Easy-to-Build Boats
Design Catalogue
**Ever Consider Building a Boat?**

It's probably easier and less expensive than you imagine. If you're adept at using basic tools, can devote a few days a month, and can raise a few dollars a week, you could be experiencing the fun and satisfaction of building your own boat. Most of the pictures of the boats you see in this catalogue were built by first time builders, most hadn't even seen anyone build a boat. If you've ever wanted to build your own boat, wood, aluminum, or stitch-and-glue, you've come to the right place.

Spira International offers a wide variety of different power, rowing, and sailing skiffs, dories, and other boat designs that are simple to build, rugged and seaworthy.

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**Boatbuilding is truly a Hobby the whole family can enjoy.**
Pacific Power Dories

A lot of my customers hail from the Pacific Northwest. Along that coast, a special type of dory has been developed by fishermen over the years. These dories have proven themselves as rugged, and capable in some of the choppiest water anywhere. They're still used for commercial fishing and by sport fishermen and boaters wanting to get out in any weather. Pacific power dories differ from other dories in that they have wide transoms with little rocker in the stern. This makes them better as power boats, getting up on a plane easier than other types of dories. They're able to mount bigger engines than their East coast cousins. Want a good, sturdy boat that'll handle heavy loads in any weather? Well, a Pacific Power Dory just might be the boat for you.
When the Tillamook was a little too big for some customers, they asked for a 14 foot version so I drew up this very handy little Pacific style dory for those who are looking for a compact but very stable, power dory. This 14 footer could be knocked together in anyone's garage in a few weekends, and be perfect to take the family out boating, fishing or just enjoying the water. This sturdy dory is surprisingly easy on the budget and easy to build.
I designed this little dory for a customer who wanted a rugged, stable boat he could keep in his garage and take out in choppy water to go fishing and crabbing. The Tillamook fits the bill perfectly. It is a traditional full bow lines Pacific Power dory that’ll plow through the rough stuff with ease, and pop up on a plane with minimal power. Pacific power dorries aren't only for the Pacific Northwest, they launch through the surf, operate on rivers or lakes, even zip through shallow flats anywhere in the world.
This is a scaled up Tillamook, a dory with a long proven set of classic Pacific Power Dory Lines. The Tillamook proved so successful that people wanted a bit bigger version to handle bigger loads and rougher water. You'd have to look long and far to find a more rugged but light boat able to handle rough water in safety and plane with minimal power, than the Albion.
This is yet a bigger version of this classic craft, a dory with a long proven set lines able to handle all sorts of rough water, whether in lakes, bays or the coastal seas. There are few boats out there than can handle the kind of seas and loads this dory can, all the while planing with minimal power, as little as 40 horsepower. To add even more, it is one of the easiest boats of this size to build ever.
Offshore Pacific Power Dories

I took the very successful line of Pacific Power Dories, and gave them the offshore treatment – raised the sides, added a self-bailing deck and designed-in a self-bailing splash well for the motor notch to handle heavy following seas encountered on bigger lakes and offshore to create a true all weather craft that can be crashed through the surf, taken out on the great lakes in bad weather and in general be just about as safe as you can be in a small boat. Yet these tough boats remain light, easy to build and very power efficient. If you’re used to seeing hundreds of horsepower recommended for offshore boats (with the fuel consumption to match) be prepared for a surprise when you look at the minimal power requirements for these (see the appendix where the horsepower ratings are explained.) Isn’t it time you started building one?
Following up on a number of requests for a Pacific Power Dory that can be used safely offshore, I took my very popular 19' Albion and gave it the offshore treatment, raising the sides and adding a self-bailing deck and splash well to keep following seas from coming over the transom. The result is a great coastal dory, very stable, very economical and very safe to use in coastal conditions. It'll hop up on a plane with power as low as 40 horses and cruise and eat up swells, chop and sloppy water to bring you home safely. It's named after the closest of Southern California's Channel Islands, Anacapa, about 30 miles off the coast of Ventura California.
I did the offshore treatment to my big Winchester Power dory and have come up with the Farallon. This big, burly offshore style Pacific Power dory can handle just about anything you can throw at it with high sides, self-bailing decks and overboard draining splash well. These are surprisingly easy on fuel too, with motors as small as 80 horses capable of powering through all kinds of nasty weather while hauling a big load. Commercial and sport fisherman alike will find this rugged, capable hull a joy to operate and very easy to build.

**Farallon**

**Pacific Power Dory**

**Length:** 23' - 7.0 M  
**Beam:** 8' 6" - 2.6 M
The Sitka is a big, burly Pacific Power dory capable of handling stormy northern seas, yet is still light enough to trailer and build. It is entirely constructed of construction grade lumber and covered with fiberglass and epoxy. The Sitka may be shortened or lengthened from 25-1/2' (7.7M) to 30' (9.1M) in 1-1/2' (457MM) increments. The plans also show an option for a v-entry to the bow, but these Pacific dorries ride quite well in rough water with their upturned bows.
The Kodiak is named for the famed island off the coast of Alaska that has the largest and meanest bears, along with some of the best Salmon and Halibut fishing in the world. This big gnarly workboat can be built of construction grade lumber and glassed over to make one tough customer. There is no other boat design in the world that have this kind of capacity and rough water handling capability that can be built for this little cash outlay. Single or dual outboards are OK of if you prefer, go straight shaft inboard or I/O. This can handle them all.

The Kodiak may be shortened or lengthened from 30-1/2' (9.2M) to 35' (10.7M) in 1-1/2' (457MM) increments. The plans also show an option for a 10' 6" (3.2M) or 13' (4.0M) beam.
Carolina Dories

The Carolina Dory is a specialized type of craft derived from the original Grand Banks styles after the advent of power. It was quickly learned that the built-in rocker on the bottoms of traditional dories was fine for the very limited speeds possible with oar or sail power, but only held the boats back once gasoline and diesel engines became available. As a result, builders straightened out the bottoms to allow the boat to plane, and the Carolina Dory was born. These sturdy craft were originally used as commercial fishing boats in the Mid-Atlantic States, especially in the inland and near shore waters around the Carolinas. Unlike modern power boats, Carolina Dories don't require lots of power to move along at quite a good clip. They're economical and exhibit their traditional dory heritage by performing quite well and safely in choppy conditions.
The Pescadero is a boat I wanted to build for myself to go out of the harbor and fish the local kelp beds and flats. The word "pescadero" means "fisherman" in Spanish. This boat is designed to be a stable fishing platform for two people. I also wanted it to be able to handle rough water when the seas kick up unexpectedly. Finally, I wanted this boat to do a decent turn of speed with low power - 10 horsepower or so. The result is a proven dory form with lots of reserve buoyancy and a slippery shape - just what I was looking for.
The Oysterman is a classic Carolina Dory except for the transom mounted outboard. It'll move out smartly with a 9.9 hp. motor but really cooks with 25 hp. about all you want to put on a boat like this. For most use on both coasts and anywhere in-between, it's a great boat for most sea, lake or river conditions, from the shallow flats to blue water.
This is a classic Carolina style dory, in about the same size has have been used in the Carolinas for over 100 years by both commercial and sport fishermen. With a dory shape but a rockerless bottom, they really move out well with moderate power and handle the rough stuff with ease. You see several boats of this type out here in Southern California making the passage out to Santa Catalina Island, 26 miles across some fairly open sea. These are great, inexpensive projects to build and lots of fun to operate. It'll move out smartly with a 9.9 hp. motor but really cooks with 30 hp. about all you want to put on a boat like this. It is detailed for both a transom mount and a well mounted outboard engine.
To fill in the sizes between the standard 18 footer and the larger 24 foot Key Largo, introducing the Caladesi. It's named for a great fishing island on the Gulf Coast of Florida, where one of my customers fishes regularly. The Caladesi has all of the ease of construction, ruggedness, and sea kindliness of my other Carolina dories now in an ideal sized 20 footer. Light, fast, low power, (so low fuel consumption,) and able to handle some really tough conditions yet fish in shallow water, make this one of the most practical boats you could own.
Larger Carolina type dory skiffs are popular and getting more so. The Key Largo is a classic Carolina Dory including the well mounted outboard. For economical operation in shallow water, there is no better boat. This dory was designed with the professional guide in mind able to handle the rough stuff but also ideal for sneaking into knee deep flats to fish. The Key Largo can handle four fishermen with ease and will operate in less than a foot of water. With a 25 to 40 HP motor it'll move out on a plane and with a 65, you'll fly. Boats like this also operate safely offshore some heading 75 miles out in the gulf to fish for grouper and snapper. A more economical and versatile 24 footer is hard to find.
One customer liked my Key Largo but wanted a bigger boat, one that he could not only traverse the inland passage, but also to operate offshore safely and perhaps run down the Mexican Atlantic coast. Well, I took the Key Largo, scaled it up to 27 feet, and raised the sides a bit to make it a better offshore cruiser. The result is similar to the many larger Carolina dories operating in the Caribbean and Gulf. Most owners of these boats love them and wouldn't have anything else. Self-bailing decks, cutty cabins, center consoles, or small pilothouses are all a possibility with this boat.
Western Style McKenzie River Drift Boats

Western style drift boats, also known as McKenzie River drift boats, are the original, classic style, developed for wild river travel and fishing. With their extensive rocker and high sides, Western style drift boats are optimized for the wildest whitewater. They're intended for downstream drift fishing in fast moving water. The high rocker makes them ultra-manueverable in wild water where you only row to keep yourself pointed downstream. If you fish fast moving mountain rivers, rarely going ashore, and don't plan on going back upstream, pick a Western style drift boat.
The Mackinaw is the most popular Spira International drift boat. It is constructed of plywood over sturdy wood frames. At 13' long it is the ideal river fishing boat for two to three anglers. Anyone familiar with woodworking tools should have no trouble turning out a boat they can be proud of in a surprisingly short amount of time.
The Riverman is a classic McKenzie River drift boat in the most popular and commonly used size. It’s built by the stitch-and-glue method, so doesn’t take as much woodworking skill and experience as the framed versions. Only five sheets of 10mm to 1/2 inch plywood are required for construction. If you’re looking for an easy to build, sturdy fly fishing boat, you can’t go wrong picking the Riverman.
Rogue is a hybrid power and drift boat that performs nearly as well as an all-out Western drift boat when drifting downstream, but also has the advantage of being able to mount an outboard engine to easily power upstream when needed. It would also make an exceptional surf crasher or small foul weather offshore boat for coastal sea or large lake conditions in bad weather.
Here's a bigger sized McKenzie River driftboat for those of you wanting a boat to take a gang of three or even four anglers out in a bigger river. It comes complete with optional well so you can hang a short shaft outboard of up to 7 1/2 horsepower to power upstream or make those long miles not so tiring.
This is the Grander, a decked over, double ender drift boat intended for shooting canyons where Class IV and V whitewater reign supreme. Styled after the dories that are regularly used to take thrill seekers down the Colorado River through the Grand Canyon, the Grander has everything it takes to handle the wildest water.

**Grander**

**McKenzie River Drift Boat**

**Length:** 17' - 5.3 M  
**Beam:** 7' 6" - 2.3 M
Midwestern Style Drift Boats

Midwestern style drift boats have a little less rocker than western types. This makes them row more easily and allow them to be used in calmer water, while maintaining their whitewater capable heritage. The sides are also a bit lower making it easier to beach, hop out and fish when you feel like it. If you want to use the boat in a variety of situations - whitewater and calm water, fishing from the boat and fishing from shore, drifting downstream and rowing back up, a Midwestern drift boat is for you.
More than just a few people have asked me for a car topable boat they can stand and fly cast in. So, here it is, the Ozark Fisherman. It weighs about 80 lbs so you can toss it on top of your car, drop it in the river and fly cast to your heart's content. The first one was built to fish the small, fairly fast moving rivers around the Ozark Mountains in Southern Missouri and northern Arkansas. You don't have to live near the Ozarks to enjoy the Ozark Fisherman, you can use it anywhere where a light one or two person (perfect for father/son getaways) river or choppy water boat is desired. It's not designed for the hard boulder bashing of the Western types, but will handle all sorts of moving water with ease.
One of my customers liked the Yukon a lot but wanted something a bit smaller for his use. He lives in central Canada so that's how this boat got its name. It is optimized for the fast Midwestern rivers like the Yukon and Ozark Fisherman with a bit less rocker and lower sides. These boats are ideal for fishing fast moving rivers and easily beaching and hopping out for shore fishing, camping or exploring.
Fitting the niche between the 14’ Canadian and the 16’ Yukon, the 15’ Pactola represents an ideally sized Midwestern drift boat. It’s compact enough to fit in just about everyone's garage and yet large enough to carry two or three serious anglers, or a small family on a fishing or camping vacation. This boat is ideal for rivers, streams or lakes and is probably the most versatile small boats you can build. The simple construction means anyone can build one from commonly available materials for a surprisingly low cost.
Here's a boat designed for a customer who wanted a bigger Mid-Western drift boat to take a gang of anglers on some bigger rivers. I designed him the Yukon with its 16 foot length and wider beam to be an ideal size for a small family or group of three or four man sized fly fishermen.
The Grand Banks Dory is an old design originally developed to fish the Grand Banks, off the coast of Nova Scotia. The big cod fishing schooners dropped off dozens of dories practically in the middle of the North Atlantic and the fishermen hand lined for bottom fish. The need for a lightweight boat able to cover many miles by oar or sail to survive the sudden gales that frequent that area was beautifully filled by the Grand Banks dories. These were originally built by two boatyards in Nova Scotia. These dory designs use modern materials and construction methods while retaining the classic lines for exceptional sea keeping abilities and rowability.
By request, I sized down the Nova Scotian to a very compact, yet capable dory. This simple to build rowing dory can handle two people and glide through choppy water with ease. Named for a beautiful bay on the south coast of Nova Scotia, this handy dory is perfect for bays, lakes, stream, ponds, bayous, and even moderate whitewater, where a light, handy row boat is needed. This is perfect as a first boat for the novice builder.
The Juneau is a great smaller Grand Banks Dory ideal for one or two people. It rows very well through all sorts of choppy water and would make a great fishing boat. It's light enough to car top, too. The Juneau is very simply built using common lumberyard materials available anywhere. It's the perfect first boat project. Literally anyone can build one.

JUNEAU
GRAND BANKS DORY

LENGTH: 14' - 4.3M
BEAM: 3' 8" - 1.1M
In Lunenburg, Nova Scotia, throughout the 1800's the finest dories in the world were being built by two different boat builders. These craft served as fishing boats launched from the decks of schooners and fishing practically in the middle of the North Atlantic, year round. My Nova Scotian was derived from the original Grand Banks fishing dories. You can launch these boats through the surf, keep going in weather that drives everyone else back to the beach, and load more into this boat than boats substantially larger. A better rough water pulling boat cannot be found anywhere. The Nova Scotian plans come complete with plans to construct an optional sprit sailing rig. This easily built rig features solid wood spars and rudder and makes for a lively sailing boat reminiscent of the sailing dories of centuries gone by.
After the rousing success with my Juneau Grand Banks style dory, several others wanted a similar boat but larger, so I came out with the new Texan Grand Banks style dory. Like the Juneau, it's a rockerless style, so powers better than the traditional styles, like the Nova Scotian. This one can take up to a 9.9 horse outboard and you can almost water ski behind it, yet it's very rowable and easy to handle in calm or choppy water. If you like the Grand Banks style dories, but want to go a bit faster than most can muster, the Texan is for you.
The Alaskan was initially designed for a customer who lives in Alaska and wanted an excellent all around boat for having fun and fishing for Salmon. He liked the Nova Scotia dory but wanted something a bit bigger, something he could power from a well mounted outboard, and a boat that could be sailed in a pinch. So, the Alaskan for just that - universal power, an outboard, oars, or sails - and the sea kindliness inherent with the traditional Grand Banks dories. The Alaskan plans come complete with plans to construct an optional sprit sailing rig. This easily built rig features solid wood spars and rudder and makes for a lively sailing boat reminiscent of the sailing dories of centuries gone by.
In response to a number of requests for still a larger Grand Banks Dory, I've come up with a new design called the Labrador. This big dory would be excellent for many uses where an Alaskan just isn't big enough. In the 1800s, several dories about this size made trans-Atlantic crossings. The Lab is powered by an outboard and/or sails. You could also work in a small diesel, like an 8 hp. Bedford lifeboat diesel, an outstanding choice. Other sailboat auxiliary diesels would do well also. The Labrador plans come complete with plans to construct an optional sprit sailing rig. This easily built rig features solid wood spars and rudder and makes for a lively sailing boat reminiscent of the sailing dories of centuries gone by.
V-Bottom Carolina Dories

Quite a number of people wrote me and asked for a v-bottom version of my Carolina Dories, so I came up with this series of boats. These dories offer all of the advantages of the flat bottom version, low power, good speed good sea keeping abilities, and ease of construction, with a more modern, v-bottomed hull, to keep the pounding down and improve the performance in a chop. They're a bit more complex to build than their flat-bottom cousins, but are still well within the realm of an amateur boat builder. They're constructed of standard milled construction lumber, available at any lumber yard, then covered with exterior grade plywood, epoxy and fiberglass, resulting in an extremely rugged boat, one that will serve for many years with modest maintenance.
This boat was designed for a local Southern California customer who wanted a small, light but beamy boat for fishing up to a few miles offshore. The Alamitos will get the job done and handle choppy water with ease. Anything from a 10 to 40 horse motor can be used to get a decent planing speed while using very little gas. If you want a compact hull that can take the weather, you can't find many better than the Alamitos.
The Kechemak is for those who like the v-bottom Carolina dory style but want it in a compact form for easy trailering, launching and storage. This sharp 17 footer is ideal for choppy, rough stuff where you want to take a couple of anglers or small family out for a smooth ride. These rugged boats take surprisingly little power. A 30 hp. outboard will get them up on a plane and with a 50 or so, you'll fly. Why spend all of that money on gas for a heavy fiberglass deep v that takes twice as much power for the same performance.
Here you have the Hatteras. I designed this boat to be a very rugged workboat type hull for heavy duty use. As a Carolina Dory, it maintains its heritage of powering along well with very modest power and being able to handle the rough stuff with ease. This boat, however, has the added benefit of a v-bottom to smooth out the chop and keep a good turn of speed going when the seas get choppy. The Hatteras is built of frames of mahogany, fir or oak. You can use standard lumberyard milled construction grade lumber if you wish, and it's covered with exterior grade plywood, either fir, birch or mahogany, for a low cost, lightweight, but very rugged hull.
Here is the Chesapeake (Yes, I know it’s not spelled the same way as the bay.) This boat is designed to be a rugged workboat type hull for heavy duty use. As a Carolina Dory, it maintains its heritage of powering along well with very modest power and being able to handle the rough stuff with ease. This boat, however, has the added benefit of a v-bottom to smooth out the chop and keep a good turn of speed going when the seas get choppy. The Chesapeake is built of frames of mahogany, fir or oak. You can use standard lumberyard milled construction grade lumber if you wish, and it's covered with exterior grade plywood, either fir, birch or mahogany, for a low cost, lightweight, but very rugged hull.
Clemente
V-Bottom Carolina Dory
Length: 24' - 7.3 M
Beam: 8' 3" - 2.5 M

I had a customer who wanted a fattened up version of the Chesapeake that he could put a small cabin on, so I designed him up this new boat. Named for San Clemente Island, a great fishing spot about 55 miles off the coast of Southern California, this bigger v-dory should be quite the offshore cruiser, capable in a blow, economical and rugged. Whether you want a commercial boat, a coastal fishing boat, or a pocket cruiser to make long offshore passages, the Clemente should fit the bill well.
Ultralight Stitch and Glue Boats

The Stitch and Glue boat construction technique, evolving over past thirty years or so, was simultaneously developed by a number of innovative boat designers. The technique resulted in simple, easily built boats with beautifully sweeping lines and light, tough construction. These plans include all dimensions for all parts of the boat and easy to follow instructions for assembling the parts. These boats go together without any jigs or fixtures, so anyone can build one in your garage or back yard. Many are little more than a dozen to twenty hours of work.
I had a customer write to me and ask for a scaled down version of the Mission Bay skiff he could build. He wanted not to have to scarf or butt block together the sides, but rather build them out of a single sheet of ply, 8' long. I spent some time working out this little skiff as an answer to his needs. He was delighted with the design and built himself a handy little skiff from the plans. Lots of the design work was done right after I watched the new Austin Powers movie, and so the perfect name just struck me - Mini Miss. This skiff is built by stitch-and-glue construction, so it ends up light and strong. All it takes is two sheets of 1/4 mahogany ply, a few scraps of 3/8 ply, and a couple of moldings to build, available at any warehouse home center. It rows just fine but if you want, you could mount an electric or tiny gas trolling motor, and putt-putt along in style.
Back in my commercial fishing days when I was in college, I was leasing a 36’ Albacore and Rock cod boat and needed a dinghy to use while in anchorages. I picked up an old, flat bottomed pram that needed some work for, I think $10, and glassed the bottom to fill some holes, and painted it up the same color as my bigger boat. It proved to be a superb little dinghy and I rowed it often while in anchorages, and to cross over the bay when in home port when I wanted to dig up a few clams for dinner. I really loved that little boat and it sure served me well. Here’s my version of that very same little boat. The modern stitch-and-glue construction means this little boat is substantially lighter than my old framed and glassed over tender, and that one was easily handled. All it takes is two sheets of 1/4 mahogany ply, a few scraps of 3/8 ply, and a couple of moldings to build the Back Bay. All are available at any warehouse home center now just about everywhere in the US. It rows great, but if you’re of the couch potato persuasion, you can mount a little 1 to 3 hp. outboard on it and putt along quite nicely.
While working on a Rock Cod boat out of Mission Bay in San Diego, one evening a Halibut boat pulled in behind us and four kids ranging in age from about 8 to about 15 ran out onto the docks to greet their older brother. The five of them piled into a little flat bottomed skiff, and the older brother, standing up and facing forward, started rowing them across the bay at an amazing pace. With all five of those kids milling around and the oldest standing and rowing, that little ten footer was amazingly stable and maneuverable. Here's my version of that versatile utility skiff, a stable little fishing boat able to handle two or three adults, cartoppable with ease, and powered by a small outboard or oars. The modern stitch-and-glue construction means this boat is substantially lighter than the old framed ply skiff I saw in Mission Bay. All it takes is three sheets of 1/4 Lauan mahogany ply, a sheet of 1/2" Lauan (actually 7/16ths) ply, and a couple of moldings to build the Mission Bay. All are available at any warehouse home center you find just about everywhere in the US.
The Minuteman is a 5-plank bateau dory of the type originated in colonial times in New England. Back in those days there was no plywood so the 5-plank bateau offered a moderate beam in a boat with the available lumber and the fewest number of joints, so the lowest probability of leaking. Bateaus were the standard boat of America in the Revolutionary war days. That famous painting of Washington crossing the Delaware River should probably have shown him in a bateau. Bateau is simply French for "boat". The modern bateau is easily built of plywood by the stitch and glue construction method. You can row it or tack on a mini gasoline or electric motor.
The Maxi-Miss is a scaled up version of one of my most popular boats the Mission Bay. It's a very simple to build, very rugged utility boat that is about as stable as a small boat can get. For a family wanting a lake boat to fish, explore, camp, even water ski, this little boat can't be beat. You can build it in a few dozen hours for not very many dozen dollars and be out on the water in no time. What are you waiting for?
The Glousterman was designed as a very light, car topable rowing craft that would pull well and be safe to row in rougher water. The traditional dory hull shape is derived from the sturdy Grand Banks fishing dories. The Glousterman is built from two sheets of 1/4 inch thick marine or exterior plywood by the "stitch and glue" construction method. This method requires no forms or jigs. It is ideal for the beginner or experienced boat builder. No special tools or equipment are required. Builders claim this is the fastest boat they've ever rowed.
V-Bottom Stitch and Glue Boats

These versions of the v-bottom center console boats don't use a constant angle v-bottom like many production boats. This allows them to run well with lower power than many production models and to sit at anchor or on a drift more stably. The deeper forefoot means the boat tracks very well at low speed, too. These boats love to troll, unlike many of the modern, so called fishing boats that are really racing hulls. Racing hulls are fine if you want to tear up the ocean at high speed, but for most people who fish in the ocean, the jolts of such a run in the open sea are just more than they care to subject their spines to. If you're looking for an easily built planing hull that can be safely and economically run in moderate to choppy seas, look no further. One of these center console boats is very likely the boat for you.

The structure of these boats are built using the stitch and glue method. Then they're covered inside and out with epoxy and fiberglass, for a tough, low maintenance hull. They're built using a simple box structure resulting in a strong light boat with seven separate internal buoyancy chambers - some of which can be used for fuel tanks, fish holds, or even live wells if desired. Foam fill them for that "sawn in half and still afloat" safety capability.

I brought these stitch and glue boats back by popular demand. Interest in this construction method is resurging. This one, the Newporter is a 16 footer, ideal for lakes and near shore ocean use for a pair of anglers. It's easily trailered. Only 25 to 40 Horsepower is all that's needed to power the Newporter.
The San Diegan is an 18 footer, ideal for lakes and near-shore ocean use for a small group or family. It's easily trailered. Only 30 to 50 Horsepower is all that's needed to power the San Diegan.

The Californian is a 20 footer, ideal for lakes and near-shore ocean use for a gang of anglers or big family. It's easily trailered. Only 65 to 90 Horsepower is all that's needed to power the Californian.
Kayaks & Canoes

Sea kayaking is one of the fastest growing sports -- and why not? It is a lot of fun. Modern sea kayaks are derived from seaworthy Eskimo boats, and are very safe and capable when used prudently. In my frequent crossings of the San Pedro Channel, 26 miles of open ocean, I often see groups of kayakers paddling across the channel to visit Catalina Island, a beautiful, rugged island with wide open spaces, small towns, trails, and campgrounds, in stark contrast to the high rises, factories, condos, power lines and freeways that occupy so much of the mainland coast. They cross 26 miles of open ocean that's over 3000 feet deep with a major shipping channel running right through the center of it. Whales, dolphins and Mako sharks up to 1000 lb. are on constant patrol all over the channel. This shows you how capable these simple boats really are.

Sea kayaks are different from whitewater kayaks in that they are longer, easier to paddle and glide farther for each stroke of the paddle. Whitewater kayaks are designed only to be carried along in fast moving water. They're difficult to paddle and control in still water like you'd encounter in lake, pond, most river, bay and ocean conditions. These sea kayak styles are intended for all of that use, plus milder whitewater in rapid moving rivers. These kayaks may be used anywhere a light, maneuverable, safe boat is desired.

The Cajuns, originally Acadians from the Canadian Maritime provinces, brought to pirogue to the Bayous of Louisiana. The word comes from the Spanish word piragua, mostly used for the dugout canoes common along the West African Coast visited by the Spanish in their voyages of discovery. This sturdy, easily constructed, stable canoe is ideal for use in the swamps. It has very shallow draft, can be poled, paddled, or even sailed, and carries quite a load. Hunters, fishermen and sportsmen, both commercial and pleasure, find these rugged boats the best way to navigate both the open bays, and shallow backwaters of the US Gulf coast.

There are few water environments the Pirogue can't handle, from choppy, open water, to mud flats barely awash in water. You'd be hard pressed to find a more versatile small boat that can perform multiple duties in any lake, stream, or coastal environment.
I was out at Catalina Island fishing a beautiful kelp bed right at Arrow Point on the lee side of the island this winter with a fishin' buddy. As we were casting to the fringes of the kelp for the many reef species that inhabit this spot, he started telling me how much he wished he had a very stable kayak to slip right in on top of the kelp and fish the little gaps for the big Calico Bass that live there. Well, I don't need too many excuses to do a bit of what I love the most, boat designing, so I sketched him up this little fishing kayak design. This hull is built by the stitch and glue method, so should check in well under 50 lbs. It's a bit wider than most kayaks for wiggling about in while you fish, and the design includes floatation chambers at both ends, also, and a wide open cockpit so you don't need to be an expert in Eskimo rolling to get out if it flips over. You can toss in a little cooler full of adult beverages (hey, we're talking fishermen here) and tackle box, too. This would be a good gunning boat if you like to sneak up on ducks and geese, too. Plans include an easily built double paddle, too.
The Greenlander is a modern v-bottom sea kayak. Though not an expedition size, it'll still carry a big paddler and plenty of gear. This smart sea kayak is a very easy to build plywood stitch and glue boat that is light, inexpensive, and a joy to paddle.
I designed this kayak for a troop of Boy Scouts in Oregon who were planning a trip down the Willamette River. They built a number of these and were very pleased with their performance. The Willamette River can carry two adults plus lots of gear. It is easily paddled and can handle lake, river or ocean conditions. They’re also designed so that teenagers, along with some adult supervision, can easily turn out a boat that they can be proud of.

Included in the plans are the options to make it in either the 15’ (4.6M) single cockpit version or in the 18’ (5.5M) two cockpit version.
One of my good customers, a commercial fishermen in the bayous of Louisiana, asked me to design him a 16' Pirogue that could haul 600 lbs and get through only a couple inches of water. I jumped at the chance and came up with the Eloi - a very easily built 16 footer that could handle a big load, yet be light enough to car-top. This hull is rugged enough to handle the rigors of commercial fishing, but, like all of my boats, is designed to be inexpensively built from commercial grade materials you can buy anywhere. Got a couple hundred dollars and a few weekends? Well that'll be all it takes to get you on the water in your own traditional pirogue Cajun canoe.
Bass boats are some of the most popular fresh water boats anywhere. They're fast, stable and ideal for fishing, water skiing, and family fun on the water. They track well, can mount lots of power for a good turn of speed, are stable and in general about as good a utility boat as you'll ever find.

My design is a classic shallow V hull with a modified Garvey bow to increase stability and load carrying capability in a restricted length that'll fit just about any garage or car port. Easily built from construction grade lumber, these Bass Boats are tough, capable, but best of all inexpensive. They're well within the capabilities of an amateur woodworker who is planning to build a boat for the first time.
To fulfill the dreams of a retired airline pilot living along the shores of Lake Huron, I designed this sturdy, easy-to-build mini tugboat named after the town he lived, the Oscoda. This fun yet very useful little boat will be perfect for those looking to enjoy themselves on any body of water, moving along at a moderate pace and in any weather.

Like all of my boats, the Oscoda is designed for the first time boatbuilder, working with construction grade materials available from any lumber yard or warehouse type home center. Imagine the looks you’ll get from your friends next spring when they see what you were able to build in your garage this winter.

**Oscoda**
**Mini-Tugboat**
**Length:** 16' 2" - 4.9 M  
**Beam:** 6' 10" - 2.1 M
The Ablemarle was designed for a customer who was looking for offshore boat operations using a very small, economical diesel engine. This boat can handle all sorts of conditions, carry heavy loads, yet move along at hull speed with only a few horsepower. It could be powered by as little as 10 HP, but also handle up into the 30s if you really want. It'll operate using inboard sailboat auxiliary type diesels, or high thrust outboards. It's not built for speed, but will bring you home in a blow with a big load of gear or fish. Easily built of standard dimensional lumber and plywood, this project should be a breeze for anyone with modest woodworking experience.
The Tiburon is a traditional v-bottom Panga of the type used all over Latin America as commercial fishing boats. It's easily built, extremely capable and rugged in a wide variety of sea conditions and loads. As a bonus, the Tiburon is economical and fast. Perfect for the modern saltwater or big water commercial fisherman, the Tiburon offers that unique combination of features that attracts Pangas to sport or commercial fisherman, divers, and anyone enjoying the water. The 21' size is convenient and easy to tow, easy to handle on the water, yet has ample room for 6 to 8 with ease.
The Panga is a type of modest-sized, open, outboard-powered, fishing boat common throughout much of the developing world, including Central America, the Caribbean, parts of Africa, the Middle East, and much of Asia. Pangas are commonly operated directly off of beaches. The name comes from the upswept bow of the boat which resembles the machete or knife called a panga.

The panga design is a happy combination of a very efficient hull requiring minimal power, a hefty load carrying capability, and excellent seaworthiness, making them an ideal choice for commercial fishermen in developing countries requiring economical, but safe commercial operations. Though most pangas have solid fiberglass hulls, the basic design is readily adapted to glass/epoxy covered fiberglass over inexpensive dimensional lumber framing.

The Ixtapa is a big, burly Super Panga fishing boat that is suitable as commercial or sport fishing boat. It's at home in everything from fresh water lakes, to wide rivers, bays, and even offshore out in the slop. It's easily built, extremely capable and rugged in a wide variety of sea conditions and loads. As a bonus, the Ixtapa is economical and fast. Perfect for the modern saltwater or big water commercial fisherman, the Ixtapa offers rugged construction, a great ride, economical operation, and a huge load carrying capability. The 23' size is readily trailerable, easy to handle on the water, yet has ample room for 6 to 8 with ease.
Garveys

Garveys have been used all over the world, where a small, highly maneuverable shallow water boat is needed that is very stable and can carry a heavy load. Nowhere are they more popular than in the bayous and bays of the Gulf Coast of the United States, where week choked inlets, wide open, shallow bays, and narrow tree lined meandering rivers abound. These boats will carry an enormous load for their size, while operating very economically, with minimal power requirements. You can pole, paddle, row, or of course power them with standard or mud-type outboards. There are few better choices for a rugged workboat in mostly shallow water than a Garvey style dory.

Puchie Special
Flats Garvey
Length: 24' - 7.3 M
Beam: 8 1/2' - 2.6 M

After my rousing success with the 18' Galveston Garvey Power Dory, I received many requests for a larger version, so here you go: Introducing the Puchie Special Garvey Dory. Perfect for flats and bayous, the Puchie Special is very easily built but robust enough for heavy commercial use. It'll hop up on a plane with only 50 horses (on a 24 x 8-1/2 boat!) but can handle up to 125. Pick this boat if you a good sturdy boat for fun or working that handle the entire family (or even two) for lots of fun on the water.
By request from some of my customers on the Gulf Coast where weed choked inlets, shallow bays, and plenty of submerged obstructions mean a very rugged, shallow draft, but ample load carrying capability boats are demanded, I designed the Galveston. This tough, but easily built Garvey Style Power dory has everything the commercial or pleasure boater could want. You can haul a huge load, yet still quickly maneuver through mangrove swamps, shallow bays and open water using minimal power and economy of operation. The Galveston is made from easily obtainable lumberyard materials and can be built by just about anyone who has some skills using woodworking tools for a tiny fraction of what the equivalent boat would cost if commercially built.
The feedback from my 19' Galveston Garvey was excellent, but many wanted a more compact version easily kept in a garage, towed by a small car and capable of taking a small group of anglers or hunters out for a day of fun. Introducing the Wye River, a great little fun boat that can be built and used for far less than you might imagine, and rugged enough to handle the bumps and bruises you will encounter if you use it in the bayous and backwaters it was designed for. This hull will also handle open water and can be loaded down with more gear and cargo than just about any other sixteen footer out there.
Duck Boats

Duck boats are specialized craft especially developed for hunting waterfowl. They have to serve two functions, one as a boat and the other as a blind - that is to camouflage the hunter so that passing ducks and geese, who have excellent eyesight, don’t recognize them as people. Next they need to be stable and seaworthy, since duck hunting is done in the stormy fall and early winter months. Hunters have to be able to move around in the boat to follow the birds, and dogs are often used, who have to easily be able to clamor over the sides getting into and out of the boat. In all there are many considerations that go into the design of a successful duck boat.

While my Marsh Rat Duck boat was a resounding success, many have been built and people really like them, some have written to me and asked for a bigger boat, one that they can load two hunters, a dog and a mess of decoys in, and head out across some open choppy water to get to where the ducks really congregate, so I sketched up this 18 footer to do just that. This boat will handle up to 30 hp. but is fine with a 9.9, and will get you to where the flocks congregate. Like all of my boats this very easily built boat can be built from construction grade materials you can find at any Home Depot or Lowes, and will last a lifetime.
The Marsh Rat is a unique duck boat. It is designed to be stable and handle rough water, but it is also light enough for one person to be able to carry it overland and launch it in shallow marshy water where the ducks prefer. It would be nice if ducks landed near launch ramps of major bodies of water, but unfortunately they don't cooperate, so larger trailer launched duck boats have to traverse a lot of water before getting to the real duck habitat. The Marsh Rat is the answer and it opens up many places not accessible by most other duck hunting boats. It's also easily hoisted atop a small car.
Flats Fishing Boats

Flats fishing boats are designed for lakes, rivers, bays and bayous where a shallow draft boat is needed to navigate through a wide variety of shallow water conditions. They need to get up on a plane quickly and be able to pass through weedy and sometimes flotsam filled water areas. They also must be rugged to handle the occasional grounding or encounter with a submerged log or sandbar. Finally they must be stable to allow the occupants to stand to fish or see what is ahead. If those sound like the conditions you need to operate in, consider a flats fishing design as your next boat project.

Sabine Flats Fishing Boat

Length: 15 1/2' (4.8 M.) 17 1/2' (5.3 M, or 19' (5.8 M)
Beam: 6' 6" (2 M)

The Bayou Jubilee proved to be a very successful design, but some others wanted something a bit wider so they could carry more load, put on a poling platform and be more stable than the Jubilee, so here's the Sabine. It's a very easy to build flats boat perfect for the US Gulf Coast or anywhere where a very shallow draft boat is needed that's stable, fast and easy to build.

The Sabine length is easily adjusted from 15-1/2' to 17-1/2' to 19' depending on how many center frames you build. The plans detail how to adjust the length.
The Bayou Jubilee was designed for a customer who lives near the Gulf Coast of the US where there are countless lakes, rivers, and bayous filled with fish and other edible critters. These boats need to get into knee-deep water where the fish hide, operate quietly and efficiently be light enough to be practical, and yet stable enough to stand and cast or pole them through the weeds and muck. This one was designed to fit easily on the inexpensive, 4' wide trailers you can buy everywhere these days. The Bayou Jubilee will get up and fly with a small motor, like 25 horses or less and yet haul around four fishermen or a whole load of gear, fish or gators.
The Matagorda was designed for fishermen who wanted a very stable, reliable and flexible catamaran to get in and out of very shallow water bays, inlets and bayous common to the gulf coast of the United States. This is the perfect boat for protected waters. You can walk around, cast, and shift huge loads from side to side, all the while drawing very little water. It'll easily slide over water lilies, submerged logs and obstructions, and other sunken objects. There's a huge expanse of deck to set up a party, sunbathe, or carry a deck load of gear or camping equipment. If you are wanting a boat for these kinds of waters, this is a great choice. The self-bailing deck means you can take all kinds of water over the side without swamping too.

You can shorten the Matagorda Flats Fishing Catamaran in 18" increments also, down to 18 feet. So it can be easily built as an 18', 19-1/2' 21' 22-1/2' or 24' hull, if you have limited space to keep your boat.
Before the days of commercial PWCs and Jet Skis, designers and home builders were experimenting with outboard powered personal watercraft. These are not only a lot of fun to operate, but also just as easy to build as any boat.

I had a customer send me some plans scanned from an old magazine for a homebuilt predecessor to modern personal watercraft, and asked me to modernize the design and construction using my methods. I came up with this light, strong, easily built boat that should readily perform like a modern PWC but using an outboard motor in the 9.9 hp. range. If you're looking for some fun in the sun, consider trying out the Havasu before investing a lot of money in a commercial PWC.
My take on the stand-up paddleboard is rather different than the commercially available boards you see out there everywhere. Whereas the commercial boards are larger sized surfboards that can be used in calm water if needed, mine is designed more like a boat than a surfboard. I wanted to design one that had lots of glide and was easier to paddle than the commercial models. They're designed to be optimally stable and maneuverable when coming down a wave at high speed, while mine is designed to optimally slip through flatter water while maintaining the ability to maneuver when needed.

Like all of my boats, the Bolsa Chica is designed for the first time boatbuilder, working with construction grade materials available from any lumber yard or warehouse type home center. Just a few weekends work and not so many dollars, and this could be you - having stand-up paddleboard fun on any pond, lake, stream, bay or bayou. Included are the plans to build the paddle.
Back in my college days, one good friend of mine was a water skiing competitor. He had a homebuilt 13' ski boat with a 35 horse Evinrude motor that was a lot of fun to go blasting around the local lake in. I'm not sure whose design it was, but that little boat was fast and stable. It did, however have some features that probably made it difficult to construct, like lots of tumblehome and lots of curves in the sides. It was OK to strip plank but would have been impossible to build in plywood.

When I had someone write in and ask for a mini-speed boat design using my simple construction methods, I thought of my friend's fun little boat as I drew up this modernized version, the Fiesta Bay. For anyone from Southern California who loves heading to "the river" (The Colorado River running through the desert between California and Arizona) knows that Fiesta Bay is party central at Spring Break. The Fiesta Bay speed boat is an inexpensive, easily built, lightweight, shallow v boat for fun on the water. It'll pull a skier with a 25 horse motor, on a real budget for both construction costs and fuel usage.
The Crawdad is a great smaller Jon Boat ideal for one or two people. It rows very well, carries a good load, and would make a great fishing boat. It's light enough to car top, too. The Crawdad is very simply built using common lumberyard materials available anywhere. It's the perfect first boat project. Literally anyone can build one.
I wanted to design a light, slippery rowing boat suitable for all sorts of water conditions. It had to be light enough to car-top and yet handle choppy lake, bay or near coastal waters. The result is this flat bottom, v-entry traditional rowboat that should hold its own against Whitehalls and other traditional rowing craft, yet be simple to build for the first time builder, rugged, and attractive. You should be able to knock one out in a few weekends for not much money. All materials except maybe the epoxy resin, is available at any home improvement store or lumber yard.
Row/Power Skiffs

In his 1934 book, "How to Build Wooden Boats," Edwin Monk said:

"The lowly skiff might be called the universal boat. It's simple and inexpensive construction are its strong points... It is a strange paradox that plans for them are as scarce as the boats are numerous"

Ed Monk knew a thing or two about boats, and his praise of skiffs are well deserved. They are simple, inexpensive, and yet very useful. They're stable, seaworthy, and easily driven by oar, low power outboard, or even by sail.

The Hudson is my version of Ed Monk's universal boat. You could row it, power it, or sail it. It'll handle a crew of up to four and be stable enough to fish from, hunt ducks, or just have fun on the water. It'll handle calm water or choppy and will be as easy and fun a building project as you could ever hope for.
The Champlain is my smaller version of Ed Monk's universal boat. You could row it, power it, or sail it. It'll handle a crew of two and be stable enough to fish from, hunt ducks, or just have fun on the water. It'll handle calm water or choppy and will be as easy and fun a building project as you could ever hope for.
Mullet Skiffs

Mullet skiffs were originally developed for the Florida Mullet fishery in the early 1900s to be able to carry a load while operating in shoal water. They were never modernized to adapt to new materials until now. These hulls feature a dory style hull, with a v-entry. This makes it stable, capable in rough seas, easily driven with minimal power - just about everything a real sea dog likes in a boat. They'll get up and move, too, without too much power, though not a modern high speed planing hull, as they were developed for the low power, heavy and unreliable gas engines of a century ago.

My take on these sturdy cruising hulls are constructed of standard milled construction lumber, available at any lumber yard, covered with ply, then fiberglassed over with epoxy resin to make a very tough, commercial grade hull, ready for just about anything. While not as easy to build as a dory, they're well within the capabilities of the amateur wood worker, even a first time boat builder.

A Customer asked if I could scale one of these mullet skiffs down to a 20 footer, and so, here's the Tortuga. It features the classic Mullet Skiff lines in an easily trailerable size. This would be the perfect fishing boat for those who rarely head out overnight, but want a tough, solid boat that is surprisingly economical when it comes to power. A 75 HP 4 stroke engine is all you'd ever need for most sea conditions. The hull is constructed of standard lumber yard materials and is far easier to build than most of the hulls you see on designer's web pages.
The La Paz is a sturdy, sea kindly, easy to build pocket cruiser offering dory-like stability, load carrying capability, and modest power requirements, along with v-bottom comfort when powering through a chop. This smaller, modernized version of the original Mullet skiff design is more easily constructed using modern materials and methods. The suggested power is a smaller inboard motor, such as an Atomic 4, an old Chrysler Crown flathead 6, a 4 cylinder Chevy, or a sailboat auxiliary type diesel.

The Chubasco is a 27 foot version of the Mullet Skiff offering more in the way of accommodations for the cruiser. A galley and head could be easily worked in below. Low to moderate gas or diesel inboard power is all you need. The lightweight 4 cylinder, 100 hp. Yanmar diesel would make a perfect engine and drive this seakindly hull about 15 knots or so without burning much fuel.
St. Pierre Dories

St. Pierre Dories are a traditional, larger version of the Grand Banks dory type. They are known as being the most seaworthy boats of their size ever designed. Many have made serious ocean passages, and they're ideal for long range, economical cruising. Though they seem rather tender at first (this is a characteristic of all Grand Banks type dories) they can take some extreme seas in stride, always coming right back up for more. They're able to carry large loads, and in fact perform better when loaded, as they get stiffer and stiffer with the added ballast. If you don't like attention, don't build a St. Pierre because everyone will want to know what it is and how it performs. They have a style and grace underway that no other boat or yacht can seem to even approach. These are displacement hulls that only require very low horsepower engines and can squeeze more miles from a gallon of fuel that any other boat of their size.

I've taken the traditional hull shape, with a little less rocker and sheer shape, and modernized the construction using my well proven method of using common lumberyard materials and modern adhesives to create a unitized one-piece hull that is not only easy to build, but also light and rugged. If you're considering long passages, or extended cruising whether in long stretches of protected waters or open oceans, take a good hard look at the St. Pierres.

The Newfie is named of course, for the island of Newfoundland, in the Canadian Maritimes. Newfoundland is close to the famous Grand Banks, where cod fishing has been king since before Columbus set foot in the new world. The North Atlantic is renown for nasty storms and the St. Pierre's have to handle bad weather in stride. My version is light and strong, and designed especially for the home builder. These are usually powered with low horsepower diesels. A Bedford lifeboat diesel burning about 1/4 gallon per hour, or small sailboat auxiliary would be perfect.

You can build the Newfie as the traditional inboard version with a 10-40 horse diesel, or as an outboard version, having a wider aft section to accommodate an outboard well for a 10 to 40 horsepower high-thrust outboard motor. Both options are shown on the drawings.
The Baffin Bay is named for the bay separating the Canadian Arctic with Greenland. Up at these high latitudes, the requirements for seaworthiness are extreme as there aren't many other boaters or commercial traffic, and the chances of you surviving an unplanned dip in the water go exponentially down as the temperature decreases. The North Atlantic is renowned for nasty storms and the St. Pierre’s have to handle bad weather well. This version is light and strong, and designed especially for the home builder. These are usually powered with moderate horsepower diesels - a sailboat auxiliary engine of 25 to 50 horsepower is just about perfect. You can build the Baffin Bay as the traditional inboard version with a diesel, or as an outboard version, having a wider aft section to accommodate an outboard well for a high-thrust outboard motor. Both options are shown on the drawings.

The Lone Star is the largest dory I've designed so far, at 34 feet long and 12 feet in beam. It was originated for a customer who was building it in my own home state of Texas, so we put our heads together and came up with the only logical name we could - Lone Star in honor of the state of Texas. The builder is planning an extended cruise in the Caribbean and wanted a lot of room to live aboard. This hull can be powered with an engine in the 50-75 horsepower range. You can build the Lone Star as the traditional inboard version with a diesel, or as an outboard version, having a wider aft section to accommodate an outboard well for a high-thrust outboard motor. Both options are shown on the drawings.
Hawaiian Sampans

The island nation of Japan has a long, rich tradition of exceptionally seaworthy boat designs. In fact, the skeleton of a Jomon (Ancient Japanese) traveler was unearthed in Washington State and carbon dated to be 7000 years old! The only possible way he could have gotten there was to cross the North Pacific by boat. When Japanese immigrants came to Hawaii in the late 1800s and early 1900s, they brought with them their knowledge of boat design and construction. From this, the Hawaiian sampan was developed and became the predominant workboat in the middle of the Pacific.

The Sampan design has more recently given way to full planing deep v hulls because engines became plenty powerful and fuel was cheap for a long, long time. Well, those happy days of burning plentiful cheap gas are over, and are likely never to return, so it’s time to revive some of the successful hulls of the past, especially those that performed very well on modest power. Welcome back the Hawaiian Sampan, a semi-planing seaworthy hull that will really scoot along with modest power. Achieving 20 knots while burning only 3 or 4 gallons per hour is entirely possible. Most deep v planing hulls of equivalent size will burn over double that amount of fuel for the same speed. You won't have the top end speed, but who needs to go that fast in the ocean anyway?

The Kona is my first foray into Hawaiian Sampan designs. At 25 feet, it is a convenient coastal size that may be trailered or kept in an inexpensive sized slip. I took the traditional hull shape and redesigned it to be built of lighter, inexpensive modern materials covered in tough fiberglass and epoxy. An inboard gas or diesel engine of 75-150 horsepower will get it up on a plane and cover the miles quickly without you breaking into an uncontrollable string of foul language every time you go to the fuel dock.
In response to requests for a bigger Hawaiian sampan than the Kona, I designed the Hilo. This big, tough work or pleasure boat, like the Kona, is easily built from common lumberyard materials. With 80-180 horsepower, you'll move along at a good clip at sea without spending a lot on gas or diesel. You can work in a variety of different below deck arrangements for berths, galley and head, for comfort on longer voyages.

Hilo
Hawaiian Sampan
Length: 32' - 9.8 M
Beam: 10' - 3.0 M

Semi-Displacement Cruisers

Semi-Displacement Cruisers are a unique boat hull design that is designed as a compromise for the heavy load carrying displacement hulls, and the fast highly-maneuverable planing hull designs. They'll operate well at lower speeds, with excellent economy, tracking and ride, yet when needed you can power them up and get up on a plane to make the miles disappear quickly. They’re ideal for this modern age of high fuel prices.
Named after the original nickname for the Mississippi River for the sugar cane plantations lining the banks in the days of the Louisiana Purchase, the Cane River is a very practical and economical boat. It uses a modernized semi-displacement underwater profile that combines very economical moderate speed characteristics with the ability to plane easily when faster performance is desired. It may be powered by an inboard or outboard engine. Both options are included in the plans. Like all of the Spira International boats, the hull is simply made using ordinary construction lumber, with plywood planking and a fiberglass/epoxy overcoat for simple, inexpensive construction and rugged, long lasting life.

To answer the many requests of a larger version of the Cane River, I developed the Zuider Zee. The first boat is now being built in the Netherlands, a nation reclaimed from the shallow waters of the Zuider Zee, a wide, shallow arm of the North Sea that separates the UK from continental Europe. Aptly named, as this tough boat that can withstand the infamous stormy weather in the North Sea, yet operate economically and safely in both shallow and deep waters. Like all of the Spira International boats, the hull is simply made using ordinary construction lumber, with plywood planking and a fiberglass/epoxy overcoat for simple, inexpensive construction and rugged, long lasting life. If you're looking for a tough, economical, safe 32 footer, this is the boat for you.
Full-Displacement Cruisers

Displacement cruisers are typified by what boat builders generally refer to as trawlers. They aren't true trawlers of course, since that term refers to a method of dragging nets along the bottom to catch fish and shrimp. So real trawlers are actually commercial fishing vessels. I guess builders of displacement cruisers kind of liked the looks of commercial trawlers and patterned their boats after them, so the name stuck.

I was with a good friend planning a trip to the Channel Islands in his 31 foot twin gas engine boat, when we estimated how many times we'd have to stop and fill up his 130 gallon tanks. We got to calculating how much it was going to cost with today's fuel costs, and decided it was just as cheap to fly to Mazatlán, stay in a first class hotel and charter a local guide to take us fishing for a few days. The fishing would have been better, too! That weekend I went home and sketched up the San Miguel, a boat that two guys could take out for a few days or a week, have enough creature comforts to at least not feel like you were camping, and not break the bank with fuel costs.

I designed this boat to be able to go 8-10 knots and burn in the 1 to 2 gallons per hour range. It'll plug along fine with a small sailboat auxiliary of about 30 hp. With 100 gallons aboard, you should be able to have a 400 mile range, which here in So Cal, should allow you to explore the Channel Islands for a week or so and get home on one tank with plenty to spare.
Sailing Sharpies

Sharpies are essentially dories optimized for sailing. They were extensively used along the east coast as commercial oyster fishing boats during the 1800s. Since then, they've maintained their popularity as pleasure sailing craft because of their simplicity, excellent performance, shallow draft, and classic lines. They're also one of the easiest to build sailboats ever.

I've taken this traditional shape, and modified it to use modern materials and easy to obtain construction grade lumber, using fiberglass and epoxy to strengthen and seal them. This is a low cost, very light alternative to many other construction methods. I've also used my very simply stayed sprit sail rig that have proven effective on my Grand Banks dories. This is easy to build at home, light, strong and inexpensive. It also keeps the sail area low so has less tipping moment that modern masthead sloop rigs. Maybe it won't point as high, but it is faster downwind and on a beam reach.

Named for one of the larger islands of the Bahamas, the Eleuthera is about the largest sharpie you can build and still have it trailerable. This boat is capable of extended ocean voyages, but is better suited for coastal cruising, and sailing along in shallow fresh or salt water areas.
Named for one of the larger islands of the Bahamas, the Andros is a larger sharpie capable of handling coastal conditions either alone or with a moderate sized crew. The boat is easy to build, easy to launch, easy to sail and is just right for those looking to cut their teeth on ocean sailing of traditional dory style boats.

Andros
Sailing Sharpie

Length: 24' - 7.3 M
Beam: 7' 6" - 2.3 M
Named for one of the smaller islands of the Bahamas, the Inagua is a convenient size for easy launching and sailing either alone or with a small family. The boat is easy to build, easy to launch, easy to sail and is just right to stow away in a garage when you’re not using it.

**Inagua**

**Sailing Sharpie**

Length: 14' - 4.3 M  
Beam: 5' 8" - 1.7 M
What the plans consist of:

The plans themselves are from 4 to 7 sheets of 18x24 paper. If purchasing the electronic plans, they are pdfs printed sized to be printed on 18 x 24” paper. You may print them out on letter sized paper if you wish by using Adobe Reader available for free download here: http://get.adobe.com/reader/

Included with the plans are a manual, either the Ply-on-Frame Manual or the Stitch-and-Glue Manual depending on the type of boat you build. The manual will explain in detail the steps to build your boat and how to interpret the drawings. With these over 1000 people, most non-professional hobbyists, have successfully built their first boat. The photos you have been looking at in this catalogue are all of customer’s boats.

How to Order Plans Online:

The easiest way to order plans is to go to the website at http://spirainternational.com/. On every boat design page there are two ordering buttons, one for electronic (pdf) plans and the other for printed plans mailed to you. Clicking on one of the buttons will take to a secure page where you can use your credit or debit card to purchase the plans.

IMPORTANT

If you are purchasing electronic plans, DO NOT USE the [BACK] button. When you complete your transaction, the credit card fulfilling software will offer you to return to the supplier’s website. Follow that link and you will land on the download page for the boat plans you purchased. You then have to download the plans and associated materials. While we will know that you purchased plans we will have no idea whether you have successfully completed the download or not. If for some reason you cannot download the plans immediately, email us at info@spirainternational.com for assistance in downloading the plans. We occasionally receive an email a month or more after ordering with the question, “When are you going to send the plans?” The answer is never – You have to download them.

If you are purchasing paper plans, we will ship them generally within 48 hours, but occasionally it make take three or four days. They are mailed via US Postal Priority mail. This takes 2 to 3 days to arrive in the US, and 2 to 3 weeks internationally. They get there quickly, but often sit in customs awaiting acceptance for a week or more. I’ve had them take 4 weeks to Canada and 4 days to Japan, so it is unpredictable how long it will take. If you email, we can supply tracking information so can search online where the package is and see if it has been delivered.

How to Order Plans by Mail:

If you wish to order plans by mail using cash, check, money order or credit card, use the order form and price list following:

Study Prints for all of the boats are FREE and may be downloaded at:

http://spirainternational.com/