Stevenson Projects

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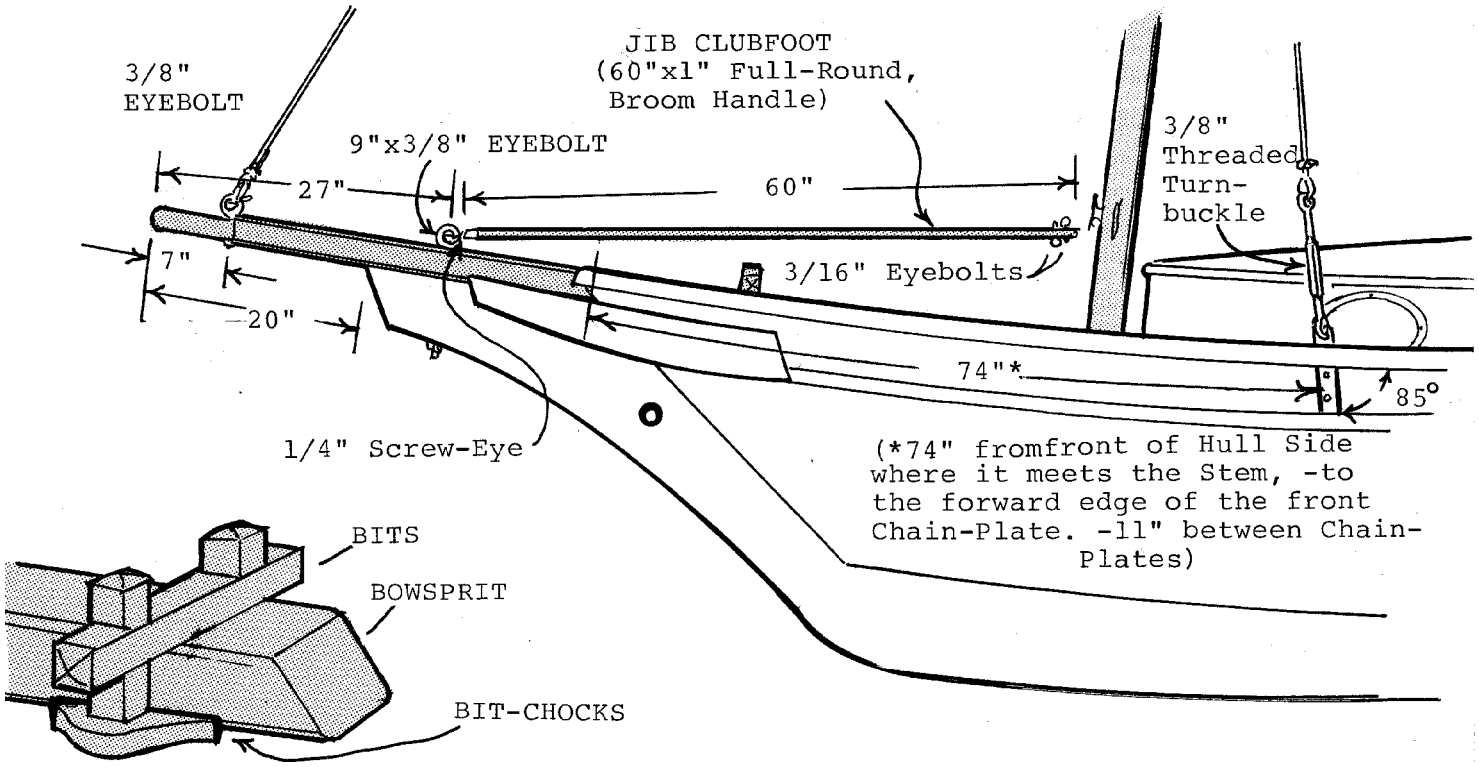
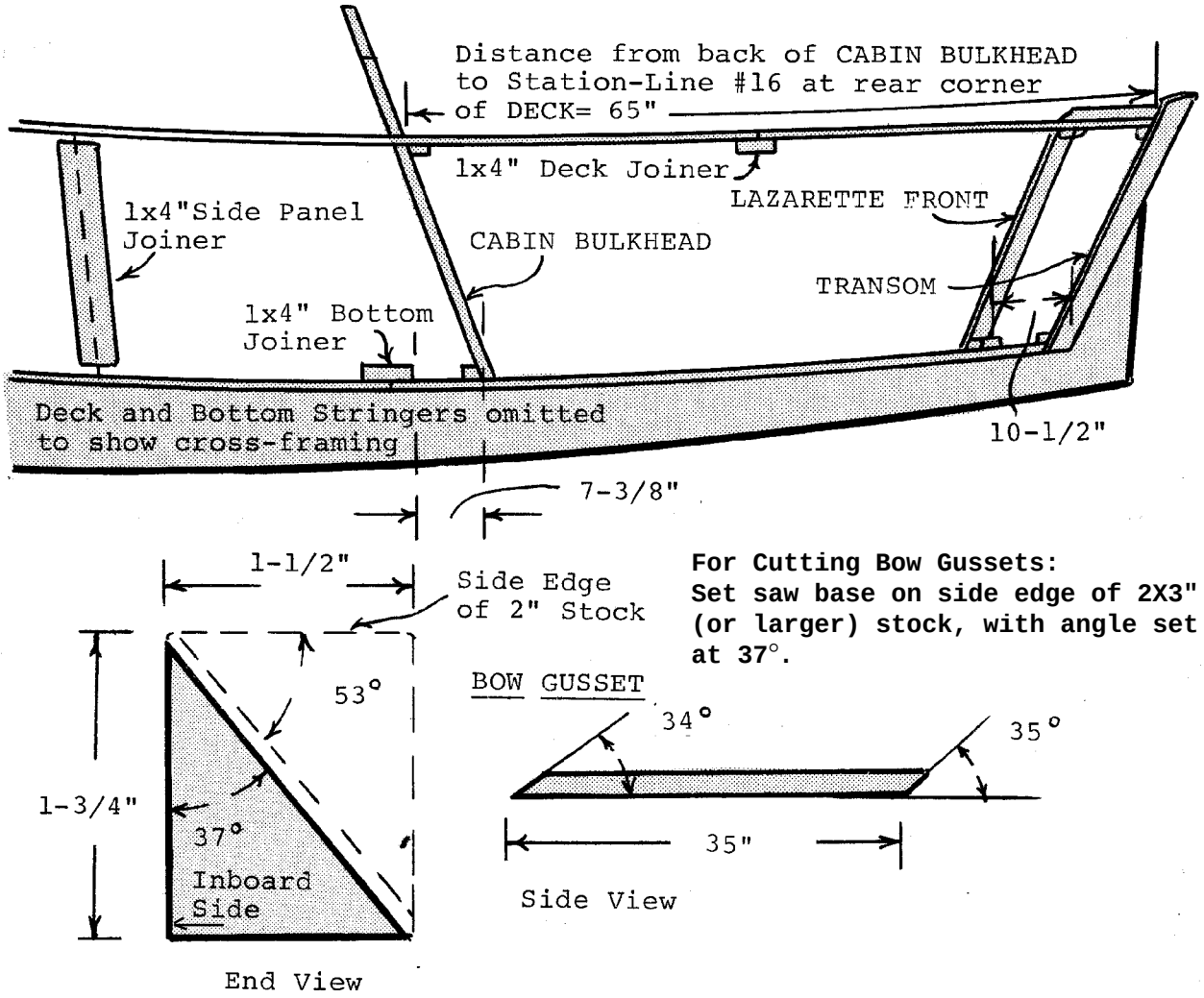
Here are a few sample drawings and pages from the Weekender plans. Please contact us at the above address or our web site (http://www.stevproj.com) if you are interested in ordering the complete plans or the plans and the 3 ½ hour video.

Sincerely,

Michael Stevenson





of the Bottom, then pushed down on the Transom to position it relative to the Bottom panel (Glue was spread onto all joining surfaces before attaching all parts, of course, with the screws spaced no more than 3" apart for all watertight joints).

In the first *Weekender* we extended the Transom up above the Deck, without a Taffrail. To keep this as an option we still mark a curved line across the front of the Transom, 1-7/8" down from the top edge, then attach the stringer for the Deck across with its angled top edge following this line (again, stringer can be cut following the curve, or kerfed and flexed into shape).

Next, the Front Bulkhead can be mounted in place against the rear of the stringers attached to the Bottom.

Then the Deck Assembly was carefully lowered down in place and tacked into position on the Stem top. Spreading glue on joining surfaces and making sure all centerlines were aligned as the parts were assembled, we drilled and drove screws down through the Deck and into the top Transom stringer, pulling the Deck down and the Transom forward so they can meet before each screw is driven. Then we glued and attached the Deck down on top the Stem permanently. The Forward Bulkhead was glued and screwed to the back edge of the Deck Panel Joiner, and then the Cabin Bulkhead could be attached at the bottom to the stinger mounted across the Hull Bottom, and to the bottom of the Deck with angle-ripped short stringers mounted on the underside of the Deck and the rear side of the Bulkhead, as shown in Fig.#7. When positioning the stringers under the Deck, we consulted the dimension in Fig.#7 showing the fore and aft placement of the bulkhead, and rechecked it by sighting down the edge of the bulkhead for signs of twist.

A stringer was attached across the top of the Lazarette Front piece to its rear side, then the Lazarette Front was attached across the rear of the cockpit cut-out in the Deck, and to the stringer just attached across the Hull Bottom.

We ripped the Bow Gussets from 2" stock (1-1/2" thick), setting the blade tilt at 37°, then setting the rip-guide so the wedges could be ripped by placing the base of the saw on the edge of the stock and then ripping.

These Gussets were then trimmed at the ends on the angles shown, and glued and screwed to the sides of the Stem, flush with the front edges of the Bottom and Deck panel at the bow, angling in 1-1/2" screws to hold the Gussets firmly, but without leaving the screwheads up above the surface of the wedge.

Weekender Building Guide

One of the things we've noticed about this project is its lasting popularity. Over the years we've received more builder's notes and photos of their finished *Weekenders* than all the rest of our boats combined. People have really been building and sailing this boat. This doesn't surprise us too much, as this is one of the projects we keep coming back to after having experimented with a lot of different boat projects—from large composite cruising multi-hulls, to solar-electric fishing boats, to high-speed experimental surface-effect craft. But when the dust settled, the *Weekender* stood out as the easy-to-build, user-friendly champ.

The original concept, combining the sleek lines of the Friendship sloop with the fast and practical hull of the Chesapeake Skipjacks, and then making it out of plywood, has worked out well. The resulting lightweight, low cost, quick and easy-to-handle boat, with room for two on a weekend jaunt, has appealed to a lot of people. For such a small boat, it seems to be able to provide an inordinate amount of sailing fun; as one launch ramp bystander put it, "Any more boat and you're just showing off."

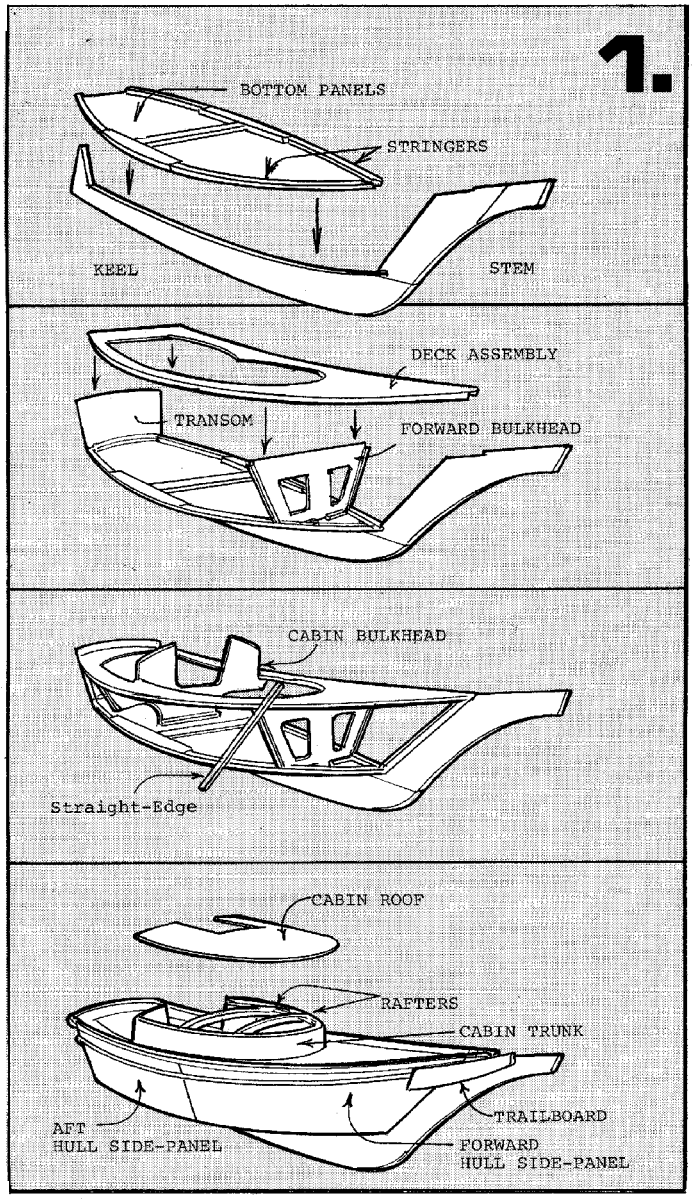
As usual, lots of builders have customised their *Weekenders*. We tried out some of the modifications, and added a few of our own, and we think the "new and improved" *Weekender* has come out to be one of the most refined home-built craft on the water. We realised it was time to update the plans, and so you now hold the plans for the *Weekender II.*

One suggestion that came from builders was to leave off the centerboard completely! In the original *Weekender* we mounted a pivot down, jack-knife centerboard externally, so that the interior would be completely free of any bulky, leaky centerboard boxes. When builders started reporting that they were still getting good sailing performance even after leaving the board off, we decided it was time we tried it ourselves.

The *Weekender* seemed to sail even faster, and the only situation we found where we wished it was still on was tacking to windward in light airs. Then someone suggested we "induce heel" by sitting on the downwind side of cockpit, and she took off even in light airs, pointing as well to windward as anything in the bay.

As we experimented more with the boardless boat, we learned a couple more tricks. The boardless sloop sailing style is right in between a keel boat and a catamaran. When you tack, you don't pinch right up to windward instantly unless you kept up speed through the turn. If you lost some speed in the tack, you simply ease off downwind just long enough to build up speed and get that leeward rail down a little. Then you can often outpoint the production-line boats. It's a fun, carefree way to sail—no worrying about sailing right up on a beach, or getting caught in kelp—and if it's really blowing, you can sometimes get up and sail right over your hull wave.

Another modification that pops up regularly is to extend the seat panels all the way to the front of the Transom, then cut a hole in the Transom so a tiller can be used instead of the Steering Wheel. We tried this, and it works. But to our taste the Wheel is more fun, looks saltier, and leaves more cockpit space available.



Sequence has been updated from Video

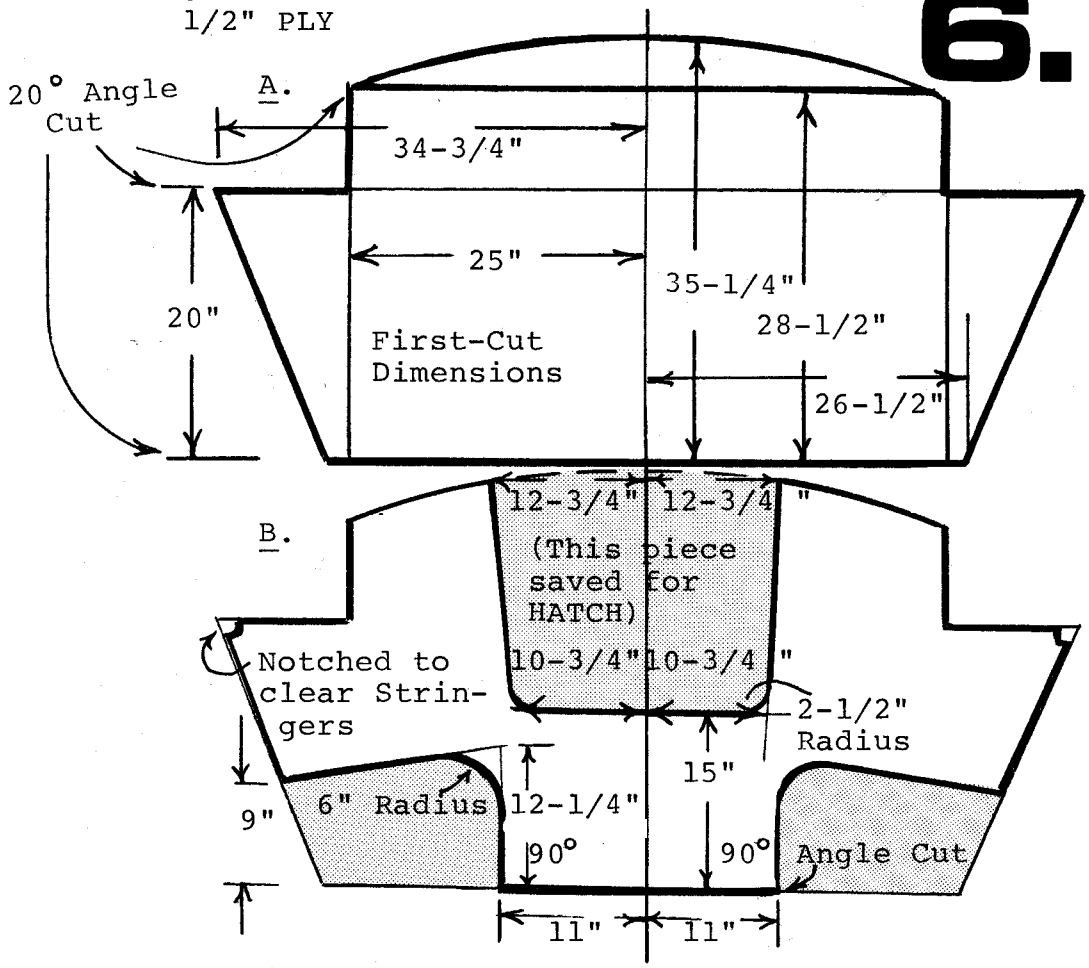
Getting Started

As can be seen in Figure #1, the hull is nothing more than a tapered box mounted to the keel and stem to keep things straight as you build. By aligning the centerlines marked on the bulkheads, deck, and hull bottom, the boat automatically squares itself up as you go.

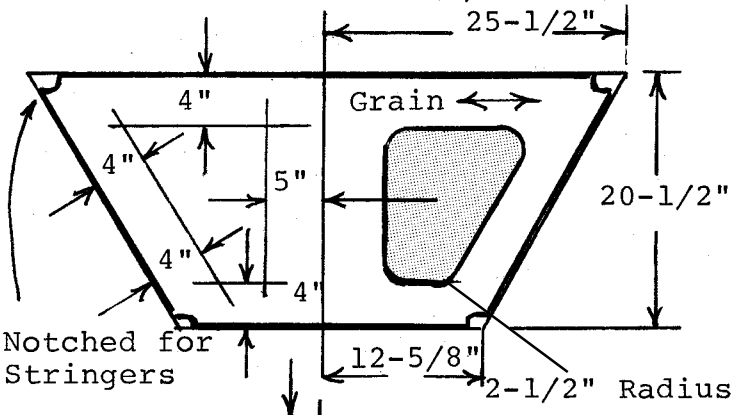
The basic building steps go like this: first the keel and stem are cut from 1X12" stock, and assembled in three layers. Then the hull bottom and deck parts are cut and assembled to the side stringers. The hull bottom is attached down on to the keel and stem, the transom and

6.

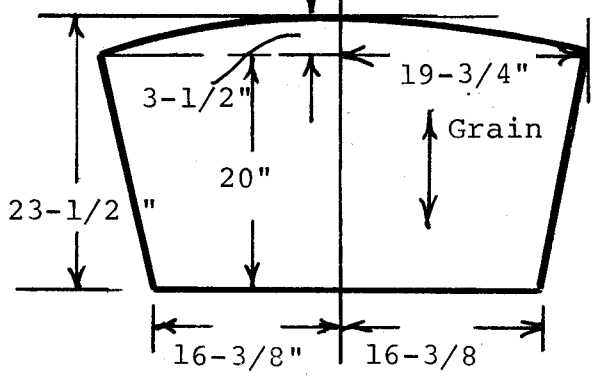
CABIN BULKHEAD
1/2" PLY



FORWARD BULKHEAD (1/2" PLY)



Transom shown 1-7/8" above Deck, mark top curve 1-7/8" down from this if using a Taffrail.



TRANSOM (3/8" PLY)

LAZARETTE FRONT (3/8" Ply)