks "nested" fishing dories.

"DORETTE"

by Sam Rabl



~ LINES & CONSTRUCTION DETAILS ~
14 FOOT NEW ENGLAND DORY.
~ DORETTE ~



SAIL PLAN & DETAILS
 14 FOOT NEW ENGLAND DORY
 ~DORETTE~

Moulds are only temporary, being thrown away when hull has been planked. Dorette may be sailed, rowed or equipped with a small air-cooled inboard motor, and is a good sea boat under most weather conditions.

BILL OF MATERIALS FOR "DORETTE"

Chines, Side Frames, Bottom Frames, Trunk Pieces and miscellaneous pieces—90 lineal feet, $\frac{7}{8}$ "x1 $\frac{1}{4}$ " dressed oak.

Stem—1 piece rough oak, 2"x8"x4'-0".

Seat Stringer—2 pieces dressed oak, $\frac{3}{4}$ "x1 $\frac{1}{2}$ "x12'-0".

Thwarts—1 piece dressed pine, $\frac{1}{4}$ "x10"x12'-0".

Trunk Sides—1 piece dressed pine, $\frac{7}{8}$ "x12"x10'-0".

Transom—1 piece dressed oak or mahogany, $\frac{7}{8}$ "x12"x3'-0".

Rudder—1 piece dressed oak or mahogany, $\frac{7}{8}$ "x12"x4'-0".

Master Step—1 piece rough oak, 2"x4"x1'-0".

Mast—1 piece rough spruce or white pine, 3"x3"x16'-0".

Boom—1 piece rough spruce or white pine, 2 $\frac{1}{2}$ "x2 $\frac{1}{2}$ "x10'-0".

Note: All the above material is needed respective of type of planking method used.

Plywood Planking (sides and bottom)—2 pieces super-harbor 48"x168"x $\frac{3}{8}$ ". These pieces special and to be ordered from the factory.

1 piece dressed oak for keel, $\frac{7}{8}$ "x4"x12'-0".

Clinkered or ship lapped sides—4 pieces cedar, pine or mahogany, $\frac{1}{2}$ "x10"x14'-0"; 2 pieces cedar, pine or mahogany, $\frac{1}{2}$ "x12"x12'-0".

Splined Sides—4 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x10"x14'-0"; 2 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x8"x14'-0".

Splined Bottom—4 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x8"x12'-0".

Cross Planked Bottom—5 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x6"x12'-0". Keel piece same as for plywood.

Sheer Trim—2 pieces of oak or mahogany, 1 $\frac{1}{2}$ " half-round molding 14'-0" long.

beveled but are set in square to the planking. It is important that the forward face of one frame fall 9 $\frac{1}{4}$ " aft of mould "B" and that the aft face of another falls 21 $\frac{3}{4}$ " forward of this same mould, so that the centerboard trunk will be located in its proper position. The other frames may vary a bit without disastrous results. The chines are now beveled so that a straight edge will lie flat across the bottom and touch all parts of the chine face. When this is completed the bottom frames may be put in. If plywood is to be used for the bottom, the bottom frames are spaced only at every other side frame. If ordinary planking is used the bottom frames are placed on every side frame. Should the builder care to plank the bottom as is done in an ordinary skiff (crosswise) the bottom frames may be eliminated. In this case a keel strip is placed outside as is shown for the plywood bottom. The bottom planking is now screwed on in the same manner as the sides.

When the planking is all completed the moulds are cut loose and the boat is turned over for the final finishing. The seat stringers are fitted so that their upper edges are 11" above the inside of the bottom planking. The centerboard trunk is made up from 12" pine boards to the dimensions shown and all of its joints sealed with marine glue. The logs are placed so that the bottom of the trunk will come flush with the outside of the bottom of the boat, either on the planking face or the keel, depending on the type of planking used. The trunk is now fastened in and secured with screws or through bolts driven from the outside. A slight opening should be left all around the trunk for caulking. The thwarts (seats) are now made from pine or mahogany boards and fastened in at the positions shown. The center thwart braces the centerboard trunk and is slotted out so that the board may swing up through it. The for-

ward thwart is cut out to form the mast socket as shown, and a piece of $\frac{1}{4}$ " brass bar is bent to form the aft part of the socket. Dowels set about 1" in from the aft edge of the thwart and about 3" each side of the mast will form excellent belay pins if allowed to project about 3" above and below the thwart. This will allow the main and jib halyards to be belayed without fitting extra cleats.

The mast can now be made while you are waiting for the paint and varnish to dry on the hull. A piece of 3" square stock is secured and tapered on all four sides to 1 $\frac{1}{2}$ " square from a point 6' 6" from its top. Work it to a perfect round and taper the bottom end to a point just under the thwart, from a 1 $\frac{1}{2}$ " diameter at the bottom. A ferrule is now driven over the butt of the mast and the remaining portion squared up so that it will form a tenon to fit in the mast step.

The boom is made in a similar manner and when finally rounded, both spars are sanded to a high finish and given three coats of good spar varnish, sanding between each coat. The sheave is mortised through the masthead, and the boom jaws fitted before the varnishing is started. 39" below the mast head small oak chocks are mortised in the mast to take the shrouds and forestay.

The sails should be made by a good sailmaker, and the foot of the mainsail left loose from the boom, the tack and clew being set up to screw eyes at both ends. The mainsail is fastened to the mast with 4" galvanized rings spaced at about 15" centers. The jib is set up tight with the halyard.

The rudder is made from a piece of selected white oak to the shape shown on the plans. Cheek pieces are riveted to the sides of the rudder, and the tiller fastened in between these in such a manner that it may be withdrawn when not in use.

Want blueprints for *Dorette*? Turn to page 146.

BILL OF MATERIALS FOR "DORETTE"

Chines, Side Frames, Bottom Frames, Trunk Pieces and miscellaneous pieces—90 lineal feet, $\frac{7}{8}$ "x $1\frac{3}{4}$ " dressed oak.

Stem—1 piece rough oak, 2"x8"x4'-0".

Seat Stringer—2 pieces dressed oak, $\frac{3}{4}$ "x $1\frac{1}{2}$ "x12'-0".

Thwarts—1 piece dressed pine, $\frac{3}{4}$ "x10"x12'-0".

Trunk Sides—1 piece dressed pine, $\frac{7}{8}$ "x12"x10'-0".

Transom—1 piece dressed oak or mahogany, $\frac{7}{8}$ "x12"x3'-0".

Rudder—1 piece dressed oak or mahogany, $\frac{7}{8}$ "x12"x4'-0".

Mast Step—1 piece rough oak, 2"x4"x1'-0".

Mast—1 piece rough spruce or white pine, 3"x3"x16'-0".

Boom—1 piece rough spruce or white pine, 2 $\frac{1}{2}$ "x2 $\frac{1}{2}$ "x10'-0".

Note: All the above material is needed respective of type of planking method used.

Plywood Planking (sides and bottom)—2 pieces super-harbord 48"x168"x $\frac{3}{8}$ ". These pieces special and to be ordered from the factory.

1 piece dressed oak for keel, $\frac{7}{8}$ "x4"x12'-0".

Clinkered or ship lapped sides—4 pieces cedar, pine or mahogany, $\frac{1}{2}$ "x10"x14'-0"; 2 pieces cedar, pine or mahogany, $\frac{1}{2}$ "x12"x12'x0".

Splined Sides—4 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x10"x14'-0"; 2 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x8"x14'-0".

Splined Bottom—4 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x8"x12'-0".

Cross Planked Bottom—5 pieces cedar, pine or mahogany, $\frac{3}{4}$ "x6"x12'-0". Keel piece same as for plywood.

Sheer Trim—2 pieces of oak or mahogany, 1 $\frac{1}{2}$ " half-round molding 14'-0" long.



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