ZIMMER, BERMUDA 28 RUNABOUT SPECIFICATIONS

1. KEEL: To be of white oak, sided 1-7/8" and molded 3-7/8", preferably in one length but otherwise with a scarf not less than 2' in length and fastened with four bronze bolts 3/8" dia. To be rabbeted for planking and scarfed to stem knee as shown.

2. STEM AND KNEE: White oak, sided 1-7/8" and molded per construction plan. Scarfed as shown and fastened to both stem and keel with three 3/8" bronze bolts through each scarf. To be properly rabbeted and faired to face of stem.

3. TRANSOM: Honduras mahogany 1/2" thick and crowned to 6'-6" radius. Upper and lower members to be sawn to crown from white ash or oak to finish 7/8" thick. These to be halved into a white oak stern post, 1-1/4" by 3-7/8". Stern post supported with a pair of 1" thick knees of hackmatac or oak. Otherwise to be laminated of oak strips. There are to be 3/4 x 1-1/4" spruce stiffeners located as shown and bolted to stringers with 1/4" bronze bolts. If in two pieces, transom is to be joined on a 1/2" by 1-1/2" oak batten.

4. FRAMES: Main frames to be of white oak or ash, sided 3/4" and molded 3". They are to be halved at the chine and fastened with rivets of 1/4" copper stock over brass washers after gluing. Frames are to be notched as shown for chines, seam battens andd clamps. All longitudinals to be tight fit in their notches. Main frames to be fastened to their respective floors with four 1/4" bronze bolts port and starboard.

Bent frames are to be installed after seam battens are run. They are to be of white oak, sided 1", molded 1/2", and are to have 1/2" x 1" pine fillers between battens and in way of chines, shaped as shown.

5. FLOORS: White oak, siding as called out on construction plan and molded as indicated. To be bolted to keel with one 3/8" bronze bolt to station number 4 and with two 5/16" bolts from there aft, these to be located through rabbet. Intermediate floors to be sided 1", of oak or ash and bolted in similar manner as main floors.

6. CHINES: To be white oak or yellow pine in one length and shaped from 1-7/8" x 2" stock, suitably bevelled and rabbeted to suit planking and slightly tapered at forward ends. To be securely riveted to chine knees with 1/4" copper stock and fastened to oak breast hook and quarter knees.

7. ENGINE STRINGERS AND BED LOGS: Stringers to be Sitka spruce in one length, sided 1-1/8" and molded as shown. Upper edge to be straight and parallel to designed waterline. They are to be notched over frames and floors and securely bolted to same with 5/16" bolts. Engine beds to be of ash or oak, sided 2-3/4" and molded to suit motor mounts. They are to be bolted to stringers every 9 inches and drifted to floors. There is to be sway bracing in the vicinity of the engine in the form of oak chocks.

8. PLANK BATTENS AND CLAMP: Topside battens to be 7/16 x 1-1/2" Philippine mahogany. Bottom battens to be 1/2" x 1-3/4" yellow pine, let into frames, securely screw fastened and aligned so plank seams will meet on their centers. The two outboard battens on the bottom will meet on the chine. The clamp is to be of yellow pine or oak, 9/16" x 2-1/2", let into the frames and securely screw fastened. The clamps are to be secured forward with a 2" oak breast hook and aft with 2" oak quarter knees.

9. BULKHEADS: There are to be three bulkheads as indicated on construction plan. Bulkheads are to be of 3/8" mahogany faced plywood and the one on frame four is to be made watertight by gluing and screwing it to the frame. At builder's option bulkhead may have an access hatch made watertight by means of a gasket and carriage head bolts with wing nuts. All bulkheads to be securely fastened to their respective frames and to have 3/4" x 1-1/4" spruce stiffeners located where shown.

10. DECK BEAMS AND FRAMING: Beams to be of spruce, molded 2-1/4". Main beams to be sided 3/4" and gained slightly into frame heads as shown. Intermediate beams to be sided 5/8", gained into clamp and screw fastened thereto. Cockpit and hatch carlins to be of spruce, sided 3/4" and molded 2-1/2". Hatch frame to be 5/8" x 1-5/8" spruce with beams sided 1/2", molded 1-1/2" and evenly spaced as indicated. Hatch framing is to have winding strips of 1/8" x 1-1/4" spruce let in flush with top of beams. These are to be continuous and the seam battens are to be intercostal. All seam battens to be 7/16" spruce let in flush with top of beams, and fastened well with 7/8" number 7 brass screws.

11. BOTTOM PLANKING: Single planked of 3/4" mahogany on seam battens or alternatively triple planked with two courses of inner strakes of 1/8" cedar laid diagonally. Both courses are to be laid diagonally from chine to keel and in the same direction - not crossed- with seams staggered. The outer course will then be 1/2" mahogany. The battens are not to be dispensed with. Before planking a thin, flexible batten reaching from keel to chine rabbets should be provided for each frame and on which batten center lines are marked to permit spiling bottom planks. For those not enthused over the stench, mess, toxicity, limited pot life and not inconsiderable expense of epoxy resins, they will find that a completely satisfactory job can be accomplished with the application of thick shellac. Fastenings to frames to be 1-1/2" bronze screws and those to stem, transom, chines and clamps to be 1-1/4". The 1-1/2" screws to be number 9 gauge and the 1-1/4" to be 8 gauge. Fastenings of plank to battens and intermediate frames to be number 12 copper rivets over burrs. All fastenings to be properly countersunk and plugged with matching mahogany bungs.

12. TOPSIDE PLANKING: To be mahogany, finishing 1/2" thick with seams laid on 7/16" x 1-1/2" mahogany battens. Fastenings to be the same as those for the bottom planking except that the respective screws called out may each be 1/4" shorter.

13. DECK: To be of mahogany 1/2" thick by 6-1/2" wide to land on seam battens as indicated. There is to be a false seam worked down the

center of each strake. Fstenings to be 1" number 7 screws on beams and 3/4" number 7 to battens. Alternatively copper rivets may be used through battens where accessible for heading on burrs. All fastenings to be countersunk and bunged with matching wood.

14. FENDERS: At the sheer there is to be a 1-1/2" half round mahogany molding tapered slightly at both ends. To be screw fastened every 6", countersunk and plugged with matching mahogany bungs. From the transom forward to about frame eleven, and located about 3" above the designed waterline, there is to be an oak fender of trapezoidal section, 7/8" wide and tapering from 1" to 5/8". It is to be faced with 1/2" half oval brass and have its forward end tapered as shown.

15. JOINERWORK AND TRIM: Cockpits are to be framed as shown with 3/4" x 1-1/2" spruce or pine. Burden boards are to be 1/2" pine and laid athwartship, resting on engine stringers and risers on frames. Forward cockpit to have slanted toe board as shown. Seat tops to be of 1/2" plywood with panels arranged to lift for access to stowage space below. Forward cockpit to have dash board so arranged as to enclose steering gear; balance to be arranged as lockers. Intermediate cockpit to have similar locker. Cockpits to be trimmed with coamings of 3/8" x 3-1/2" mahogany coamings with half round upper edges standing slightly proud of deck. Visible areas in cockpits to be ceiled with 1/4" x 3" mahogany battens spaced to provide 1/2" spaces between battens for ventilation. Seats and lazy backs upholstered to suit owner.

16. FINISHING: Entire hull to be thoroughly scraped and sanded to a smooth finish. Seams at keel and chines to be caulked with cotton - rolled, not driven in - and payed and stopped with marine grade compound. Bottom to be primed and given three coats of approved anti-fouling paint. Topsides, deck and joiner work to be filled, stained, and given not less than three coats of best-grade marine varnish.