

Building Bob's 8.4m DORY P-3

Words by Bob Davis, Photography by Han Jie Davis

Introducing the THIRD leg of perhaps the most unusual DIY series we've ever published in F&B. Written (and built!) by husband & wife team of Bob and Han Jie Davis, it describes how they set about building a comfortable, practical cruising fishing rig they can use in the Whitsundays, around their home state's Far South Coast - powered by a 60hp outboard - and towed by a normal 4WD. Bob is determined to prove it can be done - all up - for less than \$50K - and he wants to share his methodology and thinking to inspire other readers to similar projects.



His theme? 'There has to be another way' - and we all agree that's a concept worth pursuing!
F&B

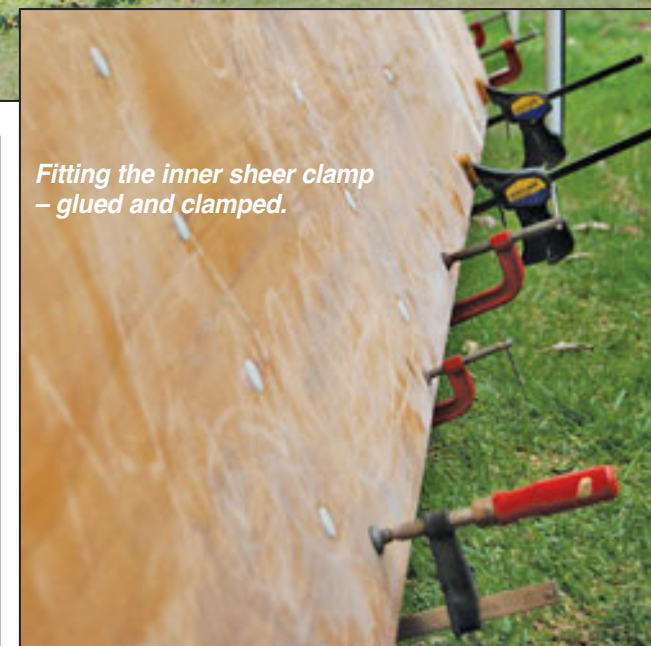


Trailer 98% completed early January 09

We made our first ply cut on October 18th, and the content work for this part starts in early-December, about 6 weeks into the Dory build project. Part 2 of the series had the hull done up to the stage of the keelson and stringers fitted.

In mid and late December 08 it was frequently wet on the NSW south coast, with rain fronts often lasting multiple days, or thunder storms and rain threatening! Black thunder clouds and wet days just don't mix with outdoors trailer welding. So, it was back indoors, or working under the temporary carports over the hull. I even took a couple of days off! However, progress continued, with little time sacrificed on cynically over-commercialised Xmas festivities. Besides, there's no spare money for excessive Xmas frivolity when building a DIY boat eh?

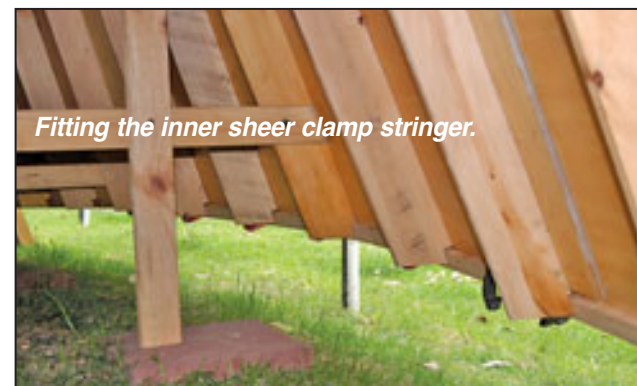
Despite the wet weather, the trailer build consumed much of December and, as of the first week of January 09, it was about 98% completed. A second pair of uprights with wobble rollers will be added at the rear - to be purpose designed after the hull is sitting on the trailer - to centre the boat during powered retrieves. The front and rear roller uprights also provide a safety measure during highway trailing, to prevent the boat shifting sideways. So - it's the Weighbridge next, then the pre-registration inspection process. With the trailer almost done, it was time to get back to the hull.



Fitting the inner shear clamp - glued and clamped.

downside of how I positioned the hull for framing was that I couldn't fit the last metre or so of this stringer with the boat upside down - alas, too close to the ground. Nuisance really, but it's easy to complete the clamp when the hull is turned upright.

In the interim, I fitted long inner clamp sections running from frame #1 forward to beyond frame #9, to ensure that the top edge of the topsides ply along its major curved areas is protected, an important issue during the process of upturning the hull. With the ply topsides curved in a single plane, just as was the case with the chine logs, the sheer stringers simply slid into their notches, following the same curve plane.



Fitting the inner shear clamp stringer.

The Bottoms

The final task before installing the plywood bottoms was cutting the limber holes in the station frames. These are necessary to ensure that any water that gets under the deck flows to the low points where bilge pumps are installed, or can run aft to the transom drains and exit, when the boat is on its trailer.

I deliberately didn't incorporate limber holes when I first cut the notches for the keelson, because I wanted the keelson to 'force' the hull straight along its centreline, and carefully

Sheer Clamps

Station frames were notched at their upper outer corners for the stringer that serves as the inner shear clamp. One