

Greg Tatman Wooden Boats & Kits Inc.

www.gregboats.com

From January 2004

Wooden Boats, Kits and Accessories for Fishermen



Greg Tatman Wooden Boats

PO. Box K / 1075 Clearwater Lane / Springfield / Oregon / 97478 / (503) 746-5287

Hello from the McKenzie river country. We have a few sawmills here, the world's largest filbert farm, and it has been known to rain here once in a while. Flannel, wool, and rain gear are the clothing options of choice and if you're wearing a clean pair of jeans, you're dressed up!

People from all over the world visit this area for the very reasons we love to live here. There is still enough big timber to keep us from totally ruling out the possibility of a Bigfoot hiding out there somewhere; we have plenty of snow-capped mountains to roam in; and this valley is watered by some of the clearest, prettiest streams on the planet.

The boats we use around here were developed for floating the crystal waters of the McKenzie. This legendary river starts as a creeklet out of Clear Lake, at the base of a group of dormant volcanoes, called the Three Sisters. It then flows and grows for sixty miles, carving its way through solid volcanic basalt rock to where it collides with the Willamette River just north of the Eugene Springfield area. If you live east of here and have the opportunity to drive over to visit the shop, the incredible scenery along the McKenzie highway will make you want to pull over and check out some of those deep emerald-green pools.

The McKenzie was important to the development of the driftboat because the deep runs and heavy rapids made boat fishing almost a necessity. The quest to build a boat that could be controlled in such turbulent water, while still providing a stable fishing platform, began about 1900. The McKenzie style driftboat went through several design improvements until local boat-building legend Woody Hindman arrived at the current design about 1949.

There are several thousand of these boats in western Oregon and thousands more throughout the United States and Canada. We have even shipped boats as far away as New Zealand, Chile and Argentina.

All of us at the shop are glad to talk to you about any of our boats. Just give us a call at (541) 746-5287. Visit our web site: gregboats.com or e-mail us at: woodn@gregboats.com



Greg and a new 14' rowboat.

--On The Cover--

If I weren't already building boats for a living, I think I'd like to be a watercolorist (any real jobs are, of course, low on the list). I have messed around with the medium for years, winning a few awards as well as being a part of a few minor shows. I feel mostly at home doing landscapes with buildings, because the main battle is rendering a good drawing and then filling in the colors. For me the really difficult subjects are people, a background of solid trees, and trying to paint a boat so it looks like it is actually in the water. This painting was the most recent of many efforts to depict a McKenzie Driftboat on my favorite river- The McKenzie. It's a spot on the lower river where the highway crosses on its way east to the town of Sisters and beyond.

Tatman Boats Go to Chile

One of the great truths of fishing is that there is always one more river to fish. This last year that one more river for me became a river more than a quarter of the way around of the world in Coyhaique, Chile. Carlos Munoz, the owner of Paloma Lodge bought two of our boat kits (fall of '93) and invited me help him put the kits together and to fish with him at the lodge for two weeks. As it turned out, Carlos hired two very talented woodworkers to bear the brunt of the boat building and we mostly lined them out each morning, then made tracks for the nearest river.



Two Chilean woodworkers assembling one of our kits in Coyhaique, Chile.

I can say I had a tremendous time as well as some excellent fishing. This was my second fishing trip south of the equator. I had built a driftboat in New Zealand in 1985 (the first in the country as far as I know). I didn't have help building the boat in New Zealand, which left time for only two days of fishing. Since I could turn over the building to the crew on my trip to Chile, leaving me more time to fish, and because I am a better fisherman now than I was in 1985, the fishing was by far the more productive. The high point of the trip was hooking a twelve pound Brown in a small lake. I can still see the angry fellow leaping three feet out of the water and re-entering with a deep, throaty splash, sounding just like a big King jumping in the McKenzie.

Chile is probably the most politically and economically stable country in Latin America. I am fairly familiar with Mexico, as I lived in Guadalajara for a semester during my college days. Chile seemed more European than Mexico. The food was more "meat and potatoes." The architecture and people also seemed more European, similar to what I



A 17 1/2' driftboat on Chile's Paloma River

imagine Spain might be. A lot of Germans and other Europeans have settled there. I even met a Chilean of Latvian extraction. Believe me, a Russian/Spanish accent is something to behold!

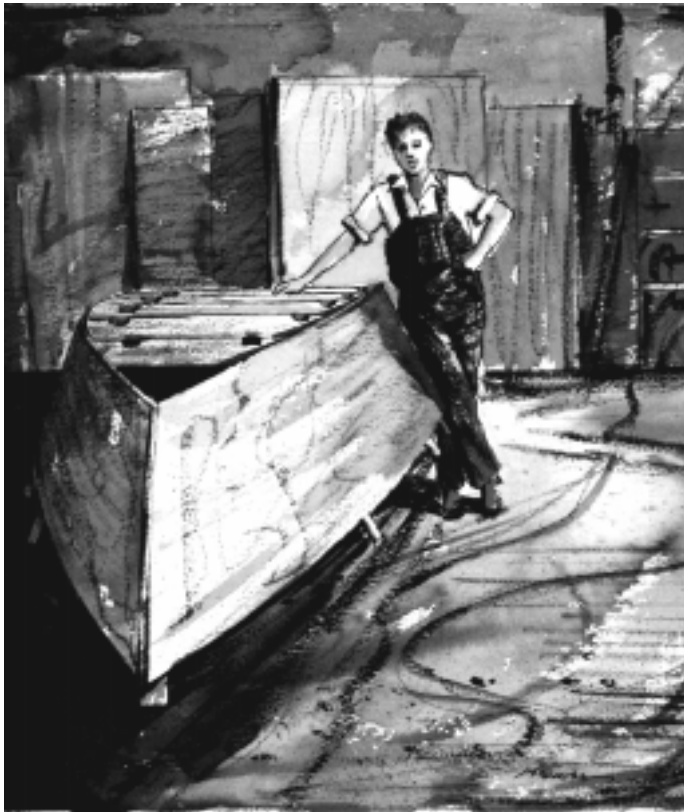
The weather in Chilean Patagonia can make fishing challenging. In November and December the wind blows, making for casting with heavier rods, which is OK because one has to fish a fair amount with weighted nymphs. Later in the summer (I returned for another week in March), the wind dies down, but still be ready for showers.

If you would like to contact Carlos, the best way is to call his fax-message (in English) phone at 56-67-231257. The 56 is the country code. I also have some of his brochures that I can send you.



Greg checking out the competition in Puerto Aisen, Patagonia, Chile.

Can I Do It?



Most people who own a Greg Tatman Wooden Boat got theirs by buying a kit. The kits come with all the wood parts substantially pre-cut (some cutting and fitting has to be done as the boat is built). They come with all fasteners, caulking and a complete 50-page assembly manual. The kits are easy to build! No special jigs or strong backs are needed to build the boat on. No major tools (see page 26) are necessary—just two power drills (one variable speed), a belt sander, router, sabre saw and ordinary hand tools and clamps that many people already have.

Naturally, the assembly time varies from person to person; but on the average, we estimate about 60 hours. Finishing time takes between 30-50 hours, depending on the choice of finish (paint, oil or varnish).

"I CAN DO IT!" Any do-it-yourself project can be terrifying—unpacking those parts of a kid's bicycle on Christmas Eve (with instructions written by someone who knows only 500 words of English) is enough to fill anyone with dread. But our boat kits leave nothing to guesswork. We have sold nearly one thousand boat kits to all kinds of people over the years—from construction workers and optometrists to pizza-handlers and professors of botany.

Our experience has shown that virtually anyone can put together one of our kits. We tell each buyer to read the manual thoroughly, and those who still have questions

can be assured that we're only a phone call away. As it turns out, we only get about one phone call a month from kit buyers with questions about assembly.

Boat kits are all we do. We are not torn by a divided attention to completed boat customers and kit customers. That way we can devote all our attention to serving and supporting folks who are putting their own boats together so they can go fishing!

A Few Words About Riverboat Design...

One of the main functions of a river boat as a fishing craft is to "hold" in the river. This means the oarsman rows the boat up river in order to slow or stop its progress down river. This is the main quality that we have kept in mind when designing our boats. A boat's holding ability is vital for the steelheader who is running plugs or for the fly fisherman holding the boat offshore while his partner works the banks. We believe gentle, even curves or "lines" wherever the boat touches the water make a boat perform best. This is because sharp, hard curves push the water abruptly, making a wave that is hard to row against. Too much rocker on the bottom will merely push more water. A long flat spot in the center will only turn up the ends more abruptly, pushing more water rather than displacing it gradually



Our boats are designed to take just about any kind of abuse. Photo courtesy of our Oklahoma customer.

-Rowboats for still waters-

When you really think about it, we've been in the rowboat business from day one. After all, McKenzie River driftboats are rowboats, aren't they?

The driftboat's primary source of propulsion is not a set of oars, but a flowing river. That's where the boat gets the "drift" part of its name. The oars are used to turn a driftboat quickly and to maneuver around rocks and obstructions in the river. Rowing also stops or "holds" the boat's progress downstream. A good oarsperson can traverse miles of river with very little rowing.

So, to make a drift boat stop, you row. To make a rowboat stop, you quit rowing! The point is this: If you're never going to row a boat in a white water river, you don't need a drift boat. A rowboat will be a better choice.

14' Rowboat

Andy & Liz Tatman, when they were small, enjoyed paddling one of those cheap, tiny inflatable rafts around the edge of the lake. But they are grown now, so they want to go farther out from shore. Their father got



tired of rowing them on the river while they did all the fishing. He's now glad, though, they got some still water rowing experience before graduating to the river.

All these factors motivate said father and boat builder to build a plain old fashioned 14' rowboat. The boat is light (about 175 lbs), can fit in the back of a pickup and can handle a small trolling motor. Best of all, it rows like a dream. Its main seat can be made adjustable for more than one oarlock position and its interior parts could, in a pinch, be made removable to make it lighter, easier to mount on top of a vehicle. We've found that 7 1/2' Oars work the best for the 14'.

14' Rowboat Kit (fir plywood).....\$970

14' Rowboat Kit (meranti ply).....1210

14' Rowboat Kit (sepelle ply).....1626

12' Rowboat

Don't you sometimes want to sneak off to a small, secret lake for a bit of solitary fishing? In that situation a boat that is too large can be as out of scale as a eight weight fly rod on the other end of an eight inch cutthroat. On a recent trip through the Rockies I took my new 12' rowboat which I found useful in a couple of small Wyoming lakes. It was small enough to easily load and unload from the back of my pickup, yet stable enough (with its flat bottom) to stand up and fish. To store the boat I sometimes lean it on its side against a wall.

On occasion it's just fun to go out for a nice row in the park. The 12' rowboat is small enough for my wife and me to carry a short distance from the parking lot to the water (at 135 lbs) yet big enough to hold us both and still row well. Seven foot oars are the length of choice for this rowboat.



12' Rowboat Kit (fir plywood).....\$985

12' Rowboat Kit (meranti ply).....1135

12' Rowboat Kit (sepelle ply).....1650

16' Rowboat

The 16' rowboat is the same general design as our other two models, the 12' and the 14'. You can see an interior view of the 14' on the inside front cover of this catalog. That's me rowing the boat you see in the photo on the upper right. This was the first launch day of a 16'. I was delighted with how the boat rowed. The added length from the 14' made it seem to glide and track better in the water. In general, a longer hull form will move through the water easier and track better anyway, according to the laws of physics (all things being equal). Simply adding these characteristics to the extra room and carrying capacity and you end up with a darn fine boat!

You will need 8' oars for this model. On most lakes, the boat works well powered by the oars themselves. If you need to cover some miles, however, a small outboard or an electric motor can be used. I have a three horse outboard from the 50's that I plan to use on my boat.



- 16' Rowboat Kit (fir plywood).....\$1100**
- 16' Rowboat Kit (meranti ply).....1300**
- 16' Rowboat Kit (sepelle ply).....1860**

12' River Pram

The 12' pram is probably the best all-around river fishing boat in our line. That's because it is a great two-fisherman boat. If you don't need a three-person driftboat, why row one around? Yes, this model is technically a pram, but it has fairly high sides, and its square bow gives it better flotation and carrying capacity. It is also a good boat to carry in the back of a full sized pick-up. If you live in Michigan or Oklahoma, and want to spend a week in Montana, you may not want to trailer a boat all the way out there.

Both front and rear seats are adjustable so the oarsman seat can be moved to the middle. This allows better balancing for a single oarsman as well as the ability to adjust the balance for two people and gear. Again, the 12-foot pram can fit in a full-sized pickup bed or in a small pickup with a rack.

The 12' is an odd looking boat, not having the classic shape of what all of us know as a McKenzie river boat. Yet it is similar to one of the very early developments in the McKenzie boat called "Rapid Robert", used primarily in the 40's and 50's. Guides used them on the Middle Fork of the Salmon in Central Idaho for years (as well as the McKenzie, of course).

The boat pictured at right was built by Karl Klassen. An deal customer of ours, he has built this boat along with a rowboat and two sizes of driftboats. We wish we had more loyal customers like him (hint, hint).



- 12' PramKit (fir plywood).....\$985**
- 12' Pram Kit (meranti plywood).....1135**
- 12' Pram Kit (sepelle plywood).....1650**

12' Driftboat

One of the great things about having your own boat business is dreaming up a new "toy" when ever you get tired of all your old ones! There is a stretch of the McKenzie that is very close to the shop and a very short run in a driftboat. It is also very productive for our local strain of native redbside trout. Sometimes after work, I have often thought it would be nice to have a small boat that I could fish that stretch of water, a "low impact" boat which, like the small prams, didn't require trailer, plus was easily dragged and launched over the bank by your self. Now, I could have built one of the prams, but I've had several of



those, so that's no fun! Why not build build a 12' boat, but in the more appealing McKenzie drift boat style? So I did! I am glad I did because it has turned out to be a great boat! Seven and a half foot oars work for this boat.

- 12' Driftboat Kit (fir plywood).....\$985
- 12' Driftboat Kit (meranti ply).....1135
- 12' Driftboat Kit (sepelle ply).....1640

14' Driftboat

The 14-foot driftboat is a 12-foot pram brought to a "McKenzie" point. It used to be our smallest "McKenzie" style driftboat. Like the two 12-footer's, this model is a light, portable boat with adjustable seats, but it also offers some of the advantages of a larger driftboat. It features a kneebrace and flyline deck in front, is generally more whitewater capable than the shorter boats, has more carrying capacity, and is the largest boat that will fit in the bed of a full-sized pickup

The 14-foot McKenzie is best used as a two-person boat. It is also the best of the driftboats if weight is an important consideration. It weighs about 200lbs. If you usually fish with one partner, you fish some rivers with difficult access, and you want the "McKenzie style", this is your boat. If you are trying to decide between a 14-footer and a 16-foot model, have a growing family, or a cabin full of prospective fishing buddies, don't buy this size. You will outgrow it. If you plan to trailer a boat, go for the bigger model—unless, again, you have only one fishing buddy and know you want a 14-foot driftboat. Eight foot oars seem to work the best for this model.



- 14' Driftboat Kit (fir plywood).....\$890
- 14' Driftboat Kit (meranti ply).....1090
- 14' Driftboat Kit (sepelle ply).....1580

16' Driftboat

The 16-foot McKenzie is the workhorse of all drift boats. As an all around fishing boat on 90% of the boatable, fishable rivers, it is the most popular craft we sell. Likewise, if you can't decide on which boat to buy, this one is the safest bet. It is more suited for fishing on windy days because of its standard (rather than high) sides. It is around 25 lbs. lighter than a 16-foot highside, and rows well with up to three average sized adults on board. Weighing in at 240 lbs, this boat has to be trailered. We recomend for this boat 8 1/2' oars. Add \$85 for high side version (fir).

48" bottom width



- Kit (firplywood).....\$1100
- Kit (meranti ply).....1300
- Kit (sepelle ply).....1860

17' x 52" Driftboat

52" bottom width



We continue to be excited about our newest model of the larger driftboat. After years of listening to tearful customers who couldn't see themselves content with the 16' (which they thought too small) or the 17 1/2' (which they thought too large), we designed an ideal in-between boat that would suit even the most indecisive fishermen. It is large enough for those long river trips that require extra carrying capacity, yet not too large a boat to go for a day trip with your best fishing buddy. Take your wife and kids!! In any event, this new boat is nipping at the heels of the 16' for popularity even before appearing in our brochure! Nine foot oars work the best for this boat.

Add \$85 for the high side version (fir).

- Kit (fir plywood).....\$1225
- Kit (meranti ply).....1505
- Kit (sepelle ply).....2085

17 1/2' x 54" Wide Bottom Driftboat



The 17 1/2-foot wide bottom (54") drift boat has become quite popular. It was designed for ease of operation under the heavier loading conditions found in typical guide applications. Though the boat weighs slightly over 300 lbs, its large bottom area allows it to be one of our highest floating boats. This quality is very useful for carrying that third person (beside yourself). The smooth easy lines of its hull and the boat's longer hull length also gives it superior holding and tracking ability. Many experienced guides tell us that this boat is the best rowing boat they have ever rowed. (Rowing a boat full of fishing clients all day every day would make an oarsman

appreciate its finer handling qualities.) Some customers report such good holding characteristics as "almost needing to row the boat down river". If you decide to row this boat, we recommend 9' oars.

The 17 1/2' is available in a high side version for an extra \$85 (fir). As with the 16' & 17x52, we recommend against the high side unless you plan to use the boat in a lot of rigorous white water applications or, again, prefer the higher oarsman seat. The best oar length here seems to be 9.

Kit (fir plywood).....\$1295
Kit (meranti ply).....1575
Kit (sepelle ply).....2155

How Much does It weigh?

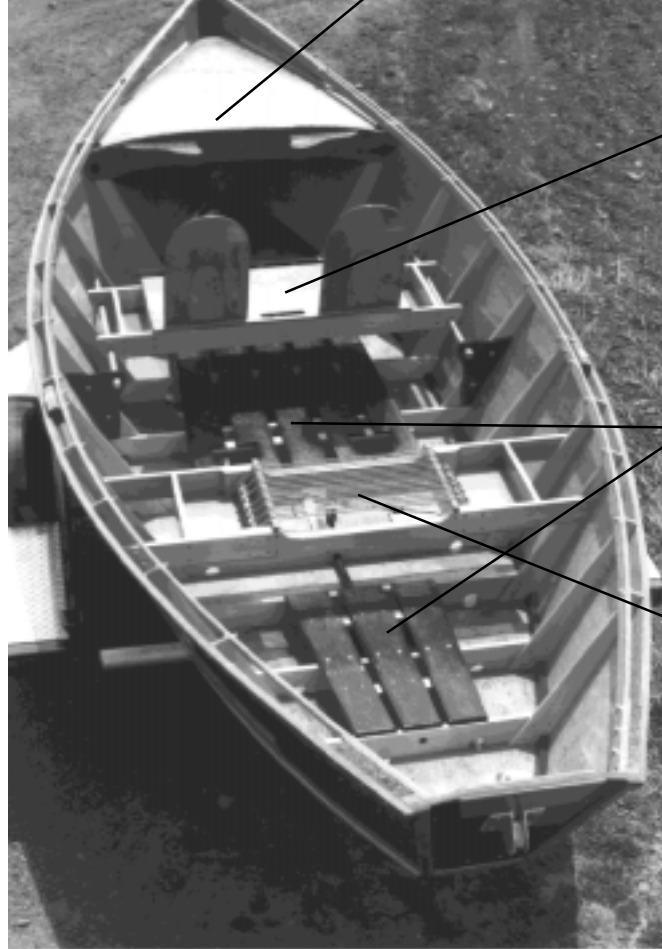
One of the most common questions fishermen ask when they are considering their boating options is "how much does a particular model weigh?" What they are really looking for when they ask that question is "is this the lightest boat I can possibly buy in a given length?" Some even want to car top a large driftboat. In this day of high technology we could make boats of the very lightest materials, even to the point where one could cartop a large driftboat. We can't blame folks for thinking that "the lighter the boat, the better". After all, many other types of boats are touted for their lightness and portability.

Driftboats, however, can be too heavy AND too light! A very light or lightly loaded large river boat can be difficult to keep on track, hard to control in windy conditions and whitewater. We once built two 12' river prams, one about eighty pounds, and one a hundred thirty five. When we took both down the river, the heavier boat handled MUCH better!

What Comes With a Driftboat Kit?

Here is an example of what is included in a sixteen foot drift boat kit. We include the basic wood parts, as you see here, substantially cut out (to the degree that further table sawing is not necessary). The frames are assembled, then taken apart for shipping. The fasteners are included, unless one upgrades to stainless (see page 17). The sides and bottom are in one piece. The sides are cut exactly to fit, but the bottom needs to be sized to fit the boat as the boat is built. Caulking is included for sealing the boat against leaking.

Theoretically, you could build the boat with nothing else but the kit parts and the boat would look like this, except that it would be bare wood (no paint or varnish).



Casting platform

Stand here with your legs between the "horns", stripping fly line out onto the deck for casting or "shooting". This removable deck allows you to fish (with caution) while the boat is moving down river.

Passenger seat

The passenger seat is a bench seat with tackle trays on each side. It slides on pipes to adjust the trim of the boat. Use the two removable seat backs for two passengers, or one in the middle for one passenger (three seat backs for larger boats).

Floor boards

Oarsman's Seat

Also for oarswomen! This is the place where it all happens! Sit here and guide the boat down river to the nearest fishing spot. Two side trays for tackle. To help give you leverage for those "beef strokes" on the oars, put your feet in the foot holes in the front floor boards.

What - Else - You - Will - Need

We tailor our boat kits to fit the customer's needs by providing the kit and then offering a wide variety of options to complete the project. Many of our kit builders purchase only a kit, then buy accessories incrementally as they need them, while others like to have everything they need right from the beginning. The latter is often true when a kit has to be shipped across the country. The cost of several individual UPS charges tends to add up quickly if many parts you need are shipped later.

Here are what we think are some of the most basic needs for you to have an enjoyable day on the river. You will find other items, such as the various seating options towards the back of the catalog.

- Epoxy and/or varnish, oil or paint.
- Oars, preferably three.
- Oarlocks, and oarlock sleeves.
- Anchoring system, anchor line and anchor.
- UHMW abrasion resistant skid shoe.
- Trailer.
- **Other options you may want:**
- Aluminum eye bolt.
- Storage options (see page 18).
- Boat cover.
- Transom seat.
- Rear knee brace.

Which Plywood.....?

Fir

It seems all good things eventually come to an end. The quality of fir plywood has fallen over the years, as the supply of really good old growth fir trees is no longer available to "make the plywood they used to". Lately, we've heard the mill that makes it is in chapter 11 bankruptcy. We are now forced to "scarf" joint four by eight sheets to make the long pieces necessary for our boats and kits. Our hearts still have a soft spot for fir plywood, because it is still a strong, light product, and is indigenous to Oregon. It is the least expensive of the three options we offer. Yet it has football shaped patches and is still prone to "checking", long hairline cracks along the grain.

Meranti

Meranti is a plywood that we have been using for nearly two years. It is a mahogany-like wood which makes for a darker finish than fir. No need to stain the sides, which is necessary on fir kits for increased color variation. The main reason we like this stuff is that it is nearly perfect in construction. There are no football patches. We have yet to see a void in the inner veneers. It also has nearly double the veneer layers for a given thickness. Five layers in 1/4" rather than three in fir. Nine layers in 1/2" rather than five in fir. Though this plywood is medium dark brown (see our website www.gregboats.com for a look) the individual sheets can vary in color. This plywood can add ten to twenty pounds to the boat (more than fir), depending on the size.

Sepelle

Sepelle marine plywood is the "King of Marine". It is similar to meranti, in that it is also nearly perfect in construction and has the same high number of veneer layers. It is different from meranti in that it is darker, more consistent in color, and has a more closed grain. The closed grain makes for a smoother final finish. Where meranti might add fifteen pounds, sepele might add 22 pounds, depending on the size of boat. The major trade-off compared with the other two varieties is the cost. It's a bunch more expensive. Despite the cost, we have been making kits with this material for years. We built a sepele drift boat for a local fisherman about 12 years ago. He has never put it in the water. He uses an aluminum boat and goes out in his garage occasionally to "commune" with his "real boat".

Flat Bottom "Jet" Sled/Bass Boat

On a recent trip down South to the Carolinas and Georgia I noticed many small, flat bottomed Jon boats. They seemed narrow and low sided for snooping around the rivers in that region. Upon my return I went to work on a wider, more stable boat, which could still towed by a small vehicle or carry in the back of a full sized

pickup. My purpose was an all around boat for both lakes (with up to 15 hp propeller driven outboard) and rivers (with a "jet" pump). My vision for the river was to float the boat downstream to those spots the drift boaters can't fish right at dusk (they can't risk rowing the rest of the river in the dark), and then head back up river to the ramp. Such a boat would require only a 35-40hp with a pump. Good gas mileage, low noise and planing at lower speeds.



This craft has 20" sides and a 48" bottom. The bottom is 1/2" and the sides 3/8". Thinner plywood is available to lighten up the boat to suit your needs. This boat comes with two bench seats, floorboards, and an open bow. An enclosed front compartment is also available. The design is very flexible. It can easily be made a 16' or 18' boat, or have sides up to 24". The bottom can be as wide as five feet. Call us for the cost of extra side height or extra bottom width. Also call us for pricing on plywood upgrade options.

Prices for fir plywood:

14' kit.....	\$1140
16' kit.....	1280
18' kit.....	1410

Bow storage compartment kit, which should be ordered at the time of boat kit purchase.....\$225

Sturdy Built Driftboat Trailers

Baker Trailers come standard with white-spoked, thirteen inch wheels and sealed-beam tail lights inset into the heavy-duty steel tubed frame. All the wiring runs inside the frame to eliminate abrasion or damage from road hazards or corrosion. The Baker trailer has an adjustable winch stand and features steps in front and back of each fender. A grease zert is built into the axle which provides for thorough greasing.

A driftboat trailer is a simple trailer, yet is quite different from the usual bolt together motorboat trailer one might find at the local marina. Most of those trailers are set up for some degree of "V" and often have individual rollers, especially for the keel. Driftboat bottoms are flat from side to side with no keel at all, making a center roller awkward or useless. Motorboat trailers have bunks which are parallel to the length of the boat. Driftboat trailers cradle best on bunks which go from side to side. A good driftboat trailer (like a Sturdy-Built) should have a long roller at the back of the trailer so that one person can winch it up. It is particularly helpful if the front of the boat has a "Back-Saving Eye bolt (found on page 19) attached to the stem (front of the boat).

Another advantage of a Baker over trailers with bolt together frames is that they are welded together. Driftboats seem to encounter rougher roads on the way to the river than motor boats on the way to the lake, so they need to be tough. Bolt together ones don't seem to hold together as well. Driftboats are often launched over the bank where formal launching ramps don't exist. I have backed into more things on a river bank than I care to admit, and my trailer just keeps on going!

If you really want your trailer to keep on going-

Spare Tire & Carrier



Spare Tire & Carrier.....\$150

when you have a flat tire!-we recommend Baker's optional spare tire and carrier. Have you ever encountered one of those highway signs on your way to your favorite vacation river that announce, "no services for 80 miles"? We suggest simply replacing the flat tire with your spare, rather than leaving your boat to drive back to the last "service" station to repair your flat.



Baker Standard trailer sold without Spare tire & carrier or enclosed fenders
Driftboat Trailer.....\$1275

Shipping a Trailer

One issue of boat ownership is, of course, trailer ownership. One can carry some of the smaller boats we have in, or on top of, a vehicle. The fourteen foot driftboat has a following of fisherman who carry that model in the back of a full sized pickup. If you're going on a long trip to reach a river several states away, the fact that you can carry your boat on your vehicle will mean better gas mileage than when pulling the boat on a trailer. For average use, however, and for larger boats (even the fourteen above) it ends up much easier to transport the boat on a trailer. Any small car can pull it, and it is much easier to launch by yourself.

Another issue when you purchase a kit and have it shipped to you is the difficulty and expense of shipping a trailer. We have helped Sturdy Built design a trailer that can be inexpensively shipped. It is almost identical to the one shown above, except that the tires, wheels, and fenders are disassembled, making the trailer much thinner for shipping. You merely re-assemble the tires, wheels, and fenders and away you go! The trailer is painted black, making it easy to touch up any nicks made during shipping, or later, on the way to the river. We charge an extra \$40 trailer fee to disassemble the trailer and crate the smaller parts. We encourage you to purchase the trailer with the kit if you are going to have it shipped to you, as you save the cost of a separate crate for the trailer parts as well as shipping charges on the weight of the second crate.

Stearns Type III Personal Flotation Device

Out here in Oregon, all boaters are required to carry personal flotation devices in their boats. It is advisable to wear them while out on a river. Drifting down even a quiet river, one can be lulled into complacency about the power of the river. If your boat capsizes, or you are thrown out, you move down river at a pace which separates you from the boat and limits your control over where you want to make landfall. Standing up in fairly shallow water is also difficult because of the pressure of the water flow. In those situations, wearing a good personal flotation device can really make the difference between survival and ending the fishing season for good.

The Stearns flotation device serves as high quality, type III flotation device which is still comfortable to wear and Coast Guard approved. The color is bright orange! On slightly cold days it even provides for some extra warmth! It comes with a small booklet which describes its intended use and care.

Stearns Type III Personal Flotation Device

Small/medium Adult.....\$63

Large/extra large Adult.....63



Kent Type II PFD

Universal Child.....\$11

Universal Adult.....11

Kent Type II Personal Flotation Device

A type II personal flotation device will turn many unconscious person face up. They are good for calm, inland water where there is good chance of fast rescue. Made by Kent, they are an inexpensive life jacket, which is more comfortable to wear than type I, "off shore" life jackets, but not as comfortable as the Stearns type III. They are also not quite as durable. As with the Stearns, this PFD comes with a well written booklet describing its use. These come in bright orange. The flotation material is foam, with a synthetic fabric covering. This PFD is Coast Guard approved.

Drain Plug

How do you say PLUG backwards? That's what your boat does when this item isn't in place doing its job! It's a good idea to have an extra boat plug around when you need it. These plugs are a flip top variety that screw to tighten the rubber stopper into a larger hole. We normally drill a 1" hole through the bottom and UHMW and then seal the edges of the hole well with paint or varnish. The plug will not extend below the UHMW.

Drain Plug.....\$5.00

UHMW Bottom Protection

The UHMW skid shoe is the best thing that has ever happened to the wooden drift boat. Ultra high molecular weight plastic (UHMW) was designed as an abrasion resistant surface for use in the lumber industry. Chains and conveyors ride on this material, outlasting steel in that application. Attached to wooden drift boats, this slick stuff makes your boat impervious to the abrasion of river rock and gravel bars. The first time I put UHMW on a boat I slipped it off the trailer, leaving it on a concrete launching ramp. I left to move the trailer and when I looked back it had started sliding down the ramp so fast I had to turn and run after it.

The skid shoe is attached to the bottom of the boat with stainless steel screws. The same simple tools used to build the boat are used. The plywood boat bottom is properly sealed before the UHMW goes on, eliminating any moisture problems. The water that enters between two layers when you're on the river will flow out again when you drain your boat on the ramp. No caulking or sealer is used between the UHMW and the boat, as nothing will stick to UHMW.

We recommend UHMW for all boats twelve foot long and larger. We sell the four foot wide by ten foot long (five foot wide for the seventeen foot and larger drift boats) sheets of BROWN UHMW. There is enough to cover the whole bottom on a twelve & fourteen footer, nearly enough for the sixteens through seventeen and one half models. The UHMW for those models fits from the first frame forward (the knee brace frame) all the way back under the transom. The cutting scraps generated from cutting out the silhouette of the bottom must be used on the last foot or two under the transom area behind the main sheet. A UHMW piece to fit forward of the knee brace rib called a "front triangle" is available if desired, for total bottom coverage. Two pages of



instructions and enough stainless screws to do the job are included to install UHMW. The UHMW "kit" also includes two 10-foot strips to cap off the edges of the plastic. These are screwed to the chine battens (the oak strip on the very lowest edge of the side). Extra strips, if desired, beyond the two which come with the "kit" are sold separately. One extra strip (along with the existing two) will completely cover the chine batten.

Extra 10' UHMW strips(each).....	12
Front "triangle".....	28
UHMW kit for 12, 14, 16'	\$255
UHMW kit for 17' & 17 1/2'	287

Epoxy & UHMW

There has always been some concern about water getting between the wooden bottom of the boat and the plastic UHMW skid shoe. Sacrificial bottom sheathing of some sort has been in use virtually from the beginning of the McKenzie drift boat, always leaving an issue of what to do in between the "shoe" and the bottom. The breadth of experience we've had of removing some old "shoes", shows us that one should not attempt to seal the sheathing onto the bottom. When the boat is in the water, banging along down river, the pressure of the river water trying to breach the "sealer" (caulk etc.) eventually wins out. Water is then trapped in between the shoe and the bottom, a far worse situation than one in which the water simply runs back out. This is a typical cause for dry-rot in older boats.

We like to seal the surface of the wood bottom with a heavy coat of epoxy before we screw on the UHMW. We do this because we can seal it in one heavy coat, which speeds the progress of construction along (get that boat turned over!) and because epoxy does a superior job of sealing the wood against moisture. We can often apply the epoxy first thing in the morning, then after it sets up, start in on the UHMW by one or two o'clock in the afternoon. You can never have three coats of varnish or paint dry in that period of time.

A quart "kit" of epoxy will usually do the bottom of a 16' or smaller boat, two quarts for larger ones. See pages 22-23 for more information and prices of "West System" marine epoxy.

BO's Anchor System

We have sold more Bo's anchor systems than any other kind. The reason is obvious; with this system you can drop anchor while you're rowing. You don't have to pause while you reach around to let out your anchor, drifting past the hole where you want to fish. You can anchor right where you want to stop. It's not only easy to anchor, but it is also easier to pull the anchor up. In a tight spot, where the oarsman needs to begin rowing just as soon as the anchor leaves the bottom of the river, this is a handy system for a passenger to pull up the anchor while the oarsman rows the boat. This system also lets the anchor rope run under the rear floorboard, out of the way. The rope also goes through the transom, which is much easier on the transom than a system which hangs the anchor from an arm on top of the transom. You get three pulleys, a foot-release pedal, a plastic tube (for the rope to pass under the rear floorboard), mounting bolts, and instructions. The recommended anchor rope for this system is a 3/8" braided nylon. A thirty foot length seems to work well.

Bo's foot release anchor system.....\$152
3/8" braided nylon rope (per ft.).....0.25



20 lbs. anchor.....\$29
30 lbs. anchor.....35

Anchor Bang Plate

Since the anchor rides down river snuggled up against the back of the transom, it is less traumatic on the back surface of the transom (that you have just varnished) if it is protected by a durable material. There are a variety of materials you could use, such as carpet or a belting. We make up anchor "bang" plates out of brown UHMW plastic, which makes for a durable receptacle for the anchor. If you don't catch a fish on your next trip, you can butt your head against it or swear at it and it will still last for years!

Anchor bang plate.....\$15

Pyramid Anchors

A must for anchoring a drift boat in current. These are made from cast iron for the best possible holding. Very close to lead in weight per cubic inch, cast iron has replaced lead as the material of choice for anchors for a couple of reasons. After a few trips down the river a lead anchor will be deformed, but a cast iron will not. A cast iron anchor also will leave no lead in the river. The 30 pounder is recommended for most boats, but for slower or summer flows, a 20 pounder may be better. For shipping and packaging these monsters we charge \$10.50, so it's best to purchase with the kit to avoid shipping separately by UPS.



GULL Oars

It is important to your river outing to have your hands on a good pair of oars. I would hate to count how many oar strokes I make on a typical river trip, but I'm sure it's a lot! So it is important to have well balanced, strong, but flexible oars for those many oar strokes you will be making. Especially if you are new to driftboating, as new riverboaters tend to row too much, rather than letting the flow of the river do the work for them. These sturdy ash oars fit the bill particularly well. They come finished with a "donut" (to stop the oar from sliding through the oarlock) attached to an extremely durable sleeve to protect the wood from being chafed by the oarlock.

The oars are priced each. You will need at least a pair, but if you want to be safe, we recommend that you carry a third oar in the boat. I had the pastor of our church in my boat one day (an avid fly fisher) and lost an oar. Luckily, I had my third oar in place and had begun the chase down river for the lost oar before he even noticed. Whew! A local guide's suggestion to a boater launching with only two oars: "If you lose one of your oars, just throw the other one overboard too, 'cause one oar won't do you any good!" Do yourself a favor, and carry three oars in the boat. Knock \$5 off each oar if you buy all three oars from us at once.



Oars priced each

7 1/2' (fir).....	\$75
8'	91
8 1/2'	98
9'	117
9 1/2'	127



Oarlocks & Sleeves

American brand "Superstrong" oarlocks work particularly well because they have a machined shaft-not a rough cast one that you need to file down to fit your oarlock blocks. Like the oars in the above description, carrying an extra oarlock is a good idea. We also carry UHMW oarlock sleeves, machined from the same material as our UHMW skid shoes. They are long wearing and require a 7/8" hole in the block. They can easily be pressed in with a vise or a large "C" clamp.

Oarlocks (pair).....	\$38
UHMW sleeves (pair).....	9

Oar Tip Protectors

Oars are meant to move water and propel the boat. Everyone knows that. What most folks don't always realize is that once in a while the boat goes through a shallow spot in the river where one is inclined to dip the oars into the gravel and rocks on the river bottom! That is hard on oar tips! Enter our oar tip protectors to help save your oars from the rocks below. They are made of a durable vinyl material to fit the oars we sell. Warm them in warm water and slide 'em on! Put a couple of coats of varnish under them first to make sure the oar is extra well sealed against moisture.

Oar tip protectors (pair).....	\$15.00
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Stainless Fasteners

We supply plated steel fasteners for our kits. Driftboats are used in fresh water and are generally not left in the water for great lengths of time. We figure that if the boat owner takes proper care of the boat, stores it under good cover and protects the paint or varnish on the boat, he will not have a problem with the fasteners. We have seen the empirical evidence of this as we have repaired decades-old riverboats over the years. When customers have expressed a desire for stainless fasteners we have always offered that option for an \$85 net difference. The additional cost has deterred a good percentage of kit builders.

We've decided to add this option to the catalog now because many builders of our new rowboat will want to strongly consider stainless fasteners. These boats are more apt to see saltwater, or fresh water berthing for much longer periods of time than driftboats. This may be a good option too, for driftboats, which see occasional service in brackish waters. The fact is, some folks simply feel better



about a boat built with stainless steel fasteners. The added cost doesn't seem large when the cost and labor of the whole project is considered. Whatever your reason, they are now available!

Optional Stainless Fasteners.....\$95



Extra Caulking

You get all the caulking you need when you buy one of our kits. Our experience has been over the years, however, that once in a while you may need another tube or two of caulking to finish your boat. We once had a customer give one of his tubes of caulking to a neighbor for a non-boat building project. When it was time to build his boat, he ran out of caulk! Also, sometimes those boat building projects get delayed part way through and an opened tube of caulking can eventually set up in the tube. You may just simply need a tube or two for a repair. In any case, 3-M 5200 polyurethane marine caulking is the stuff we use and recommend.

Extra Caulking.....\$14.00

Hand Cleaner

After putting on the bottom of your boat or a pair of oak battens with the 3M 5200 caulking, just take a peek at your hands. Covered with caulk! Your first impulse is to head for the sink and wash them with some good hot water and soap. Wrong! This kind of caulk actually needs moisture to cure, so washing your hands simply makes the situation worse. This hand cleaner is designed to cut through moisture-curing polyurethane caulking and then be washed off with soap and hot water. It's easy on your hands and works well as a general grease and paint hand cleaner too!

Hand Cleaner.....Discontinued



Storage Seat

We always get great comments on our front storage seat. What a convenient way to store away the essentials to a fishing trip! These seats are sold only in assembled form (the wooden storage part) as they don't lend themselves to easy kit assembly. The seats mounted on top of the storage seat are not included.

The storage seat comes with two doors in the back (view shown) and one in the front. The doors make it easy to get in and out of the storage part while the passengers remain seated.

Storage seat.....\$285



Transom Seat

The transom seat is nice for the fly fisherman or the steelheader who desires that the two people fishing in the boat besides himself be as far apart as possible. These seats come assembled and are easy to install. The longer boats support the weight of a person riding on this seat especially well.

The rear knee brace (not shown) attaches across the next rib forward (#2) from the one shown in the photo and is much like the front knee brace shown in some of the other photos in the catalog. It comes with hardware which makes it removable.

Transom Seat.....\$49 Rear Knee Brace.....\$50

Front Storage

This accessory allows storage under the flyline deck. It must be purchased with the kit as it must be installed as the boat is built. We build the bulkhead portion into the rib. Some final fitting will be needed for the deck. This option works best only if the passenger doesn't stand up front very much, as their toes can't get under the knee brace. Note: this option is not a "flotation" compartment.

Front storage compartment kit.....\$225



FISH-ON! Seats

These quick disconnect seats are the state of the art for the driftboat. The seat backs fold down, allowing the fisherman to move around the boat. The seat can easily be removed to allow for passenger requirements. They are comfortable and highly weather resistant. We carry ivory seats with ivory or brown cushions.

Fish-on Seats.....\$85 Fish-on Cushions.....\$75 UHMW tracks for mounting Fish-On seats. Includes aluminum plates that bolt to the swivel base.....\$35

Back Saving Eyebolts

You've been rowing all day and even though the fishing was good, you're still beat. You winch the boat right up to the edge of the trailer and it locks there. Now you have to drag yourself over to the boat, place your body in the most powerful position to lift the boat its final two inches onto the the back of the trailer. Your son's martial arts video said a sharp yell will give you a short burst of strength, but doing so embarrasses you in an otherwise quiet river scene. Sound familiar?

Enter our new aluminum eyebolt which allows the winch to do all the lifting. The eyebolt is designed to let the front of the boat pop right up on the trailer where you can continue winching it onto its final resting place. It is made from 1/2" special alloy aluminum which fastens on the front of the boat with two 5/16" bolts. Includes aluminum fixture, two bolts and instructions.



Back Saving Eyebolt.....\$28

Boat Covers

The worst enemy of a varnished boat (besides a runaway log truck) is the sun. If a wooden boat is left for long periods exposed to the sun's ultraviolet rays, it will become weathered-looking, especially on the inside. That's because the inside of the boat is always exposed, while the sides are only hit part of the time. Many of our customers paint the outside of the boat (opaque paint being a permanent UV filter), then varnish or oil the inside of the boat. Such a boat can be stored outdoors with just a top cover to protect the clear finish inside. When you're in the boat you can still enjoy the beauty and craftsmanship of the wood.

A wooden boat should never be covered with a vinyl or plastic tarp. These materials retain the heat and moisture that lead to dry rot. A canvas cover helps moisture leave the inside of the boat and inhibits the weather from getting back in.

Our canvas covers are one size only, with an elastic band and draw rope to tighten around the top edge of the boat. There are grommets as well for further fitting and tightening.



This "Woodie Hindman" driftboat was built in 1951

Top cover for 16,17, & 17 1/2' driftboat.....\$160

"The How Long (is my boat) Blues"

McKenzie driftboats have been made from plywood for almost fifty years now. The original type of boat that we know today was designed by McKenzie River fishermen, many of whom worked in one of the local plywood mills of the day. They would bring the plywood home after work and construct their boats in the evenings and weekends. Since the sides for the best sized boat was made from a sixteen foot sheet of plywood, the boat became known as a "sixteen footer". The wooden drift boat has followed that convention for all these years, even though the actual straight line length of the boat was fourteen feet ten inches. When the plywood sides were curved, it made for a shorter boat. Out of this tradition, we use that way of naming our models. For the actual lengths of our boats, refer to the specifications on page 30.

Finishes

Many customers find the choice of finish for their boat the second most difficult one, after deciding on the size. The choices are so many in these days of high technology (the "T" word) that it becomes confusing. The best choice for you relates to how you store the boat, how often you use it, how you feel about the final product, and perhaps, the amount of time you want to dedicate to the finish, both in the building and down the road. Some finishes are used in combination with others, further confusing the issue. We recommend that you take a moment to discuss all the issues with us upon ordering.

Marine Varnish

The two Z-Spar varnishes, the Helmsman & the Flagship, are very high quality. The Flagship varnish is more expensive than Helmsman but has six times the UV blocker. That makes Flagship an ideal coating over clear epoxy. Varnish looks the best and is easier to keep clean. Three gallons will do most driftboats, or two gallons over epoxy.

Marine Oil

Deks Olje #1 marine oil is the easiest and fastest finish to apply and re-do, but needs re-doing more often. It dries to a matte finish. It's at its best in arid climates as more humid climates cause it to mildew. It isn't as good looking as varnish (because it doesn't shine) and it soils more easily. Two or three gallons will do most boats.

Clear Marine Epoxy

Epoxy as a wood finish is best used primarily on the plywood parts of the boat. Plywood, even marine plywood, is subject to "checking". Checking is hairline cracks running along the grain of the wood when the boat is left out in the weather on a daily basis. Epoxy has the ability to soak farther into the grain than any other finish and inhibit checking. Epoxy should be used on bare wood, which means you should not use a stain underneath it (for color). Epoxy is also an excellent primer under paint. You'll need 2 gallons to coat all the plywood. **See pages 22-23 for a more complete discription of our epoxy products.**

Marine Paint

We would like to think that paint is the finish of last resort. That's because we have a natural bias towards seeing the warmth and beauty of wood. One expects such a bias from a wood boat builder. We realize, however, that folks need to store a boat outside sometimes, or perhaps in a guide business, use the boat every day. We'd just say this- you can always paint over oil or varnish if they don't work out, but is impossible to return to natural wood after the boat is painted. We don't sell paint because it is too hard to carry all the colors our customers desire. If you paint, we recommend a high quality oil based porch and deck enamel.



Prices per gallon

Z- Spar Marine Varnish

Flagship.....Ga. \$97
Helmsman.....87

Deks Olje # 1 Marine Oil

Per gallon.....\$49

Marine Epoxy...see pages 22-23

Or a Combination!

Why not make it really confusing! Not everyone wants to finish their boat with only one type of finish, so why not make it a combination? Many customers have oiled or varnished the inside of their boats and painted the outside. Others have painted the whole hull but varnished the seats, floorboards and fly deck/knee brace. There are as many combinations as reasons for your kids not to eat tofu pate'!

Paint/Varnish Brush

There are a lot of odd shaped parts in a wooden boat. It's a good idea to use a brush that will be suited for painting or varnishing any of these parts. When varnishing, one should always brush on the first two or three coats in order to properly seal the surfaces. Spraying does that job poorly (but will do finished coats well). A good brush is part of a good final product, as it doesn't make sense to apply a high quality varnish or paint with a poor quality brush. The brush we use and recommend is a 2-1/2" angular sash, pure china bristle brush. It is suited for doing frames (ribs), yet will do the other parts equally well. During the project, make sure to clean brushes thoroughly! A wire brush will assist in the cleaning, along with lacquer thinner, if necessary, to loosen any dried varnish or paint.



Boat Brush.....\$20.00



Paint/Varnish Thinner

All paint thinner is not the same! Some paint thinner (also called mineral spirits) is "hotter" than others (in other words it has a higher "flash point"). The standard thinner is fine for thinning varnish or paint for spraying, but may make for "ropiness" when brushing, especially in warmer weather. A gallon of the standard thinner should do for an average varnishing or painting. The standard thinner is fine for thinning the first coat of varnish (up to 15%). A quart of brushing thinner should do for light thinning of subsequent coats.

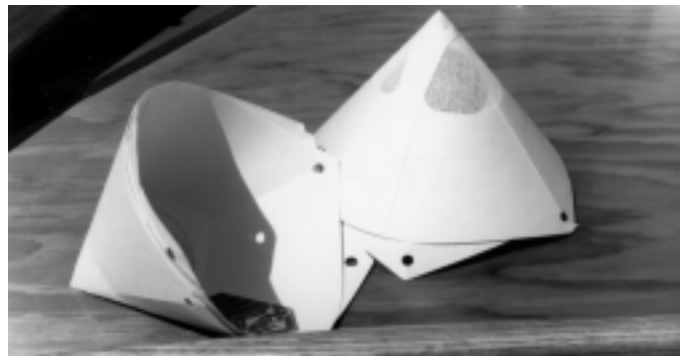
Gallon standard thinner.....\$5.50

Quart brushing thinner.....6.25

Paint/Varnish Strainers

There are several elements of a good varnish or paint job. One of these is keeping the grit and dirt out of the stuff you're trying to brush or spray! Here are some simple disposable paint strainers. We recommend a dozen. That sounds awfully meticulous, but the last thing you want is for your best friend's wife to snag her nylons on your boat during its maiden voyage! Clean varnish or paint means a nicer finish.

Paint/Varnish strainers.....\$.25 each



Sandpaper

We use two grades of sandpaper; #80 & #220 grit. We rarely sand bare wood with a finer grit than #80, except for polishing plywood prior to coating with epoxy. It is used for rounding corners, sanding off errant glue and the like. For sanding between coats of varnish or paint, one really needs no finer grit than #220. We recommend starting with thirty sheets of #220 and ten sheets of #80.

80 & # 220 grit sandpaper\$.50 each

West System Marine Epoxy

Marine Epoxy, led by the Gougeon Brothers WEST SYSTEM brand marine epoxy products, has revolutionized the making of wooden boats. Wood, as a material for boats has lost a lot of favor over the years, as a result of the aging of the wooden boat "fleet" and the advent of fiberglass and aluminum for use in boat construction. Now the early boats built with glass are oxidizing and de-laminating, and the shiny aluminum boats are now showing their dents and loose rivets or welds. At the same time, epoxy has come of age as a superior marine glue, a filler, and a coating which greatly inhibits dry rot in wood. Now wood boats can be built with a wide varieties of construction techniques, using epoxy, into excellent crafts on par or even better than boats made with glass or aluminum.

We believe that epoxy works well in the construction of driftboats in three ways. We use epoxy, first, as a glue. When we make the frames (ribs) for our kits, we use it to glue them together. We also use it to do any scarfing (the joining together of wood into longer lengths) and most other gluing applications. The advantage of epoxy is that one needs no clamping pressure, all that is needed is contact with the two surfaces being glued and the epoxy itself. This allows for imperfect joints, especially if one adds some wood dust to the epoxy to thicken it. (Excess epoxy works great for all those loose wooden chairs floating around the house that have been unsuccessfully glued with every hardware store glue that has ever been made!)

We sometimes use epoxy as a coating on the plywood sides and bottom before the boat is assembled. We use marine grade Douglas fir plywood as a standard plywood on all our kits. Fir plywood is an excellent material to build boats. The long fiber structure and lightness, as well as its relative resistance to dry rot makes for beautiful, long lasting enjoyment. It holds a place in our hearts as well because it is a wood that is native to Oregon. (There are few things as pretty as a fir colored, naturally finished drift boat floating in space over a crystal clear, but slightly green stretch of the Mckenzie River on a hot July afternoon!) One characteristic of fir plywood is that it can be subject to checking, small hairline cracks along the grain, when boats (that have a natural finish) aren't able to be stored inside. Coating with epoxy seems to greatly inhibit this, as it is able to saturate deeply into the wood to help "glue" the fibers together. In extreme use, boats (sides and bottoms prior to assembly) can even be sheathed with a very light fiberglass cloth in order to stabilize the grain. This amounts to a lot of effort, extra expense and weight. Our opinion is that the addition of cloth is worth it only in extreme cases.

Finally, we add various fillers, but mostly wood dust, to epoxy to make a filler or putty. When mixed properly, this mixture looks just like peanut butter. When one

holds some out on a stick, it should not drip or run. It makes a hard, durable putty which sticks to wood surfaces much better than any other type of wood filler or putty. This quality makes it good for dents and repairs. If one desires to fill screw holes with a natural colored, durable putty, this is the stuff. We sometimes mix in less wood dust and use it to sink into cracks in wood. This method is great for gluing cracked surfaces together when no other gluing method will work.



What comes when you buy WEST SYSTEM brand epoxy? Your first purchase of this material ought to include the pumps, to meter the resin and hardener in proper proportions, and some instructions about use, mixing, and safety. We decided to include all these in an epoxy "kit" so you can get off on the right foot. Since the pumps and instructions can last through large quantities of epoxy, all subsequent purchases would be simply resin and hardener, ten dollars cheaper than the "kit". You can substitute slow hardener for extra working time on those very hot days or extremely large surfaces. We have never used the slow hardener at the shop, but we sell it occasionally to customers who feel they need it.

Epoxy "Kit"

Resin, Hardener, Manual, Pumps

Quart Kit	\$38
Gallon Kit.....	96

Epoxy

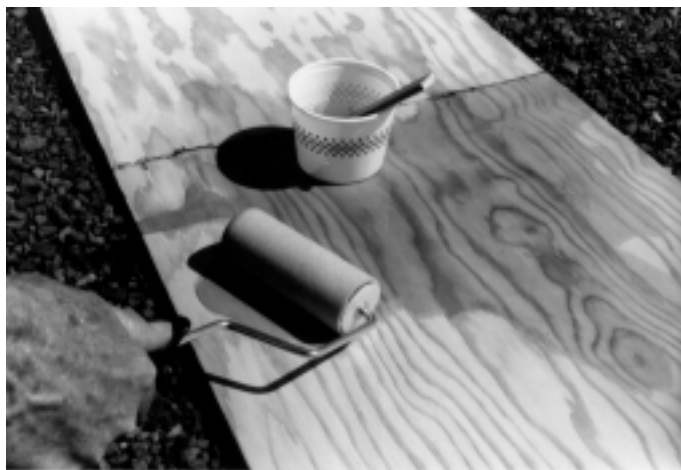
Resin, Hardener

Quart.....	\$28
Gallon.....	86

Applying Epoxy:

How is epoxy applied as a coating? We recommend applying it on the plywood sides and the bottom prior to assembly of the boat. First we mix it up in a flexible container, such as a margarine container. We pump the container almost full, then mix it very thoroughly. We then immediately pour it out on the surface, so that the heat it creates while curing can dissipate, which gives it a much longer pot life. We further spread it around with a board of some sort, then roll it smooth with a foam roller, using slow strokes, minimizing bubbling. Do not apply in the direct sun, as heated air will bubble out of the plywood, causing bubbles and craters. Curing time depends on the temperature of the workspace, but it is normal to cure overnight, then re-coat the next day. Two coats usually does the trick. After curing, there is a greasy film on the surface of the epoxy. Make sure to wash this off with water with a household ammonia cleanser mixed in. Only after washing, do we sand for re-coating.

A couple of tricks we use to ease the use of application: First, we sand the plywood with a fine grit (#220)



right before coating with epoxy, in order to reduce the raised grain and help minimize the sanding of the epoxy after it hardens. We clean the surface with a vacuum cleaner with a brush attachment before applying the epoxy. We also use a fairly generous amount of epoxy so that it will flow out more easily and to help minimize the roughness common on a first coat.

Epoxy is worthwhile used on plywood when it is applied to bare plywood. It can be applied over a stain that has completely dried, but since its best quality is to soak into the grain of the wood, its effectiveness in reducing checking is compromised. So we recommend epoxy coating only on bare, unstained plywood. If you desire to stain the sides and bottom, a very popular choice, you should

use only varnish over the stain, not coat with epoxy.

Epoxy has no ultra violet protection built in to it. When it is used as a coating, it needs to be protected by a coating with a high quality UV protector, such as paint, or our Z-Spar Flagship varnish. If you choose an epoxy/varnish system for your boat, a typical quantity of epoxy and varnish to do a sixteen or seventeen foot boat is two gallons of epoxy, and two gallons of varnish. That should do two coats of epoxy on the main plywood pieces and two coats of varnish on the plywood as well. All the rest of the parts ought to have four to five coats of varnish, but no epoxy.

Foam Roller Cover Roller Handle

In the eleven years or so that we have been working with West System Epoxy, we have found the best way to apply it as a finish to a large surface (such as the sides or the bottom of a plywood boat) is to first mix a plastic margarine container nearly full with the mixture. After stirring very thoroughly, then pour it out on a flat surface before it has a chance to heat up and set, then spread it out with a some sort of spreader (we use a 6" square of 1/4" plywood. We always apply the epoxy before assembling the boat so that there is less chance of runs. In any case, we then use a special foam roller to roll it out smooth. The number of rollers you need depends on how much of the boat you epoxy. For just the bottom, two rollers will work (we cut them in half with a band saw or hand saw to fit the roller handle). To do all the sides and bottom, you may need six or eight. And, of course, a small roller handle.



Foam rollers (packs of two).....\$4.00
Roller Handle.....8.00

Wood Flour

The great thing about epoxy is its versatility in boat building- as a glue, a finish and a filler when mixed with a variety of materials. Wood dust is one of the best materials to mix with epoxy because of its wood color. It's also cheap. It makes a strong, tenacious putty that is still sandable. Our wood flour is much like the flour you'd find in the kitchen in that it has no tiny splinters of wood in it. Splinters can be very annoying when spreading a putty to a final, finished surface. We package the wood flour in a small, double paper bag, enough for 'most any home or boat project.

Bag of wood flour.....\$3.00



Gloves

As the directions say for West System epoxy, one should avoid exposure to the skin. These are some inexpensive, thin, disposable gloves that help protect your hands. For those who are slaves to fashion, we have some very good news! You'll never get caught out in the boat building public with a glove on the wrong hand. Each glove fits on either hand! Sold by the dozen in a zip locking plastic bag. If you are careful, you can get a couple of sessions from one set of gloves.

Dozen Latex Gloves.....\$5.00

Epoxy Mixing Sticks

If your house is like our house, a trip out to the garage or workshop will yield nothing suitable to stir a mixture of epoxy. Here at the shop, however, we keep a small cardboard box full of mixing sticks made from one inch wide strips of scrap plywood. They are about six inches long and a quarter inch thick. Before using one, we usually sand any splinters off the edges. That keeps splinters out of the epoxy mixture. Sold in a plastic bag by the dozen.

Dozen Mixing Sticks.....\$2.00



"The Gougeon Brothers On Boat Construction" Book *A hard bound book with 297 pages of boat building knowledge, this is great reading about serious boat building, from big boat construction techniques, like lofting, laying out strong backs, or choosing materials for a trans-Atlantic sailboat. There is also in-depth information about integrating epoxy construction techniques into a boat building. It is well organized and has a number of color illustrations. You will impress your friends with this book sitting on your coffee table and a nice varnished boat in the garage. It is important to note that this is NOT a book that relates very well to construction of one of our kits. It is simply an enjoyable book which will increase your knowledge about how larger, more complex boats are designed and built.*

Boat Building Book..... \$27.50

The Case for wood... Materials we use...

What is the difference between wood, fiberglass, and aluminum? First, wooden boats are much thicker on the bottom than on their sides - giving them a low center of gravity, which is how these boats achieve such great maneuverability in tricky currents. The bottoms of our 16-foot wooden driftboats (including the optional UHMW) are 300% thicker than their sides; by comparison, the bottoms of most aluminum driftboats are usually only 12-15% thicker than their sides. A boat with a low center of gravity is more stable in choppy whitewater (much like a sailboat with a heavy lead keel) and will row better in any kind of water.

Wooden boats are very quiet compared with other materials, and that's important to fishermen. Sound travels well through water: so that a BB split shot dropped on the bottom of an aluminum boat can ring like a Chinese gong to the fish below. And if there is anything that is impossible in this world, it is catching a scared fish.

Wood is a good insulator; wooden boats make for a warmer ride in the winter, and a cooler one in the summer. Most of us appreciate the comfort and the feel of wood.

Wooden driftboats track better in the river currents because of the keel-like chine battens that run along where the sides meet the bottom. Aluminum boats have

...a boat should be purchased for its performance on the water, rather than in your driveway.

one very thin protrusions in the chine area, and fiberglass boats have rounded chines that track poorly. Tracking is important for trolling plugs or for holding a boat along the edge of a river for a fly fisherman.

All-in-all, it seems fishermen buy aluminum or fiberglass boats because they think wood needs too much maintenance. Now, you've no doubt seen some old dryrotted hulk lying out in someone's backyard (the nice ones are kept indoors out of sight). Don't be scared off! We believe a wooden boat is the best fishing craft there is. The main thing is to keep varnished boats from sitting out in the blazing sun for weeks at a time. I know of a varnished driftboat that was built in 1951—a boat that has been stored out of the light when not in use. It's still in great shape! If you can't store your boat out of the light, put a boatcover on it. And it's not a bad idea to paint the whole boat if it's going to spend alot of time in the sun. Paint may not look as nice as the natural wood grain, but the beauty of a wood driftwood is more that skin deep anyway. We believe that whenever possible, a boat should be purchased for it's performance on the water, rather than in your driveway.

All our boats and boat kits are made from marine-grade, fir plywood, with (except for rowboats) oak chines, battens, gunnels, and stems. Rowboats use either mahogany or Cedar in place of oak parts. Floorboards are tough Oregon fir. The framing parts are made from premium Port Orford or Alaskan Yellow cedars. These trees, *Chamaecyparis Lawsoniana* and *Chamaecyparis Nootska*, in fact belong to the cypress family. Port Orford Cedar ranges along a narrow strip of land along our Northwest coast. The Japanese use it for building shrines and temples; it's a favorite of arrow makers, too. And lately some major violin experts have been theorizing that Port Orford cedar is a close relative of a cypress that was used by the master fiddle-makers in Italy—people such as Guarneri and Stradivari. Yellow



Cedar grows farther north in Washington, British Columbia, and of course, the great state of Alaska. Both woods have long been prized for their lightness, strength, and superior resistance to rot. Now, all along we thought we were pretty good at picking materials—but if we've been on the same track as old Strad—it's great to think we might have some things in common.



TOOLS YOU WILL NEED:

Tools are a "hidden" cost of building one of our kits, so it is important to know what sort of tools you need to do the project. Tools last a long time, and are useful in repairing or modifying the boat down the road, which helps a little when trying to justify the extra purchases. It is also equally important to know what tools you don't need! In general, you won't have any use for a table saw, radial arm saw, band saw, drill press, jointer or any similar "floor" mounted tools. We do all that kind of cutting. The most major tools you'll need are:

Two Electric Drills

Since all our boats are screwed together, you will need one electric drill to countersink the screws, and one variable speed, reversible drill to drive the screws into the countersunk hole. We use a high quality cordless on both counts, but they may be more money than one wants to put into this part of the project. As a compromise, perhaps only one cordless would do. That makes for fewer tangled electrical cords.

Belt Sander

We use a 4"x 24" belt sander, which is about the largest one can get, because it is a little easier to bridge over some of the areas that require sanding. For a given budget, we recommend erring towards a smaller, higher quality sander rather than a large, cheap one. You will need one or two belts (in case that one breaks) of heavy grit (as close to #36 grit as possible) and two #80 grit for finish sanding.

Router

A router is not required for building one of our kits, but we include it in the tool list because it adds so much to the "state of finish" of the boat that it is worth having. Use a router to add rounded edges to many of the parts. Take out a IOU for the next Fathers Day or Christmas! A trip to the second hand shop may yield a good buy on a used router. An expensive one is not required. The only bit you will need is a 5/16" round over one, preferably a carbide with a ball bearing guide.

"C" Clamps

You will need six to twelve, four inch "C" clamps for virtually any of the boats. The closer to twelve the merrier. The clamps should be strong, with as large a "foot" as possible. The "foot" should be machined flat, so that when you clamp to the wood it will minimize dents.

Sabre Saw

This tool is needed for roughing out the shape of the bottom prior to screwing it on. The sabre saw (also called the reciprocating saw) is the safest way to rough out the bottom plywood panel, but if you are familiar and comfortable with using a circular saw, you can lower the blade so it cuts just a little more than the thickness of the plywood and cut the shape out with it. This requires the ability to control the saw when cutting along a long curve. Use a sabre saw if you aren't certain of your skill with a circular saw.

Miscellaneous Tools:

Hand saw

Paint scraper

Measuring tape

Hammer

Metal file

Phillips driver heads for electric drill

Countersinks for screws

Square

Caulking gun

Pencil

Paint brush

Vacuum cleaner with brush attachment

1/4" drill bit

1" drill bit

Sand paper #80 & #220

Hand plane

Straight edge

Framing square

These are a few simple tools you need when assembling your boat. Our goal is two fold; the first is that when you finish your boat and use it, you feel as though you really built it yourself. That means we need to leave a considerable amount of the work to you. Our second goal is that we need to complete the kit at the shop to the point that the average person can put it together. One of the ways to assure that is to make it buildable with a minimal collection of tools.

Four Inch "C" Clamps

A good clamp for boatbuilding should be strong, with a smoothly twisting shaft. The "foot", the part which comes into contact with the wood, should be fairly large and machined flat. The four inch is the minimum size for building a driftboat. You could get by with five or six (on a larger driftboat), but things go more efficiently with ten or twelve. Most folks can borrow the clamps they need. If you can't, or simply need new ones, these are the kind we use.



Clamps each.....\$10.00
Six clamps.....48.00

Screw Countersinks

Here is another "we use this too" recommendation. There are a lot of countersinks out there on the market. Most of them are the adjustable variety, which break frequently because of the severe angles that need to be countersunk into. These, made by Black & Decker, look cheap, but we have used them for several years with minimal breakage. They come in a bubble pack of five, but you only use two of them (they're still worth it!), the 1" and 1 1/4".

You will need a countersink for the 3/4" screws in the kit. The one to the right in the photo with the fixed collar is made by Stanley. It works the best for the 3/4" screw situations you find in building your boat.



Package of five Countersinks.....\$9.00
Stanley 3/4" countersink.....8.00

Extra Long 1/4" Drill Bit

While not necessary, this extra long drill bit makes drilling through the gunnels (handrails) a little easier. Its length allows you to get better aim.

Long 1/4" drill bit.....\$8.00

Phillips Driver Bits

All the screws provided in our kits are Phillips heads. These Phillips head driver bits will fit into the chuck of your variable speed drill. We suggest having at least three to start your building project.

Three driver bits.....\$3.00

1" Spade Drill Bit

A necessity for drilling a drain hole through the bottom of the boat that is covered with the UHMW. Any other type of bit will spiral right through the UHMW without cutting it. Both a 7/8" and 1" bit are needed for installing the Bo's anchoring system too. Any type of woodworking bit will work for this job, but if you need either size, either one of these will work fine.

7/8" spade (flat) drill bit.....\$4.00

1" spade (flat) drill bit.....\$4.50

One Inch Paint Scraper

To a normal person, even the thought of a paint scraper, no less seeing one, tends to bring on an attack of anxiety. To boat builders, at least at our shop, we find a paint scraper a tool that we would never want to be without. A very sharp one-inch paint scraper can scrape out saw marks much faster than any sandpaper. It can also help in the removal of set up caulking and does well scraping level varnish or paint drips and runs. We recommend a "Hyde" brand one inch scraper and an extra blade. A fine rat tailed metal file will keep it nice and sharp.



One inch paint scraper.....\$6.00
Extra blade.....2.00

Frame Kit 16' Driftboat

Over the years there has been a clamor to buy plans for our boats. Our boats, however, are designed as the first one is being built rather than on paper. Therefore we've never had drawings, only templates and jigs that we build kits from. We will never be in the complete plans business, but we've decided to sell the next best thing: a "frame kit" for only one boat-the sixteen foot.

The frame kit consists of all nine ribs, the transom (the square end of the boat), and the stem (the sharp end). There are blueprints for the rest of the boat parts and the kit assembly manual which describes the assembly of the parts into a complete boat.

There are some advantages to a frame kit. It can be packaged and shipped by UPS anywhere in the country for \$35 shipping and packaging. Since the frame kit is less expensive than a full kit, the cost of all the wood parts and hardware is not borne right up front. The expense of the project can be spread over as long a period as your budget dictates. Some folks may also benefit by being in the wood-working business where they have excess materials avail-



Saw horse kit.....Discontinued

able to finish the boat at little or no extra cost.

Before deciding on a frame kit, evaluate the true cost savings of all the materials as well as the value of the extra time it takes to make the parts. This option really works for only a few hardy souls. Call us and talk with us about whether this is the way to go for you.



**16' Drift boat frame kit.....\$350
Shipping (48 states).....35**

Saw Horses

Are you the sort of person that can turn a simple, two hour project into one that you keep track of on your calendar? Sometimes I can't seem to keep a sow's ear from turning into a silk purse. Building a set of saw horses can turn into just such a project. We have come up a simple set of saw horses that work great as a platform for assembling parts and applying epoxy to the sides and bottom of your boat (done before assembly). We have tried to make them in a "quick and dirty" way so that they work well, but will be cheap and easy to assemble. They simply slide together. Shown are some I made almost fifteen years ago (all day project). They are used and abused but are still going strong!

We occasionally get a request for plans for our boats. It is hard for the caller to understand why we don't have sets of drawings for each boat. Traditionally, boats are designed in two dimensions on paper, then reproduced in three dimensions on a level strongback, a process which can often take as long as the building of the boat itself! We design the boat in three dimensions as the first is built. This makes for a boat which can be built without a strongback, therefore making the building much easier and faster.

Building from a complete kit rather than from "scratch" has some other advantages. You need fewer expensive tools to build the boat. You get all the correct parts and materials right off the bat. When building from plans, you can spend days looking for even a minor part or material. Building from a complete kit, you also have a bigger investment in finishing the project because you have paid for all the materials up front. And everything is already there to start building! Finally, if you have problems, who will give you the best support, the company who sold you plans for \$25 or the one who sold you complete kit? We know a boat designer (not drift boats) who has no phone number. Questions are all handled by mail. Hopefully.....

Shipping Crate

It is usually impractical for someone to drive out from, say, Vermont, to pick up a boat kit at our shop (though someone actually has!). So the only other alternative is to put a kit in a crate and ship it by motor freight. It is generally four feet wide and a foot thick. Its length is the length of the sides of the boat. A crate for a sixteen foot driftboat kit, for

When you can't pick it up at our shop...

example, would be sixteen feet long. An average cost to ship a crated kit from our shop out to the Midwest or the East coast would be about \$180. It is a good idea to call us for a more exact quote from the freight company as rates can vary in some areas of the country, such as Alaska. When you call, we'll need your zip code. We charge \$85 for the crate; \$75 for crates 12' and under. Shipping is paid by purchaser when it arrives.

The crate can be shipped anywhere you want (such as your home) but since it can be heavy you might want to



look into shipping it to the freight dock where you work. The crate can then be dismantled, and the kit taken to where you are going to build the boat. If the crate is going to your home, invite some of your burley friends over for the occasion. Pictured here is a crate nearly ready to ship to Buenos Aires, Argentina.

IMPORTANT! If you are coming to pick up your kit up at the shop, you DO NOT need a crate!

Crating Charge.....\$95

Completed Boats (When we build 'em)

We have been in this business almost 20 years. In the early years, we offered completed boat outfits as well as kits. Yet kits were far and away the bread and butter of our business. We would have orders of four or five completed boats a year, but many times that for kits. As time went on, we realized that a completed boat amounted to a different product than a kit, with a different set of production challenges. These boats represented a very different work flow through the shop. Consequently, when someone ordered a boat, we were almost always late on the completion time. While customers were always thrilled with the boat, the long waits for delivery strained what should have been excellent customer relations. It almost felt to us like it would be easier to build boat kits and pizzas, than boat kits and boats. Finally, it became too much and we stopped taking orders for completed boats. We still kept our hands in it. New models had to be designed, built and tested. Or someone around the shop needed a boat (like me-the owner!). Our hearts and hands never gave it up completely.

Things have now changed. While we would only take an order for a custom completed boat under duress (as bad as that sounds!), we would do it. One would need to be flexible on delivery times, however. On the flip side, in the last two years, we have tried to have a boat or two always built and available for sale. This has worked well, because we can take the time and care we need to make a very fine boat, and the customer no longer has had to wait. The presence of our web site on the internet (www.gregboats.com) has helped us show off completed boats to a much larger audience than the occasional customer who would drop by the shop. So before you call us about building you a boat, check out our web site under "New Boat". You may be on the water sooner than you think!



How to Order:

In many cases, customers like to pick up their kits at the shop. It saves the expense of shipping by motor freight as well as the cost of crating. They also find a visit to the shop will answer a lot of questions, and seeing the finished product helps spur them on. If coming to the shop isn't practical, we can ship anywhere in the world, by motor freight or container. Kit shipped this way are packed in sturdy plywood and 2x2 crates. We charge \$85 for the crate; shipping is paid on arrival. Call us for shipping costs for kits shipped to your area. The crating charge is only for when we ship the kit to you in a crate by motor freight, NOT when you pick the kit up at the shop. Call us to discuss what sort of vehicle etc. you need to haul a kit back home. We've actually sent one customer off to Montana with a 16' driftboat kit in, and on top of, a Volkswagen Jetta.

When purchased separately from a kit, accessories are shipped by mail or UPS. When purchased with a kit which is to be shipped, the cost of shipping is included in the total shipping cost of the kit. It is by far cheaper, pound per pound, to ship accessories in the same crate with a boat kit. Unfortunately, UHMW skid shoes can only be shipped by truck, which is often too expensive to be practical when shipped by itself. We encourage you to purchase the UHMW when you buy your kit if you plan to have the kit shipped to you. Doing so will save you added shipping charges later. In the continental US, add \$6.75 for shipping and handling to the price of all other accessories except anchors. Epoxy and some finishes require a hazardous materials shipping charge. This fee seems to increase often, but at this writing it is \$6.00. Add \$10.50 for shipping and handling of anchors (they're heavy!). Call us for shipping costs to all other points.

Payment can be made by check, money order, VISA or MasterCard. If you order by mail, please include your shipping address (not PO Box) if you desire shipment by UPS. Always include your home phone number (or work number if we can reach you during business hours). **Make checks to Greg Tatman Wooden Boats.**

We have a fax line which may make it more convenient for customer orders. It is (541) 744-2190. Of course, you can call to speak to us during business hours at (541) 746-5287.

Specifications:

Size:	Length	Weight(lbs)	Motor(hp)	Side height at oarlocks	Capacity(lbs)
8' Pram	7' 8"	78		16	250
10' Pram	9' 8"	135		19	250
12' Pram	11' 8"	175		22	400
12' Driftboat	10' 7"	175		19	400
14' Driftboat	12' 10"	200	5	22	500
16' Driftboat	14' 10"	240	7.5	23.5	600
16' HS Driftboats	14' 10"	260	7.5	26	650
17' Driftboat	15' 8"	300	7.5	23.5	700
17' HS Driftboat	15' 8"	320	7.5	23.5	720
17 1/2' Driftboat	16' 2"	320	7.5	23.5	730
17 1/2' HS Driftboat	16' 2"	340	7.5	26	750
14' Bass/sled boat	13' 9"	250	20(prop)	20	475
16' Bass/sled boat	15' 9"	270	35(prop)	20	600
18' Bass/sled boat	17' 9"	290	45(prop)	20	700
16' Semi "V" sled	15' 8"	375	45(prop)	24	550
18' Semi "V" sled	17' 8"	435	55(prop)	24	800
12' Rowboat	11' 4"	135	7 1/2	16	400
14' Rowboat	13' 4"	170	10	17	650

Greg Tatman Wooden Boats

**36250 Enterprise Rd.
Creswell, OR 97426**

