

HISTORY

(Figure 3) whose top surface is above the deckline.

The keelson, bilge stringers and side stringers (one on each side) are unusual in that they are very wide and so thin that they curve under the force of the cover to give an almost truly round hull (see Figure 4). The keelson is slightly wider than the bilge and side stringers. All stringers, except the keelson, are made from continuous lengths of wood. The keelson is in three pieces composed of the two end horns which extend down just beyond the bow and stern rise, where they are fastened to the central part of the keelson by notched scarf joints (Figures 5 and 6).

The ribs are of an oval section fitted into the gunwales in round holes, with several held in place by small wooden pegs (Figure 7). The deck beams have both end surfaces tapered on sides, top and bottom, and fit into tapered mortices that extend all the way through the gunwales (Figure 8).

The horn pieces are flat and wide at the bottom and start to narrow and become triangular at the beginning of the end-rise up to the horn proper. The triangular section forms a cutwater and is hollowed out on the inside to receive the ends of the side and bilge stringers as well as the deck stringer and gunwales further up (Figures 9 and 10).

A small half-round batten is fastened longitudinally across the ribs down the centerline of the keelson and extends only a short distance fore and aft of the cockpit to provide added support for the thin keelson and prevent sagging.

Double deck lines lie fore and aft of the cockpit (Figures 11 and 12) and an ivory lance holder is fastened to the bow deck.

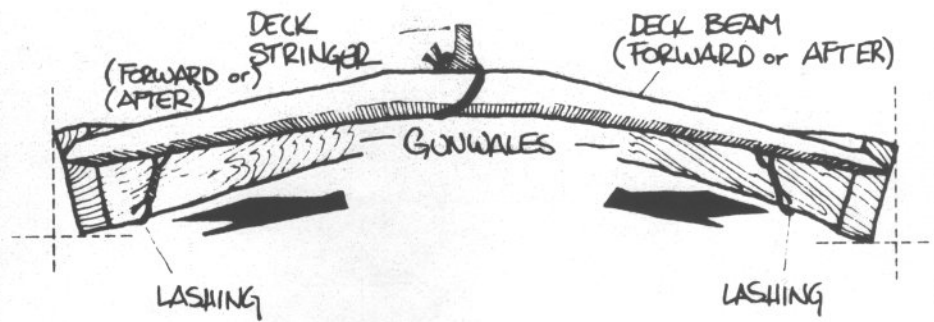


FIG. 3 — DETAILS OF GUNWALES, DECK BEAM, AND DECK STRINGER CONSTRUCTION.

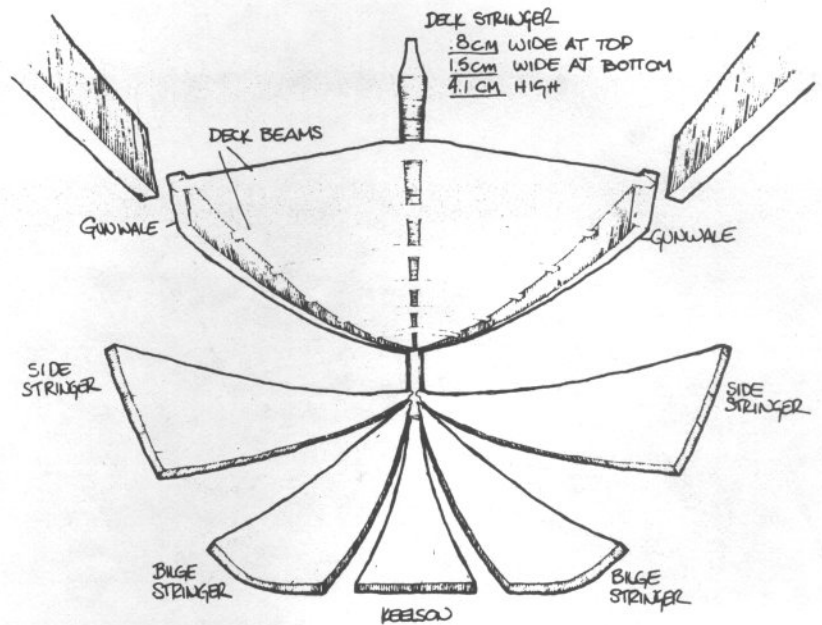
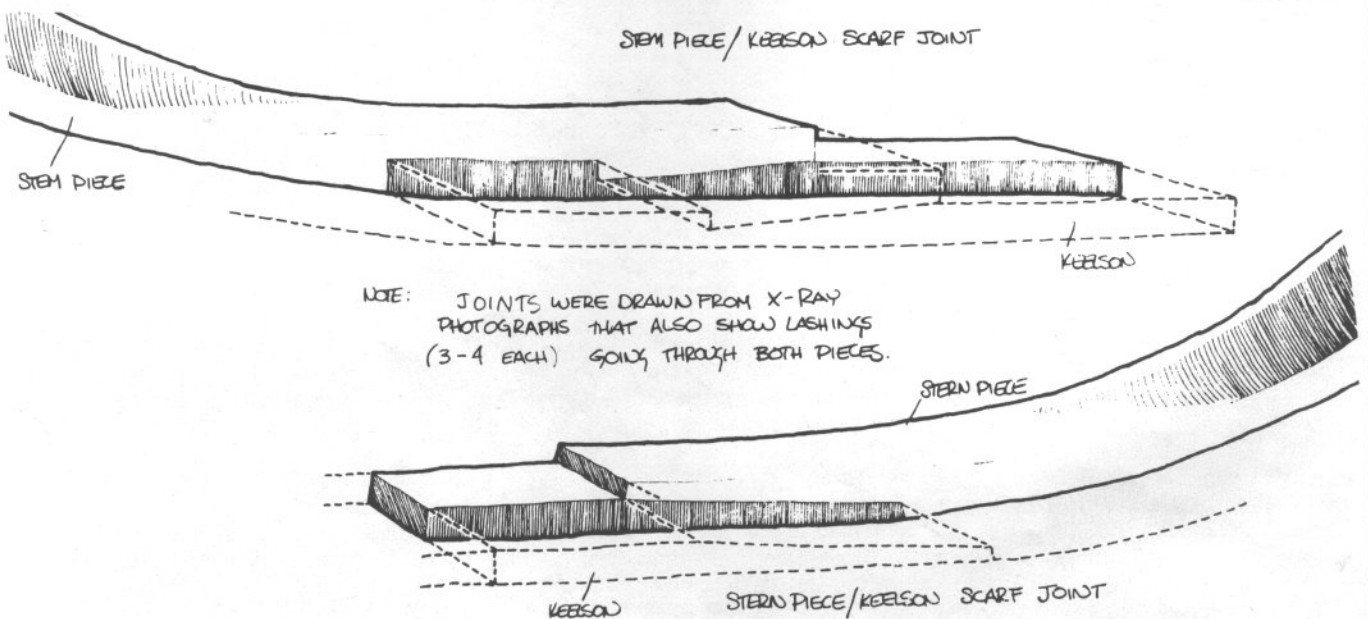


FIG. 4 — INTERNAL PERSPECTIVE OF FORWARD HALF OF KAYAK MINUS THE RIBS.



FIGS. 5 & 6 — STEM/KEELSON AND STERN/KEELSON SCARF JOINTS.