

# THE ASHES



# SOLO DAY

## A SOLO BOAT for EXPLORING BAYS, CREEKS and ESTUARIES

One hundred and fifty years ago Southern Ontario was a different place. The tracts West from Lakes Ontario and Erie were yet to be logged. Much of it was marsh, populated by terns, songbirds, and red-winged blackbirds. Swamp and overgrown thickets had yet to be cleared by loggers and farmers. Old growth pine and carolinian forests stood sentry on the high ground and inland waterways were accessible only through heavy undergrowth and soggy lowlands.

Exploring the Huron Tract would have demanded a light boat; small enough to make its way through timber stands, light enough to throw over a shoulder, and with a shallow enough draught to pole through mudflats, shallow creeks and reedy estuaries.

I imagine a boat where the paddler would stand from time to time to look over brush, or to apply leverage to push through a mat of grass. She would be very personal ... the boat would fit the paddler like a glove, he or she would be locked in much like a kayak, able to maneuver through and above deadfall, and able to cross windy stretches of bleak marsh with impunity.

Today's paddler would fall in love with her. Her initial stability would make drinking a cup of coffee a less tippy affair; and she'd be a stable platform for photographers and birdwatchers. The brave would find her suitable for stand-up paddling (or fly-fishing). And no matter how she was used, her elegant lines would always please the eye.

LENGTH OVERALL	15-0-0
LENGTH on the WL	14-9-0
MAXIMUM BEAM	2-5-0
BEAM at WATERLINE	2-3-0
BEAM at GUNNELS	2-2-0
BOW ROCKER	0-1-5
STERN ROCKER	0-0-8
CTR of BOUYANCY	7-6-0
DESIGN DRAFT	0-3-0
BOW HEIGHT	1-4-0
CENTRE DEPTH	0-11-4
STERN HEIGHT	1-2-0
DISPLACEMENT	210 lbs
CAPACITY	150-250 lbs



## BUILDING the SOLO DAY a MINIMALIST CANOE

The Solo Day is simple. She's light, easily carried, and not for the fussy. Best results will be obtained if the builder can curtail the urge to use fancy marquetry, or exotic woods. Built as designed she will weigh as little as 30 pounds, will stand up to years of use in her intended environs, and will take her master on many an easily imagined adventure.

There are 13 stations in all; number 7 sits dead middle in the building jig, and each one thereafter is spaced at 12 inches on centre from the previous. The bow and stern stations are trimmed for stemless construction, an easy and elegant construction method that contributes to her minimalist lines.

Start with 3/16 inch thick cedar or basswood strips. 7/8 of an inch is as good a width as any and 16 foot clear stock will make the job a whole lot easier. Her gunnels are of laminated strips (two outer and three inner) shaped to please the builder's eye.

She's sheathed in 4 oz glass inside and out with reinforcement in her middle third (laid on the bias). Likewise, her ends are reinforced both inside and out with an extra layer of 4 oz glass, 6 inches wide and also laid on the bias. No decks are required. There's a single thwart immediately behind the seat which can be hung from the rails or attached to cleats on the hull. The seat itself is a paddler's choice; she'd look very fine with one made of woven cane.

