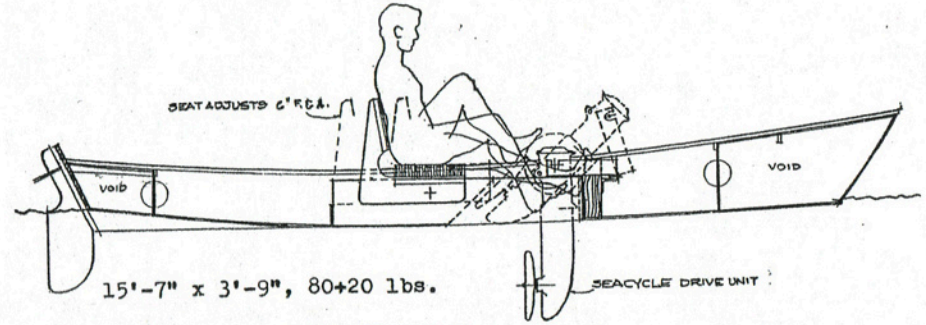
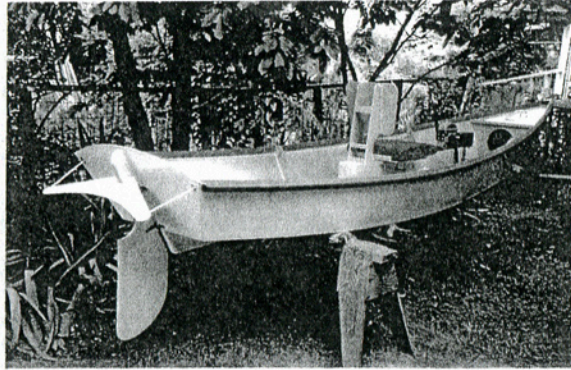
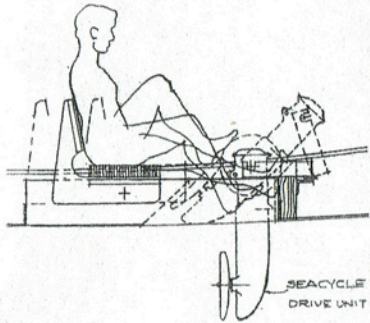


PEDAL-POWERED BOATS FOR THE FLANNEUR-AFLOAT



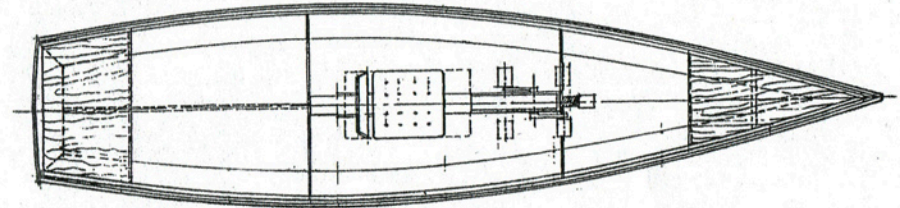
SKIFFCYCLE

15'-7" x 3'-9", 80+20 lbs.

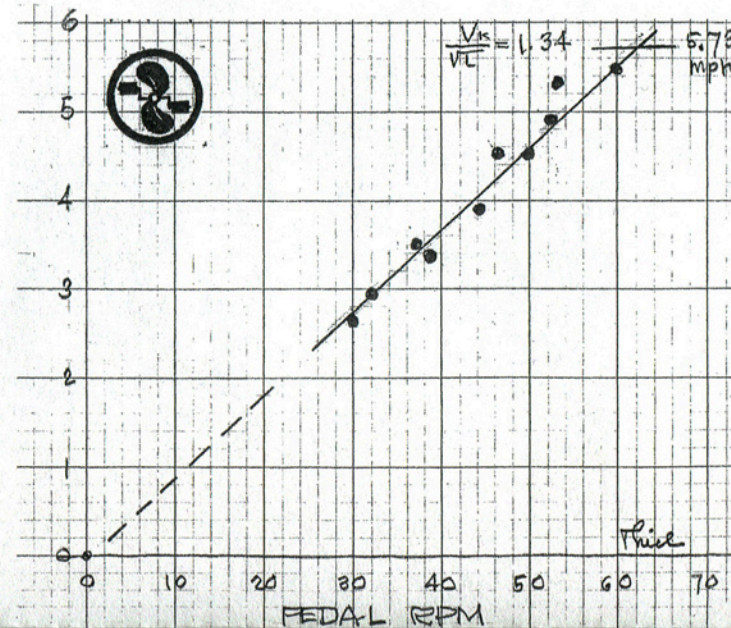
The SKIFFCYCLE is a light-weight (100 lbs.) open single using the SeaCycle drive unit. Pedaling at a sustainable rate of 60 rpm, facing forward with hands free, it cruises at a (hull) speed of $5\frac{1}{2}$ mph. Detailed shop drawings and building procedures on 12- 11"x17" sheets are available for \$40.



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SKIFFCYCLE



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APHASIA

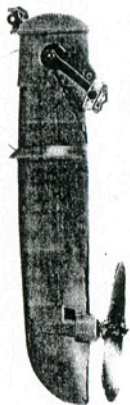
Length over-all.....15'-4"
 Breadth over-all.... 5'-6"
 Draft, maximum 2'-4"

APHASIA combines a capacious stabile sanpan-type hull with two Seacycle pedal drive-units to provide quiet ecologically-benign conveyance for the flaneur-afloat.

Construction level is advanced amateur, with no special tool requirements

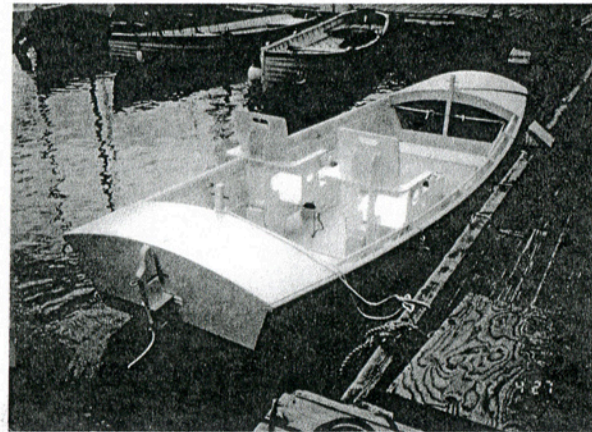
MATERIALS: marine grade plywood and soft wood framing (fir, pine, spruce...no hemlock) select B or better. All connections to be glued with mechanical fastenings. Epoxy for all exterior hull surfaces; Titebond III is an option elsewhere. Bolts, screws and nails to be bronze, stainless steel, or hot-dipped galvanized steel (do not mix). For finishes, all epoxied surfaces should be prepared in accordance with the manufacturers specifications. Other surfaces should be sealed, primed and finished with a consistent system of marine or deck paint.

Seacycle drive-units are available from the Meyers Boat Company, 343 Lawrence Street, Adrian, MI 49221 USA; phone (517) 265-9821, fax (517) 263-2810. Order two units, with ratio of 1:5, 16" propellers, maintenance instructions, and special wrench. ("Demonstrator" units may be available at a discount).



TEN SHEETS (11"x17") OF SHOP DRAWINGS AND BUILDING PROCEDURES...\$50

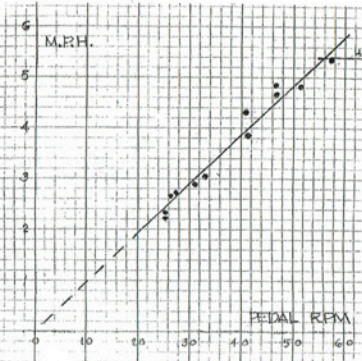
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pedal boat APHASIA speed trials
 May 16, 2002 © Center for Wooden Boats
 Seattle, WA U.S.A.
 conditions: weather: flat calm, 65°F
 two people, 200 and 220 lbs
 distance: 124 feet
 drive units: 2 Seacycle, 1:5 ratio
 props 2-blade, 16" dia. x 20° pitch

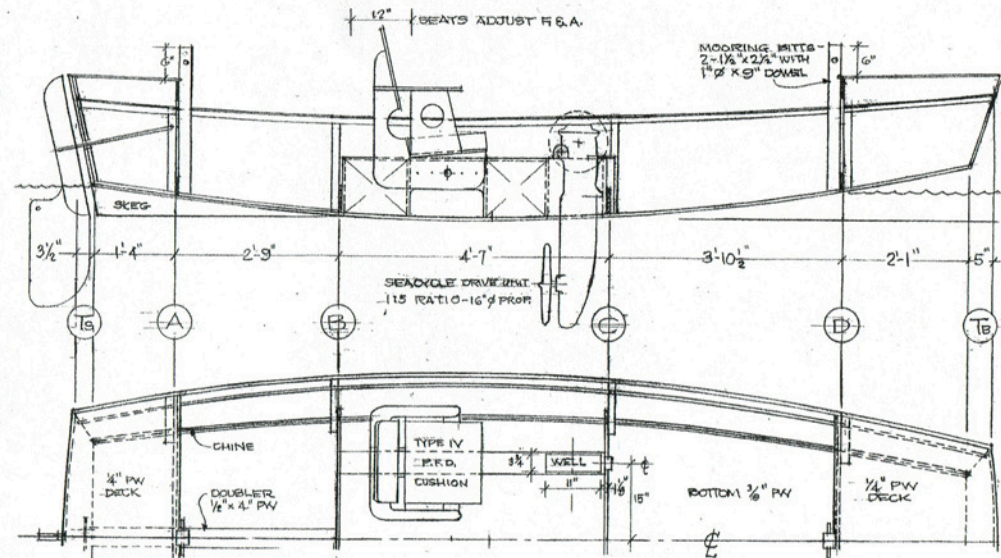


Philip Thiel, N.Y.



APHASIA

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P.B. "APHASIA" ARRANGEMENT

011206

shop drawings and building procedures on 11"x17" sheets

PEDAL-POWERED BOATS FOR THE FLANNEUR-AFLOAT



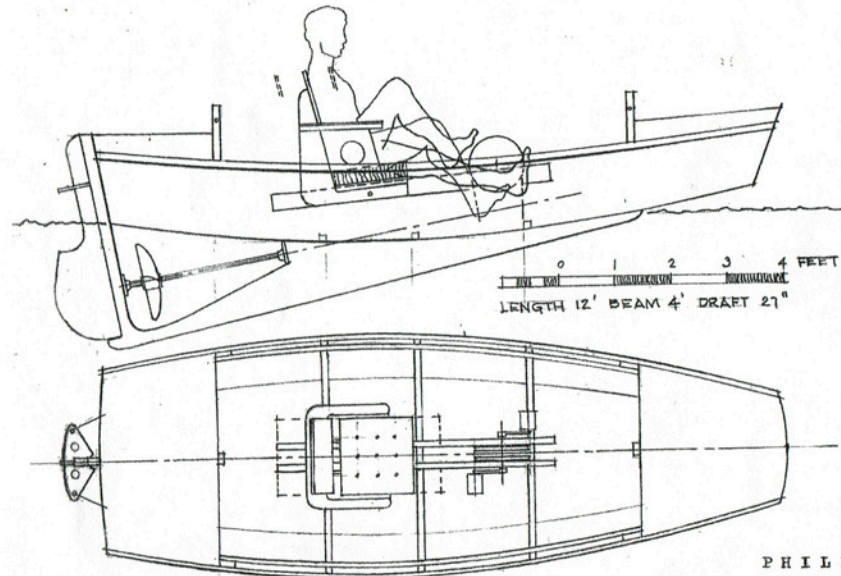
SANPRAM A DO-IT-YOURSELF BOAT FOR THE FLANNEUR-AFLOAT

The PEDAL-SANPRAM is intended as a way for advanced amateurs to get afloat by means of their own hands, using mostly local materials, in a small, stable, single-person pedal-powered boat, facing forwards with hands free, to quietly cruise their sheltered inland waterways at a relaxed walking pace, in a healthy ergonomic and ecologically-benign way.

The hull is based on a marriage of two traditional boat forms: the simple Chinese "three-plank" SAN-PAN with the narrow bow of the Norwegian PRAM. It is made of plywood and soft-wood framing as available at the local lumberyard, and mechanical components mostly off-the-shelf from the neighborhood hardware store and bike shop which involve chiefly metal drilling, filing, and hacksaw work. The propeller, of large diameter and low rpm (to maximise the efficient use of the limited sustained 0.20 hp available) is made of laminated plywood.

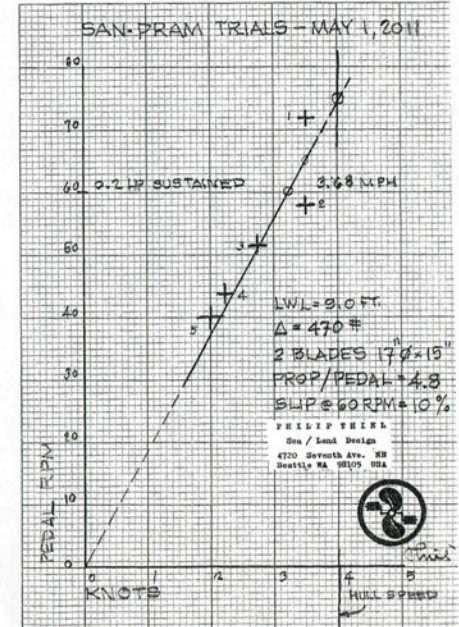
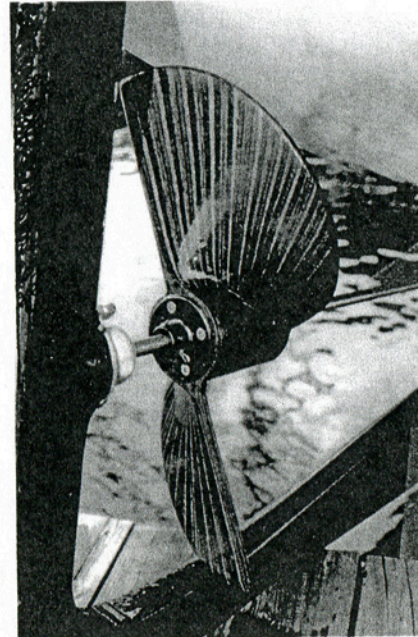
Fifteen sheets (11"x17") of shop drawings and three of detailed building procedures \$120, postpaid

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SANPRAM

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THE CASE FOR PEDAL-POWER



To live near the water and to not have a boat is probably against a law of Nature, as well as being obviously masochistic. But what does one do if one does not care to cope with the whims of the wind, nor suffer the noise and odors of a polluting fossil-power plant? "The winds and the waves are always on the side of the ablest navigators" hints Edward Gibbon; neatly summarizing the art of navigation in terms of Francis Bacon's "mastery of Nature through obedience". To update these 17th and 18th century aphorisms we might formulate another, appropriate to our own age of environmental concern: "Next to sail and solar power, human power is the most ecologically benign".

But with sail-power so spasmodic, and solar panels so expensive, we are left with just our bodily resources. Paddles and oars of course have been used to move us on the face of the waters since the beginning of time, and have much to recommend them for simplicity and economy.

But paddling is tiring, and rowing is backwards, so what are our options?

Pedal power, naturally! Why not sit comfortably facing forward, and, with one's hands free for more interesting things, use one's more powerful leg muscles as the means for maritime locomotion. Not for walking on water, of course, but just as the invention of the wheel made things go easier on land (at the cost of some slight complication) so also does the marine paddle-wheel or screw propeller provide an effective conversion of pedal torque into propulsive thrust on the water.

If shallow water is not the case, the weight and windage of paddle-wheels then leaves the propeller as the answer to our prayer. Now, if speed's your game then high-tech's the name, and the air propeller and hydrofoils are the way to go. But, if once afloat you are "there", then the submerged screw is the one for you.

shop drawings and building procedures on 11"x17" sheets