HYLAN & BROWN
BOATBUILDERS
BROOKLIN, MAINE

CHESAPEAKE DEADRISE BOAT

POINT COMFORT 23

STUDY PLANS

This boat is a larger version of my popular POINT COMFORT 18, a traditional Chesapeake Bay workboat type reinterpreted for simpler and more modern construction. Like her smaller sister, this design is drawn to use plywood – in large pieces where possible (roughly three quarters of the boats hull), and in small pieces where necessary to get the Chesapeake deadrise bow form. Construction should prove relatively quick and straightforward.

The hull is built upside down over molds and a ladder frame. Heavy 3/4" plywood is used for planking which allows a hull with little internal framing.

This type has proven to make excellent use of low horsepower – in fact, big motors are not recommended. Fifty horsepower should give 20 knots, but this boat will carry a good load at rewarding speeds with as little as 25. Sixty horsepower should be viewed as the upper limit.

Included are details for a cabin version and an awning top – the two could be combined for spartan cruising for those with sufficient pluck.

The plans consist of eight sheets: Lines, Outboard Profile, Construction Plan, Optional Cabin configuration, Building Jig, and three sheets of full sized patterns. A CD of photos of the construction of the Point Comfort 18 is included – hullconstruction is almost identical.

PARTICULARS
LOA – 23' 1"
LWL – 21' 10"
BEAM – 6' 10"
DRAFT – 7" motor up
Weight – Approximately 1500 lb.
HULL TYPE – Chesapeake deadrise skiff

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CONSTRUCTION – Plywood
SUITABLE FOR – Somewhat protected waters
TRAILERABLE – Yes
PROPULSION – outboard motor, 25 to 60 hp.
SPEED – Up to 12 to 25 knots, depending on motor and final weight.
SKILL REQUIRED – Intermediate
LOFTING REQUIRED – No, full size patterns included
PLANS SHEETS – 8 sheets, above average detail. Includes CD with construction photos of the Point Comfort 18.
PLANS COST – Including building rights for one boat – $300.00 plus S&H (check for current rates).

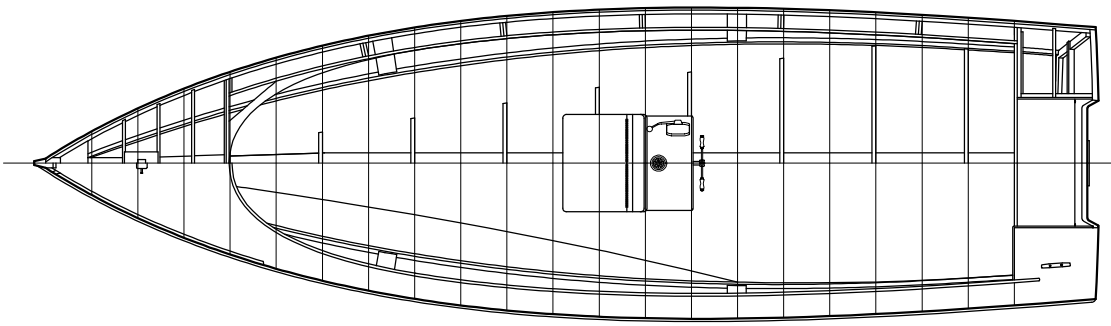
POWERING THE POINT COMFORT 23

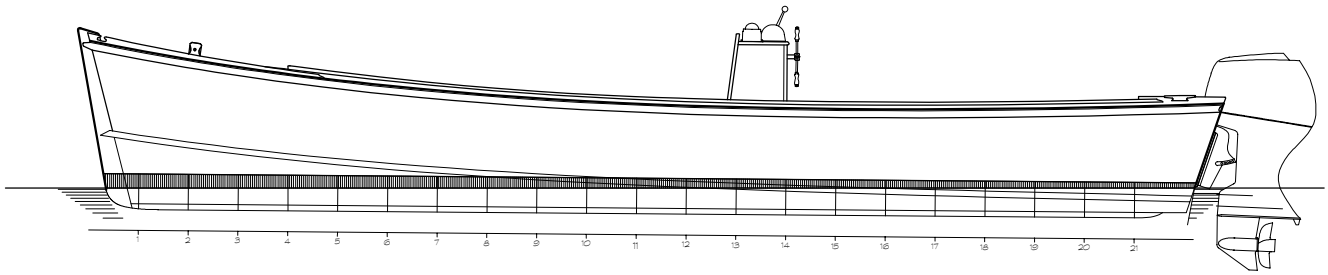
The POINT COMFORT skiffs give one of the best combinations of quick and easy building, soft riding, and fuel efficiency I have ever encountered. It will give a smooth ride in the kind of small chop that would knock your fillings loose in a flat bottomed skiff, and get a big load delivered in good time with a tiny fuel bill.

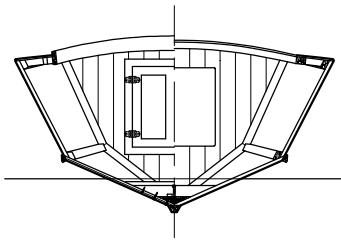
Because of the somewhat unusual hull shape of this type of boat, extra care is required to make certain that your boat trims properly when at speed. This is done by adjusting weights and motor trim angle, or by adding trim fins on the motor or a small "wedge" at the stern. When running along, the forefoot (bottom of the stem) should just be touching the water's surface, which gives the best combination of speed, soft riding and good handling. When the bow is running too high, the boat will pound in a chop, and the bow will blow off in a side wind. If the bow is too low, boat speed will suffer, and you will take more spray over the bow.

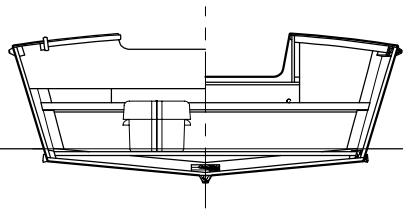
For a boat of this size, most owners will want a remote steered motor with power tilt and trim. This will allow changes in trim while underway, a big advantage in this boat. Still, I would recommend the installation of bottom wedges, a time honored method of correcting a high trim angle. Nowadays, the easiest way to do this is to use an epoxy/microballoon putty to build a slight wedge on the bottom planking where it meets the transom, best done while the boat is still upside down on the building jig. The wedge should be quite small, probably no more than 3/8" thick at the transom, feathering to nothing about 10" forward of the transom. If sea trials show that the bow tends to ride too low, this wedge can easily be sanded down a little.

For tiller steered boats, I would still recommend installing the bottom wedges. If this is not enough, we have had good results from installing Doel Fins on the anti-cavitation plates of the motor. These are inexpensive, easy to install, and do a good job of lifting the stern (and bringing the bow down). Once they are installed, the manual motor trim adjustment will likely want to be decreased by one or two steps to arrive at the correct running angle, which gives you the ability to adjust tilt for unusual loads.









D. N. HYLAN

DEADRISE SKIFF

POINT COMFORT 23

FOR PLYWOOD CONSTRUCTION

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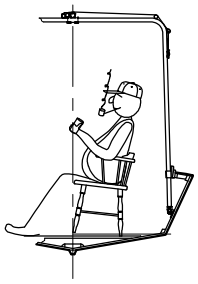
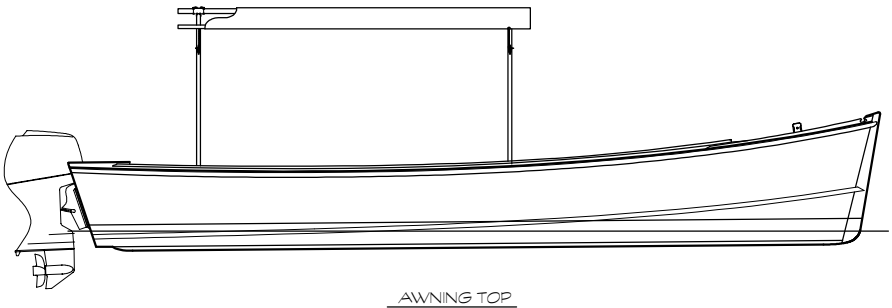
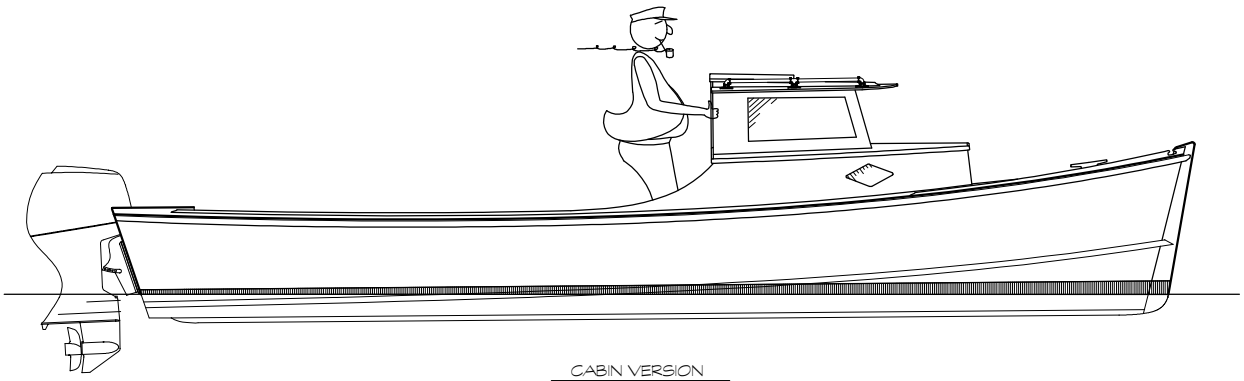




AWNING TOP



CABIN VERSION