Corrections to *Tolman Alaskan Skiffs*

Page 80, Fig. 9-12: On the table of values move all figures in the “heights” line one square to the left. Height 1 7/8 should be under distance 6, and so on.

Page 82, Fig. 9-15: In the table change “outer line” value under the distance at 80 inches to read 40 15/16.

Page 88, Fig. 10-1: Make the measurement to the top outer corner of the transom 40 1/2 inches, instead of 41 1/2 inches.

**Addendum**

**Chapter 1**

**Note 1**. In Chapter 2 and elsewhere throughout the book I stated the maximum length of the Widebody to be 21 feet 4 inches and the Jumbo to be 22 feet. Many builders have increased these lengths on their own and have reported no structural or handling problems. For the Widebody I would suggest limiting the length to 23 feet. If you need yet a longer skiff, I would suggest building a Jumbo instead. For the Jumbo I would suggest limiting the length to 24 feet. To lengthen skiffs, simply increase the length of the shelves and the stringers the desired amount.

**Chapter 10**

**Note 1**. The transom angle on all skiffs can be increased to 15 degrees. The engine can then be trimmed down further to pull the bow down and make the skiff pound less in a steep chop. (An alternative is to install trim tabs, which when lowered create the same effect. I suggest manually operated tabs, called “Smart Tabs.” Use the smallest size.) To change the transom angle when building a Standard or Widebody skiff, during set-up brace the transom at a 15-degree angle and shorten the stringers 1 3/8 inches, measured from the long point. Cut the stringer ends at 15 degrees. On the Jumbo skiff simply brace the transom at 15 degrees. On all skiffs make all 12-degree cuts on the transom and shelves 15 degrees.

An alternative method is to lengthen the shelves 1 3/8 inches, instead of shortening the stringers. Again, you have to change all 12-degree cuts to 15 degrees and adjust the spacing of the rear mold on the building jig.

**Chapter 18**

**Note 1**. Although I describe a long hardtop with canvas sides, I think most builders will want to make hard cabin sides. To do this just go about it the way I describe in Chapter 20 in the

section FULL WHEELHOUSE CABINS, rather than the way I describe it in the section THE HARD SIDE PANEL OPTION. WThe difference is that you build the rear deck after you install the rear cuddy cabin bulkhead. Then the partial bulkhead at the rear of the wheelhouse cabin lands on top of the deck. From there you put on the cuddy sides and wheelhouse sides all in one piece and procede as if you are building a full wheelhouse cabin.

**Note 2**. Operator windows as described in Fig. 18-19, page 178, tend to rattle. I took care of it in my skiff by gluing small bits of thin foam to the edges of the Lexan where they come up against the cabin, but perthaps a better solution would be to install purpose-made plastic lined aluminum channel, which you can buy from West Marine and other suppliers. This channel holds the Lexan snugly.

**Chapter 19**

**Note 1**. Before building a deck, please read Note 1, Chapter 21. If you decide on a rear bulkhead under the drywell, you should build it before installing the deck.

**Note 2**. On Jumbo skiffs the inside deck should be raised 1 1/2 inches above the stringers to drain better. Install blocking on top of the stringers and increse the heights of the web stringers 1 1/2 inches under the deck area.

**Note 3**. Decks on all skiffs should be drained overboard through holes (scuppers) in the transom P & S. Although the decks of all skiffs are above the waterline when the skiff is not loaded or it's under way, when the skiff is at rest and people move around on the deck the scuppers will submerge and water will run in onto the deck. Although you can plug the scuppers, I think the best solutuion is to make one-way valves, which are simple and effective (manufactured valves are not, however). To make valves, you must line the scuppers with fiberglass pipe (see below) of a minimum of 2 inches in diameter, which protrudes through the rear of the transom a minimum of 3/4 inch. Make valves out of coated nylon cloth (called "pack cloth") by gluing together two rectangles of cloth to make flattened tubes. Suppose your 2-inch scupper tubes have an O. D. of 2 1/8 inches. The circumference, then, will be about 6 5/8 inches. Cut one side of each rectangle half the circumference, or 3 5/16 inches, plus 1 inch for the 1/2-inch glue seams, which adds up to 4 5/16 inches. The length of the tubes should be about 10 inches. Glue the rectangles together, coated sides inward, with PVC cement (availabe anywhere plumbing supplies are sold). Coat the pipes with polyurethane bedding compound and atatch the tubes with stainless steel hose clamps.

To make fiberglass pipe, lay out fiberglass cloth on visqueen, saturate it, and roll it up

around a cylinder (a pipe, or whatever) covered with polyethylene film.

**Note 4**. Referring to the section headed “A DECK SUMP,” another approach to the trim problem is to carry a couple of 5 gal. buckets, which you can fill with water and set in the drywell. This combined with moving all portable fuel tanks and anything else heavy as far aft as possible may let the deck bail.

**Note 5.** Referring to the section headed “UNDER-DECK FUEL TANKS,” I no longer recommend extending the tanks all the way to the drywell bulkhead because of the potential trim problem created by the fuel settling to the aft end of the tank. However, these tanks work very well if limited to 4 feet in length and installed immediately aft of station six. Such a tank in a Jumbo skiff with the deck blocked 1 1/2 inches above the stringers will hold about 50 gallons; on Widebody or Standard skiffs with decks fastened to the stringers, 30 gallons. I built my own floor tank with the filler circtly on top of the tank, rather than running a filler pipe up through the side deck. This probably wouldn’t be approved by the Coast Guard, but since my tank top is flush with the deck and the wheelhouse completely open to the rear, I feel fumes when filling the tank present no great danger. For further containment and dissipation of fumes I shut the cuddy cabin door and open the wheelhouse side windows. The tank is vented overboard at the forward end and has a mechanical fuel gauge mounted in the top.

**Note 6**. I built a fish hold into my Jumbo by putting blocking between the stringers just aft of the 4-foot deck-mounted fuel tank and 4 feet aft of that. The full-width opening is at the aft end of the tank and is 32 inches long to facilitate cleaning. I made the cover of 3/4 inch foam sandwiched between two layers of 1/8-inch mahogany ply, and I reinforced the underside with carbon fibers. (Unidirectional ‘glass or even 10-oz. cloth may also be sufficient to resist sagging.) I installed a flush-mounted handle in the cover, and it rests on UHMW ledgers rather than having hinges. (A beam must be installed at the forward end of the opening to carry the deck edge and ledger.) I made a 1-inch fiberglass drain pipe running from the hold back through the transom.

The problem with a hold with a flush cover is water runs in from the deck. For situations where I wish to use the hold for dry storage, I made a removable hatch coaming with its own cover (see Fig. A-1) [insert Fig. A-1]. The coaming is held in place by loops of shock cord stretched around hooks made of UHMW, and to seal it to the deck there is a ledger with special high-density hatch cover foam glued to its lower surface. There are two more sets of hooks bolted to the outer face of the coaming over which I loop two lengths of shock cord to secure the hatch cover while the skiff is under way. These hooks are aligned with the inner hooks so that the bolts fastening them are common to both. My coaming extends 11 inches above the deck, but of course you can make yours as tall or short as you wish.

## Chapter 20

**Note 1**. In **PART 1** of this chapter I describe the Kachemak Bay cabin as a walk-through with the front door centered. A local builder built his with the front door to port. His cabin has a great advantage over one with a center door, at least in a northern climate where where every one wants cabin heat. He could install a small oil heater on the floor centered against the front of the cabin. This is the perfect place for a heater, because it warms the floor and the heat naturally travels aft. This Dickenson brand heater has a footprint less of than 1 square foot, and the stack goes straight up through the roof. The fuel tank is conveniently mounted outside on the front cabin bulkhead. (In contrast, the only place I could mount the heater in the cabin I built was high up and far aft.) This cabin had the usual settees along each side, and small filler pieces are added to lengthen them into bunks.

This builder made one large front window, but I would favor two, the middle being straight across and the starboard side being angled aft at the amount I describe in THE FULL WHEELHOUSE CABIN. The door would be hinged on the side toward the center, and the top angled to clear the roof crown. There needs to be a large vertical grab rail mounted beside the door to starboard to prevent getting burned on the heater stack.

**Note 2**. On page 190 I say to install two pieces of rear framing per side. Eliminate the forward one. As designed, the forward deck drains had to go through the framing, a bad deal.

**Note 3**: Foam sandwich roofs: On my latest jumbo, I made foam sandwich roofs on the cuddy and the wheelhouse using 1/2-inch, 2-pound-density styrofoam sandwiched between two layers of 1/8th-inch mahogany. On the cuddy roof I added two 1 1/2 x 2-inch beams running lengthwise inside the cabin with the idea that the roof needed added strength to uphold boarding green water. (One central beam would have been enough, but I installed two to make room for a heater vent in the center of the roof.) I built the wheelhouse roof without internal beams, although I installed two centally located runners of thin wood with UHMW strips screwed to them on top to slide my inflatable along. This roof is strong enough to walk on gently. The message is, I think internal, laminated roof beams as drawn in Fig. 20-10, page 195, are unnceccessary, and thicker foam would make the roofs even stronger. I know of one builder who had good success with 1-inch blueboard.

**Note 4**. I have now built a skiff with a tugboat roof, which you can see on my Web site at www.alaska.net/~tolmanskiffs. The roof curbing, as described on pages 201 and 202, needs further explanation.

First, lay out the front roof overhang as in Fig. A-2 [insert Fig A-2]. The side overhangs are 1 inch. The rear overhang is flush with the knees at the top of the cabin sides. Install the inner roof panel and add the solid wood around the roof edges. Bevel the front edge at 45 degrees and the side and back edges at 10 degrees from the vertical (see Fig. 20-17, page 201). Cut a changing bevel around the front corners by eye to make a smooth transition between the front bevel and the side bevels.

Cut the visor, as I call the front of the roof curbing, to the flat-panel shape in Fig. A-3 [insert Fig. A-3]. Dimensions may vary slightly according to variations cabin width; the visor should extend exactly the distance between the radiused corners. Install the visor with a 1 1/2-inch overhang at outer corners. You will notice the visor overhangs the roof more in the middle, but the distance from the visor edge to the windshield framing should be a consistent 7 inches all around the front. Cut and Install the side and rear curbing pieces so that their lower edges hang down 1/2 inch below the edge of the roof. (This differs from the original text, where I said they should hang down 1 inch.) This leaves two gaps at the front corners a little less than 8 inches wide with nearly parallel edges .

To fill the gaps in the curbing at the front corners, use two layers of 8-inch, 24 oz. bi-axial tape (instead of the 1/8-inch plywood I called for in the opriginal text). First, lay two pieces of saturated bi-ax tape 16 inches long vertically on a 5 gal. pail. (There are two layers per corner, but do one layer at a time) When these have cured, make cardboard patterns to fit the gaps, letting the ends run wild. Cut the first layers of ‘glass to size with the larger radius ends toward the bottom. Glue them in place and when cured add the second layer.Trim the ends to make fair transitions between the side curbing and the visor. Cover the corners inside and out with a final layer of 4- or 6-oz. cloth lapped onto the visor and side curbing.

**Chapter 21**

**Note 1.** I have changed my thinking on building a rear flotation tank under the drywell in a decked skiff since I built one in my own Jumbo skiff. (On page 202 I declare against doing so.) It is extra work because the deck scuppers must be connected to the transom with fiberglass pipe. The advantages, beyond flotation, are that access to the drains, if you want to plug them, is easy, and the deck is easier to clean because the dirt trap under trhe transom is eliminated. In a worst-case scenario the deck is more easily bailed. Finally, an access hatch through a deck almost always leaks annoyingly, and the hatch can be moved to the floor of the drywell, where it won’t leak. Some labor can be eliminated by making the bulkhead and the inner face of the drywell one continuous bulkhead. In either case I suggest a second access to the bilge through a panel in the bulkhead above the deck but below the drywell floor.

To make the fiberglass pipe follow the directions in Note 2, Chapter 19 above, and be sure to include the one-way valves. (Don’t use PVC pipe due to bonding problems created by expansion and shrinkage, nor metal tubing due to bonding problems created by corrosion.) Put large fiber-rich fillets around the pipe where it emerges from the back of the bulkhead and where it enters the transom.