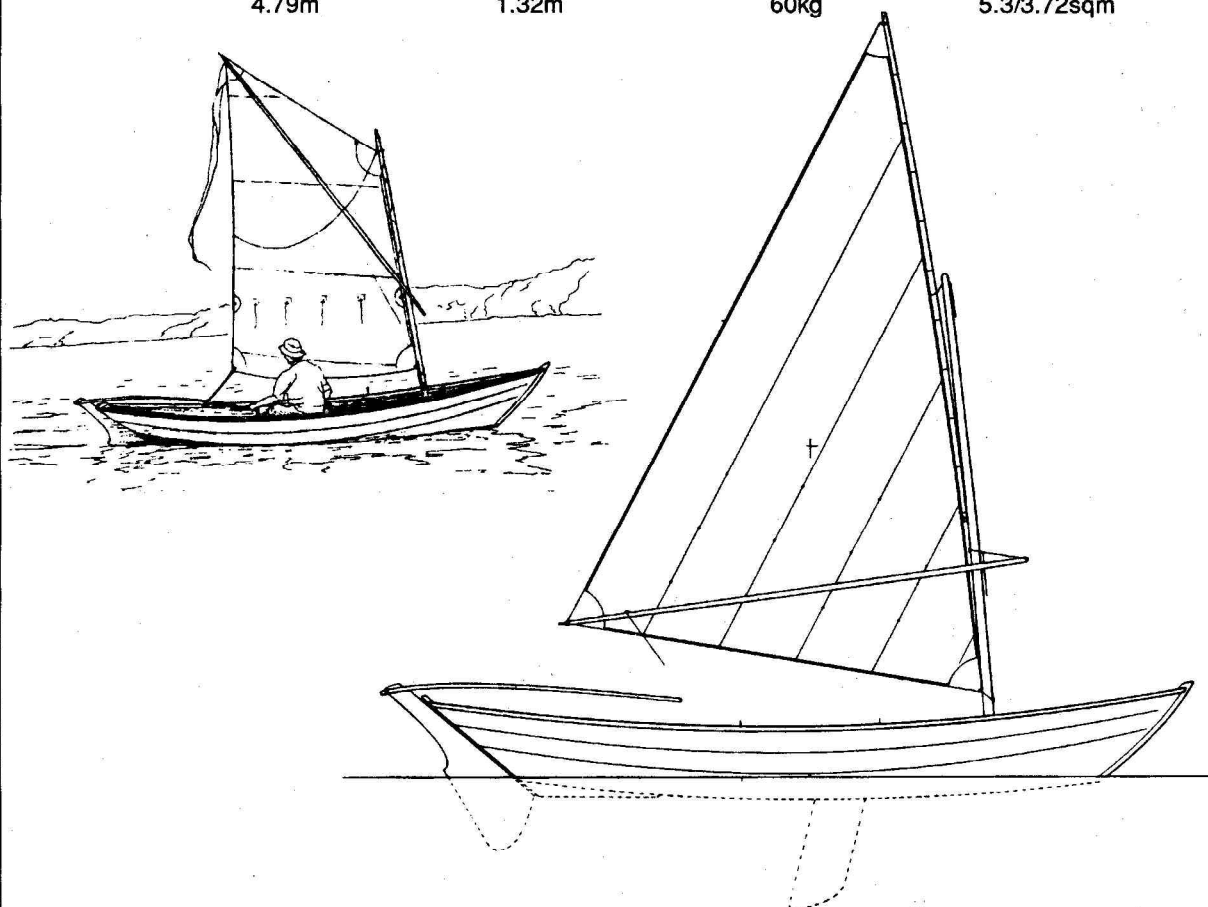


LOA: 15' -8 1/2"  
4.79m

Beam: 4'-4"  
1.32m

Weight: 135lbs  
60kg

Sail: 57/40sq ft  
5.3/3.72sqm



**Type:** light Swampscott Dory **Sailing rig:** sprit or gunter **Capacity:** 1 to 3

#### BUILDING INFORMATION

**CONSTRUCTION:** glued lapstrake plywood – flat bottom

**OPTIONS:** traditional plank

**BUILDING TIME:** 200 hours + Rig 60

**COST:**

Materials £650 + Rig 450

Plans: 4 sheets with Dory Building Procedure

**T**his new dory design has been worked up as a smaller version of the very successful JOHN DORY, embodying the same handsome style and excellent performance in a lighter boat of about the same overall size as the popular BLACKFISH DORY.

Although not intended to replace the Blackfish, the construction will require a little more care in fitting the planking, but overall no more work.

These light dories have quite a lively performance, especially under sail; the extra reserve stability of the rounded sides helps the sailing ability, handling and safety. However a dory is primarily a rowing boat, and no compromise is made of the superb handling under oars. Attempts to design 'sailing dories' end up losing the style and character of the true dory.

For all their limited beam and light weight, these boats are exceptionally seaworthy, and with an understanding skipper can survive in rough open water.

The optional built-in buoyancy is recommended for sailing, and makes it relatively easy to bail out a swamped boat. But some builders will prefer the simpler open layout - using buoyancy bags

when necessary.

The sprit and gunter rigs use short spars, reducing top hamper when reefed, and stowing in a minimum of space. The sail is generous for good light weather performance; smaller 40sq ft rigs are offered also for use as an auxiliary sail, for more relaxed sailing, or for the kids to learn to sail.

The construction is a little simpler than the JOHN DORY, with two frames instead of five. Short of using the rather distasteful 'stitch and glue' system, this one of the simplest methods of boat building, but gives a far more attractive and stylish hull than other simplified methods. The design is equally at home when built as a bare and plain work boat, or as a high-class 'yacht finished' job..

Included in the plans are scantlings for a heavier 'workboat' version, and for traditional planked.

Much of the inconvenience of a long centreboard case is avoided by the raked ends of the dagger board case, which enable the board to rake aft to nearly 45 degrees.

