

Jozebote2

Author: Joe Reisner



In the case of most deep water kayaks, paddling quality and cost are tradeoffs. But *Jozebote2's* inherent flat-bottomed, hard-chine style combine to create a swift, stable, seaworthy boat that virtually anyone with minimum tools and a pair of sawhorses can build (and do it beautifully!) for less than \$175, as the prototype was in Summer, 2002.

Like the original *Jozebote*, introduced in 1999 and currently being enjoyed in 27 states and two provinces, *Jozebote2* is 15'-9" long. But she has a slimmer beam of 26 and bottom width of 21". The resultant flare gives the long, thin hull a greater degree of stability than most conventional kayaks provide. There is no compromise with buoyency or seakeeping, however, *Jozebote2* carries up to 210 pounds with designed waterline at three inches. A high bow and forward deck arch keep the 41" cockpit dry and comfortable. A small skeg assures straight tracking under all conditions of wind and water.

Jozebote2 was designed for the simplest construction. Two laminated plywood frames are prefabricated, then the side planks bent around them. Chine logs add beef where the sides and bottom come together. A full - length rubrail and cockpit inrail give the hull great rigidity with minimum added weight. There is no glass, resin or epoxy required, nor any stitching.

Most building components are available at local lumber and hardware stores. Those that aren't come from mail order sources with toll-free numbers provided in the instruction/plan sets. Specified plywood is 3/16" lauan underlayment. Dimension lumber is clear fir or pine.

The decks are almost weightless Dacron aircraft fabric, finished with ordinary oil-based enamel paint.



Jozebot2's construction is a simplified form of classic plank-on-frame. Two prefabricated mold-frames are set up with the side planks in position and pulled together at their ends. The frames are notched to allow passage of a chine log on each side of the hull. All mating surfaces are glued and fastened with builder's choice of materials: water based or urea glue, epoxy, annular nails or screws. Although some builders have chosen to fiberglass their hulls, it's not called for in the eplans, nor has the neen ever proven itself with a good quality paint job and reasonable care in the final use of the boat.

In this photo, rubrails have been installed along the gunwales, and end caps fitted at the bow and stern. These will be removed and replaced after the aircraft Dacron decks have been installed.

At this stage, the inside of the hull has been finish-painted with a white enamel (the builder's choice) and the outside given its first finish coat of blue paint. The edges of the gunwales are unpainted to accept the special cement used with the Dacron.

Designed and written on the assumption that the builder is a first-timer (with apologies to the experienced), the instruction/plan sets move the boat from one numbered step to the next. There is no lofting, no need for molds or a strongback, no steam bending, no difficult woodworking. Final weight, depending on choice of paints and finishes, is normally about 48 pounds.



When the Dacron decks have been cemented in place and tensioned with an electric iron, thin moldings are nailed along the top gunwale edges to cover the trimmed edges of the cloth. When the two 1x4x16 boards used to make dimension lumber parts are ripped out, the molding strips are leftovers. If all ripping and cutting are done according to *Jozebote2's* instruction/plans, there is almost no waste at all of plywood or dimension lumber.

Although the moldings are nailed (using the builder's choice of small brads or nails), allowing them to be removed if sometime later a cloth deck needs to be replaced, construction is monocoque, and an intrinsic strength gained over a very light weight.

Depending on a builder's choice of final finishes, *Jozebote2* will weigh a little less than 48 lbs. Recommended finish is oil base alkyd enamel over a good quality oil base primer, although many *Jozebote2s* have been varnished (usually with urethane) or painted with one-or two part-urethanes. Final weight gains with choice of finish, however, depending on how much is applied. One quart of enamel may weigh four pounds, almost all of this is solids that remain after the paint is dry.

[Jozebote2 instructions/plan sets available for \\$20 \(US\) postpaid from: Joe Reisner, 9600 Seventeen Mile Road, Marshall, MI 491068](#)