

**THE
GREAT
FOGO
ISLAND
PUNT
RACE
TO THERE
AND BACK**

The organizers of
*The Great Fogo Island Punt Race
to There and Back*
provide this guide to the eligibility of punts for
The Great Fogo Island Punt Race
to There and Back.

Copies are available at your
Municipal Office
or look for it in the next issue of the
Fogo Island Flame.



Attention: Prospective Punt Builders and Racers

To those who may be planning to build or enter a punt in The Great Fogo Island Punt Race to There and Back, please be advised of the following principles, advice and requirements developed by the race organizers.

KEEPING PUNTS TRADITIONAL

One of the objectives of the race is to encourage local people to build punts that are beautiful, seaworthy and traditional. With this objective in mind, this document outlines some of the key criteria boat builders must follow.

ALL punts must be certified by the organising committee in order to participate in The Great Fogo Island Punt Race To There and Back.

TRADITIONAL PUNT DESIGNS: HISTORICAL BACKGROUND AND GENERAL PRINCIPLES

In the beginning, the traditional punts of Fogo Island and Change Islands were boats that were built expressly to be rowed and sailed. Their transoms were small, sort of V-shaped with their lowest points located 9 inches or more above the timber line.

This original style was later modified to create the trap punt. In addition to being a little shorter than the original style, the trap punt had a transom that was a little larger and considerably flatter in the stern section. The transom was also lower; it was approximately 4 to 7 inches above the timber line. Those changes created greater stability and thus made the trap punt better to use when working with cod traps.

SAFETY FIRST

A punt should be built with safety foremost in the mind of the designer/builder.

SELECTING A DESIGN

If a builder is not experienced in designing a punt, it would be best to consult someone who is. Another option would be to build from an original design that is known to be satisfactory.

It is acknowledged that the actual shape of the hull will be the product of the designers' experience, imagination and judgment. It is also understood that every punt will be unique to some extent. The result of the combination of traditional knowledge passed down over the years, and the builder's individual creativity.



GUIDELINES TO KEEP PUNTS TRADITIONAL:

Size (inside):

Minimum Length: 13' 6"

Maximum Length: 17' 6"

Minimum Width: 48" @ Midship Bend

Minimum Depth: 19" @ Midship Bend

Wood Types:

The traditional wood types are spruce, fir, and juniper but any locally harvested Newfoundland and Labrador wood species is acceptable. Planking material is to be spruce or fir only.

Note: The use of fiberglass or engineered wood products are not permitted under any circumstances.

Keel, Sternpost, Stem & Forward Deadwood:

Minimum thickness [OF ALL FOUR MEMBERS]: 1 3/4" dressed

Keel and Stem [WIDTH]: not less than 4" dressed

Keel has to be wide enough in the aft end to accommodate the rise in the bottom

Forward Deadwood minimum width: 3 1/4"

Sternpost post minimum width: 3" near the turn

Ribs (Timbers):

Rib Material: natural-turning timber *** **STEAM BENT RIBS ARE NOT ALLOWED** *****

Minimum thickness: 7/8" dressed

Minimum depth: 1 3/8" at the Keel; 1 1/8" at the crop (BULGE); and 7/8" topside

Spacing: shall not exceed 12" centers

Floors shall be used on every second set of timbers at a minimum.

Stempson / Breasthook:

All punts are required to have both a Stempson and Breasthook

Stempson should be the thickness of the stem plus 1".

Total thickness not less than 2 3/4".

Breasthook should be a minimum of 1 1/4" thick.

Transom Timbers ("Pitchers"):

Minimum thickness: 7/8" thick

Minimum width: 1 1/8" from bottom to topside.



Rabbet:

A rabbet (groove or channel) must be cut in the stem to conceal the ends of the planking, and cut along the length of the keel to receive the garboard plank. The rabbet also provides a solid backing for the corking material.

Planks:

Plank Material: spruce or fir only

Plank thickness: not less than 5/8," dressed

Number of strakes of plank per side: not more than 10 and not less than 8.

Corking:

The seam between each plank must be corked with spunyarn, marlin or oakum only.

Risings:

Minimum Dimensions 1 1/2" x 5/8", usually installed 7" from below the topside.

Thwarts:

Minimum Dimensions: 7" wide and 1" thick. These MUST be stationary.

Transom Boards:

Minimum Thickness: 7/8" thick

Gunwale:

Punts should be finished at the top of the hull with a bow-piece (gunwale) notched to receive the ends of the timbers. Another option would be a rubber with a casing on top and casing knees on the transom.

Shoots:

Punts must be fitted with shoots fore and aft with a minimum of 12 inches of board on each side of the keel.

Oars:

Oars must be made of locally harvested Newfoundland and Labrador wood. Maximum oar length is to be 3/4 of the inside length of the punt. For example, if the inside length is 16' then the oars maximum length will be 12'. **Maximum width of the oar wash is to be 6"**.

Rowing Set-up:

Thwarts, rollicks and tole pins have to be installed and arranged to accommodate two rowers.



Fasteners:

For scarfing; 5/16" 316 stainless-steel or galvanised carriage bolts are recommended
For the planking and transom boards: 316 stainless-steel ring- nails are recommended. If screws are used, they should be 316 stainless steel.

Transom Rake:

The transom should have a pleasing degree of rake (inclination from vertical) consistent with traditional punts. The top of the transom should also be rounded 2" or more from the middle towards the edges.

Stem Profile:

The stem profile of traditional punts is similar to that of a new moon. The stem is rounded and comes to a more or less upright / vertical position on top.

Sheer Line:

The curvature of the sheer line should be gentle, symmetrical and appealing.

Finishes:

Punts are to be finished on all surfaces. It is recommended to use a primer coat on all raw wood to ensure good adhesion to the surface.

Hulls above the water line are to be finished in a traditional color.

Hulls below the water line should be coated using products specifically formulated for below waterline use. Trim of gunwales, thwarts and paddles can be builder's choice of color.

Clear coat finishes can be used but not below the waterline. Clear coat finish should not exceed 15% of the total surface area of the punt.

Builder Eligibility:

For a punt to be eligible to enter The Great Fogo Island Punt Race to There and Back it must be built by a local boat builder on Fogo Island or Change Islands.

This document is intended to be a guideline only and NOT a comprehensive punt building manual. Should you have questions regarding information in this document or other questions about any other aspect of building a traditional punt for the race, please contact Aidan Penton.

The organizers of The Great Fogo Island Punt Race to There and Back reserve the right to permit or disallow any punt from entering the race based on the organizers' discretion.

