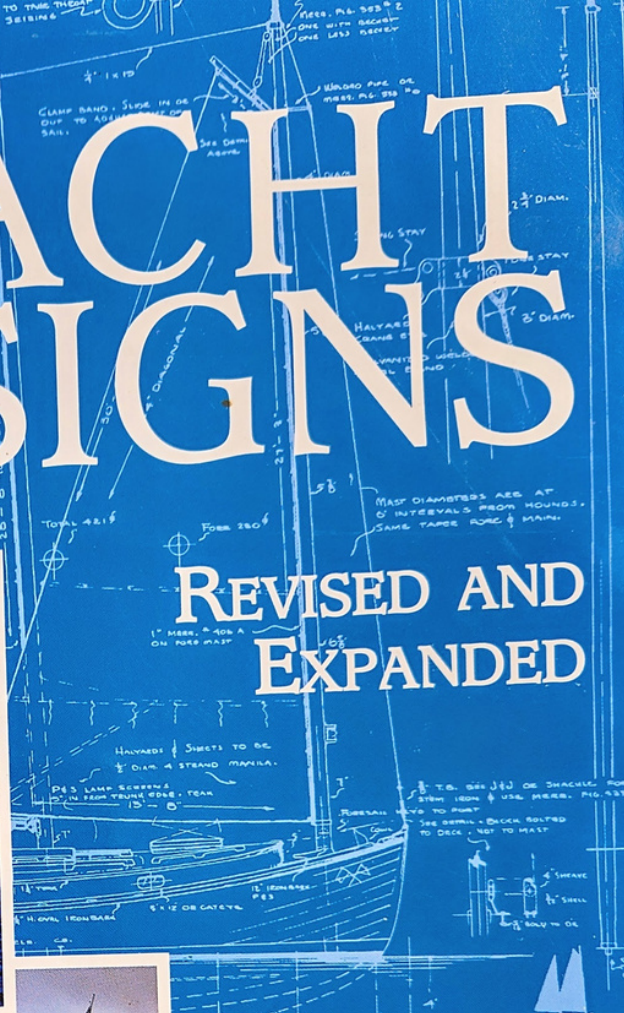
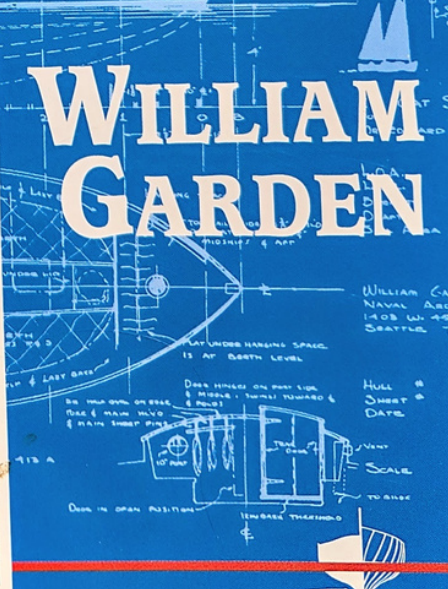
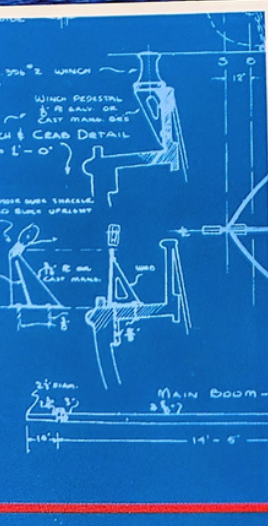


# YACHT DESIGNS



REVISED AND  
EXPANDED



# WILLIAM GARDEN

WILLIAM GARDEN  
1903 W. 4th  
SEATTLE

# Nod



## A Cradle Boat

LOA - 36"

LWL - 30"

Beam - 23"

Draft - 2"

The design of the little ship *Nod* was commissioned for my grandsons as a proper vessel to instill in infant mariners an early touch of seafaring, a sturdy berth of traditional form for snoozing and a first feel of proper framing, good copper fastenings, plus a view upward into a well-cut main course with proper gear rove off for voyages into dreamland. Now a regular cradle boat is fine but the kid falls out, chews up the gun'l or such, and it's good for a year or so then relegated to the attic boneyard awaiting the next occupant. *Nod*, however, has been given sufficient tonnage to actually go voyaging across a pool or along a reedy shoreline accompanied at tow line end by a swimming parent, the young mariner alert and steely-eyed, lathe sword at the ready, with a good view forward under the bellying foot of the main course.

Now *Nod*, as you will notice, is initially rigged as a down winder, the leeboards being fitted for a future date when the mariner's weight can be trusted to sit to weather, at which time the yard can be braced around, the leeboard lowered, and she's off on a roaring reach to the consternation of frogs and cruising ducks. However, these voyages are contemplated for the more mature years of 3 up to perhaps 6. In any case we felt that stability and freeboard for these more mature voyages would depend on the growing mariner sitting well down in the ship and tending to the helm. This latter, by the way, should then be a proper rudder with steering yoke or a rudder port and tiller to replace the down wind fixed blade.

From about 6 years on, a small pup or the house cat might be enticed into a solo sail or the *Nod* can be sent to dry dock as a bin for laundry or sewing while awaiting the next generation. Since our kids were born on fresh water and into a horse-rearing family, it was felt that all of *Nod's* help was needed to furnish early guidance into the pleasures of messing with boats and a way out of the pasture toward the deep blue sea.

1. Cut out the bottom board and mark frame and end locations.

2. Cut out the 3 moulds. Note that they extend up to the building jig required for upside down construction.  $\frac{3}{8}$ -inch ply is a good frame choice.

3. Cut out the stern transom.

4. Cut the bow transom to the curve, then glue on a plywood skin to avoid cracking due to cross grains. Then apply pattern which allows for the distance around the cure (the expanded length).

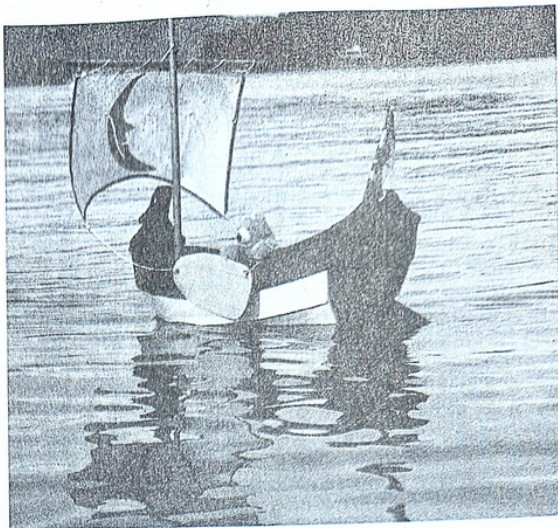
5. Set up on the 2"x6" jig which is secured to a low bench or horses to facilitate the work.

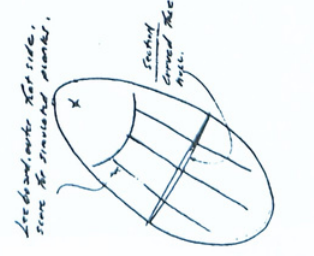
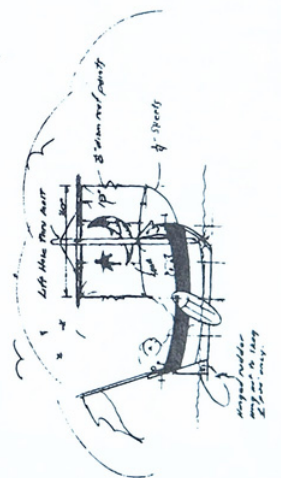
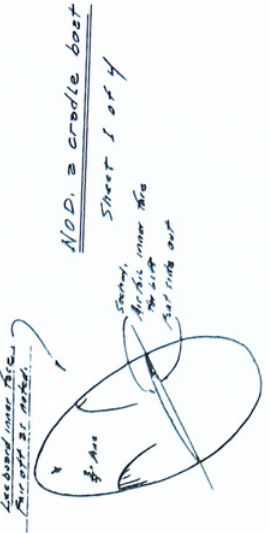
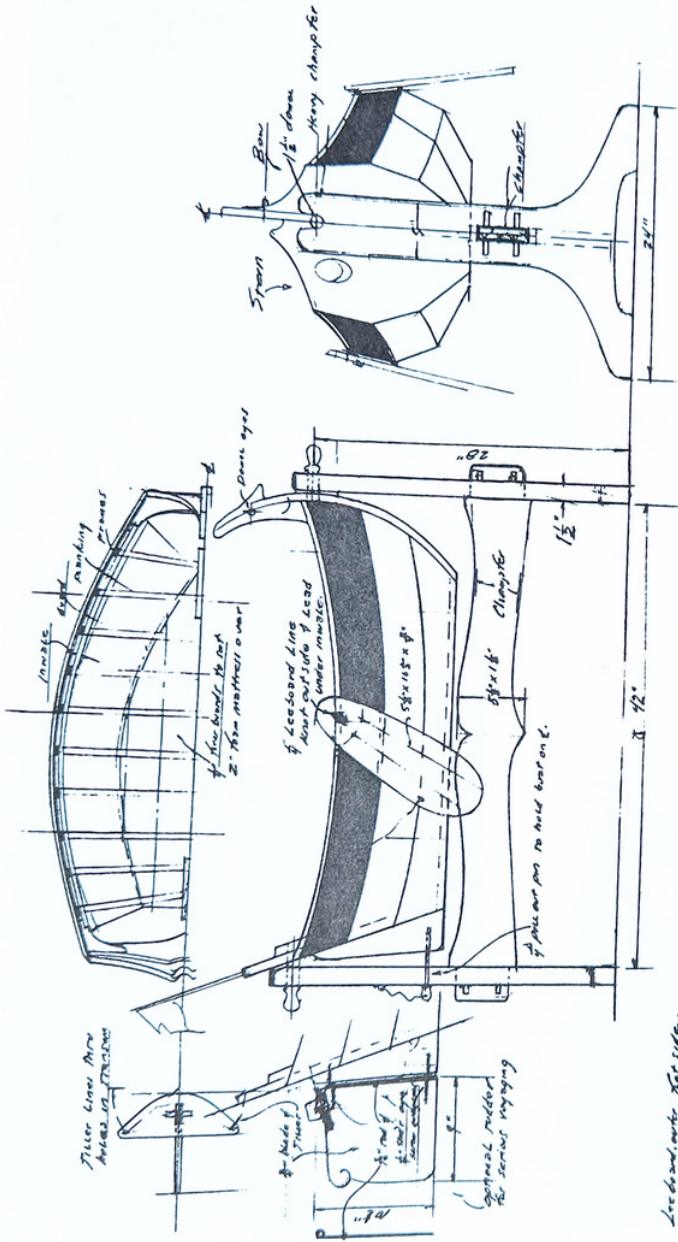
6. All of the patterns were laid out to the moulded or maximum size of the pieces involved so the pieces can now be beveled off so the planking will lay on fairly. Work the beveling down carefully, checking with a batten which simulates the run of the planking.

*"Wynken, Blynken and Nod one night  
Sailed off in a wooden shoe,  
Sailed on a river of crystal light  
Into a sea of dew."*

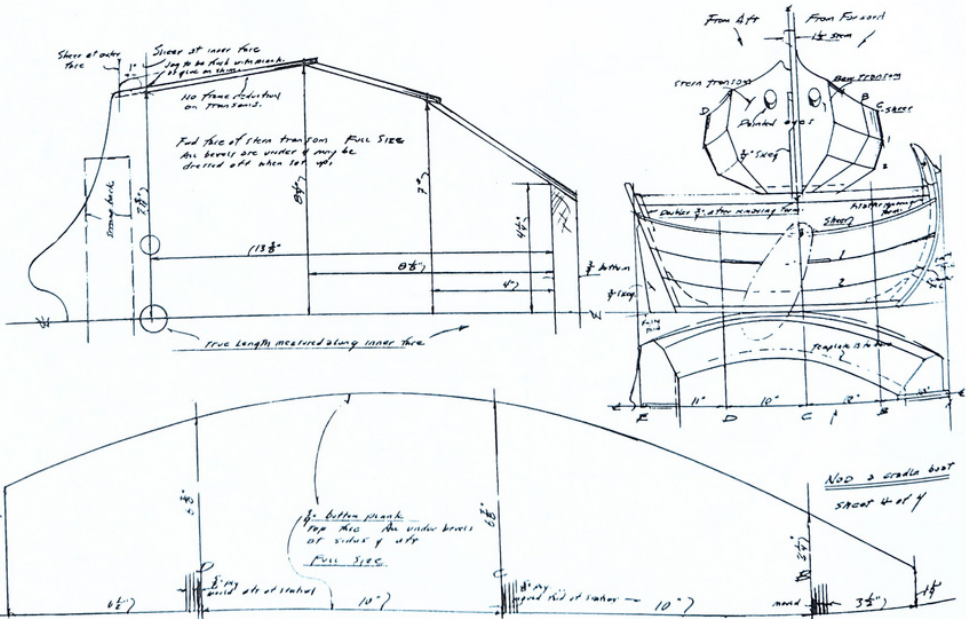
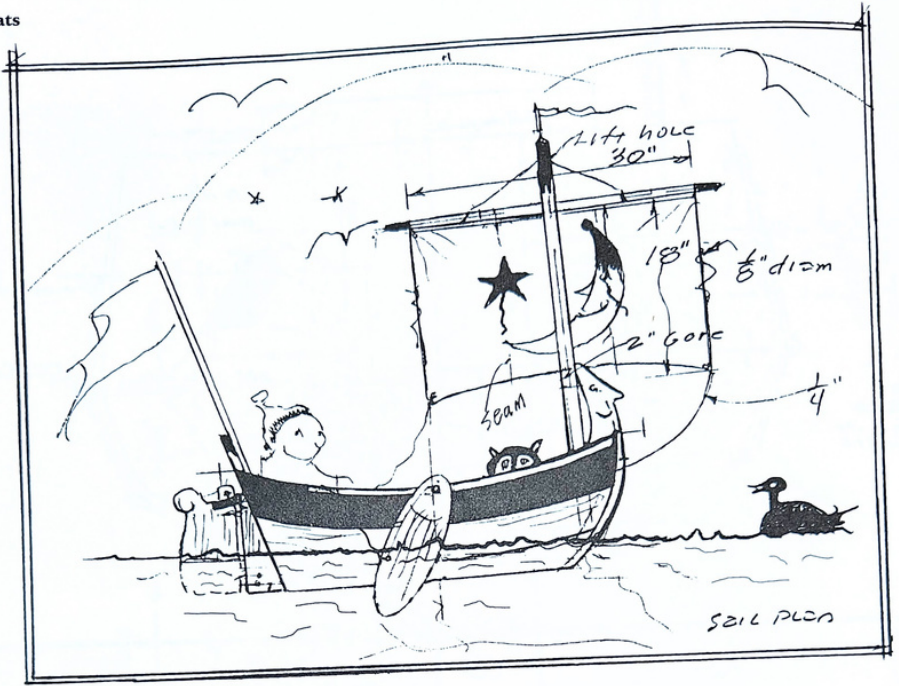
7. Fit lower plank. Then its edge is beveled to suit the middle plank, which in turn is fitted and beveled for the sheer plank.
8. Seams are glued and planks can be lightly screw fastened or button nailed to the moulds.
9. Roll over and fit guards which will help stiffen up the sheer.
10. Remove moulds and, after preliminary painting or varnishing, bend in a frame at each position noted. Frames can be riveted or short screws can be utilized. The frames can be readily steamed using a short length of down spout bent closed at one end and propped up on an angle over an electric element or low fire. About 15 minutes steaming on a pre-soaked frame.
11. Fit breast hook and quarter knees, then the inwale at the sheer.
12. Finish guards, trunnions, skag, leeboards and floor boards to suit, followed by the supporting stand.
13. Paint or varnish after smoothing all edges, etc., that could cause damage to the crew.

Check with your pediatrician and insurance man for possible dangers inherent in boats, whether on land or sea, since a capsize or exposure to risk in either case is your very real responsibility.



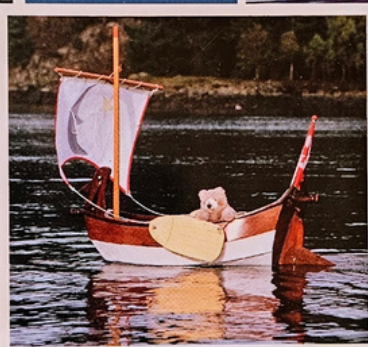
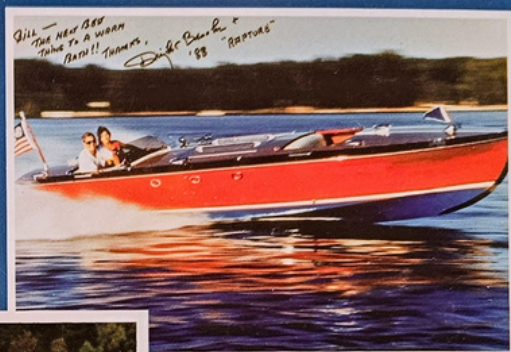






A sample of the boats  
found in William Garden's

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