



Standing Oarlock Horn Installation

As you can see from these photos, our standing oarlock horns are usually installed together in the same oarlock pad as standard oarlocks. The photo to the left shows an installation in a glued lapstrake Newfoundland Trap Skiff, and the photo below shows them in a cedar planked Lincolnville Salmon Wherry. Early on we used to install the two locks about 6" apart, but really 4" of separation between the two is more than sufficient.

Regardless of the model or her manner of construction, it is important to secure the lower end of the shank so that all the pressure isn't applied at the top of the oarlock pad. You would be amazed at how much pressure is exerted on the horn when you stand and row. That's the reason they have such long shanks. A block fastened through the planking works just as well as trapping the tail against the rib. Either method will help secure the oarlock horn and help distribute the strains of rowing. If you happen to be installing them through a deck, be sure to make some provision on the underside to secure the lower end of the shank.

A traditional oarlock socket is unnecessary. Make the oarlock pad out of hardwood, and rivet it in place using #10 rivets at all four corners—rather than screws, which are inclined to work loose. Drill a 3/4" hole through the pad for a start, and enlarge it as necessary using a round file. That's the standard shank diameter so you will have to open it up some to allow it to rotate freely. The fit should be snug, but not tight—too tight, and when the pad begins to swell, it will hamper the free movement of the horn.

Every boat is a bit different, but standing oarlock horns are usually installed further away from the rowing thwart than the standard horns. Whether set up for solo or tandem rowing, that puts the standing horns closer to the middle of the boat where they are the most useful—that way you can stand to row, and face in the direction you are going, whether travelling bow first or stern first.



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