

**DIMENSIONS:**  
 Length: 660 cm = 21.65 ft  
 Beam: 70 cm = 28.35 in  
 Depth: 33 cm = 13.0 in

**MATERIALS:**  
 Ribs, Hatchway frames,  
 Stringers nos. I, II, III, V;  
 0.5 in OD x .049 in wall  
 6061-T6 aluminum tubing.  
 60.35 m = 198 ft  
 7.35 kg = 16.2 lb  
 Keel (7), Gunwales (V);  
 0.75 in OD x .049 in wall  
 6061-T6 aluminum tubing.  
 18.67 m = 61.27 ft  
 3.53 kg = 7.8 lb  
 Stern, Stern, Bulkheads  
 (cto. 1 & 11), Foredeck,  
 Quarterdeck, Hatch coamings,  
 Rudder quadrant;  
 .003 in 6061-T6, 5083 or  
 5086 aluminum sheet.  
 4805 sq cm = 5.17 sq ft  
 2.1 kg = 4.67 lb  
 Frame/gunwale knees, Mast  
 partner, Sternhead,  
 Sternspacers, Rudder blade,  
 Rudder spacer;  
 125 in 6061-T6, 5083 or  
 5086 aluminum sheet.  
 700 sq cm = .75 sq ft  
 0.62 kg = 1.36 lb  
 Structural lashings, skin  
 sutures, misc. joinery, etc.;  
 45-lb test braided nylon  
 twine, hollow core.  
 600 yd = .25 kg = .5 lb  
 Hatch coaming rims;  
 3/4-in (18mm) ? braided  
 nylon or polyester.  
 3.64 m = 12 ft = 2.0 lb  
 Skin membrane, hull & deck;  
 26-oz double-weave nylon  
 fabric, 68", uncoated,  
 ? 80,000 sq cm ? 86 sq ft  
 6.88 kg = 15.15 lb  
 Skin coatings, elastomeric,  
 applied (by brush) to suit;  
 Neoprene (5-6 coats on hull,  
 1-2 coats on deck) and  
 Hypalon (2-3 topcoats on  
 deck), solvent-based, 740%  
 solids by weight.  
 Approx. 4 gallons total,  
 .07 g/sq cm coverage,  
 total ? 5.4 kg ? 11.8 lb

**DISPLACEMENT (Bare Hull):**  
 Skeleton: 13.83 kg=30.42 lb  
 Skin: 13.21 kg = 29.06 lb  
 Total: 27.04 kg = 59.48 lb

**SYNOPSIS:**  
 This kayak's lineage  
 cannot be traced to any  
 particular historical design,  
 though its lines are  
 reminiscent of the hull  
 forms that resulted when  
 Aleut design traditions and  
 structural techniques were  
 applied to the  
 long-distance voyaging  
 and load carrying  
 requirements that  
 characterized North Pacific  
 kayaking during the  
 Russian-American period  
 some two  
 centuries ago.  
 The objective of this  
 design is a safe,  
 comfortable cruising vessel  
 for all-purpose work, able  
 to carry a small sail for  
 downwind passages [sail  
 plan to follow the initial  
 release of these plans]  
 yet still displaying a good  
 turn of speed under  
 paddle alone. Length,  
 beam, and displacement  
 represent a working  
 compromise between  
 speed, sea-kindliness, and  
 amphibious qualities,  
 recognizing that the  
 baidarka's traditional  
 portability now extends to  
 travel on top of cars.

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 Thank!  
 George B. Dyson  
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