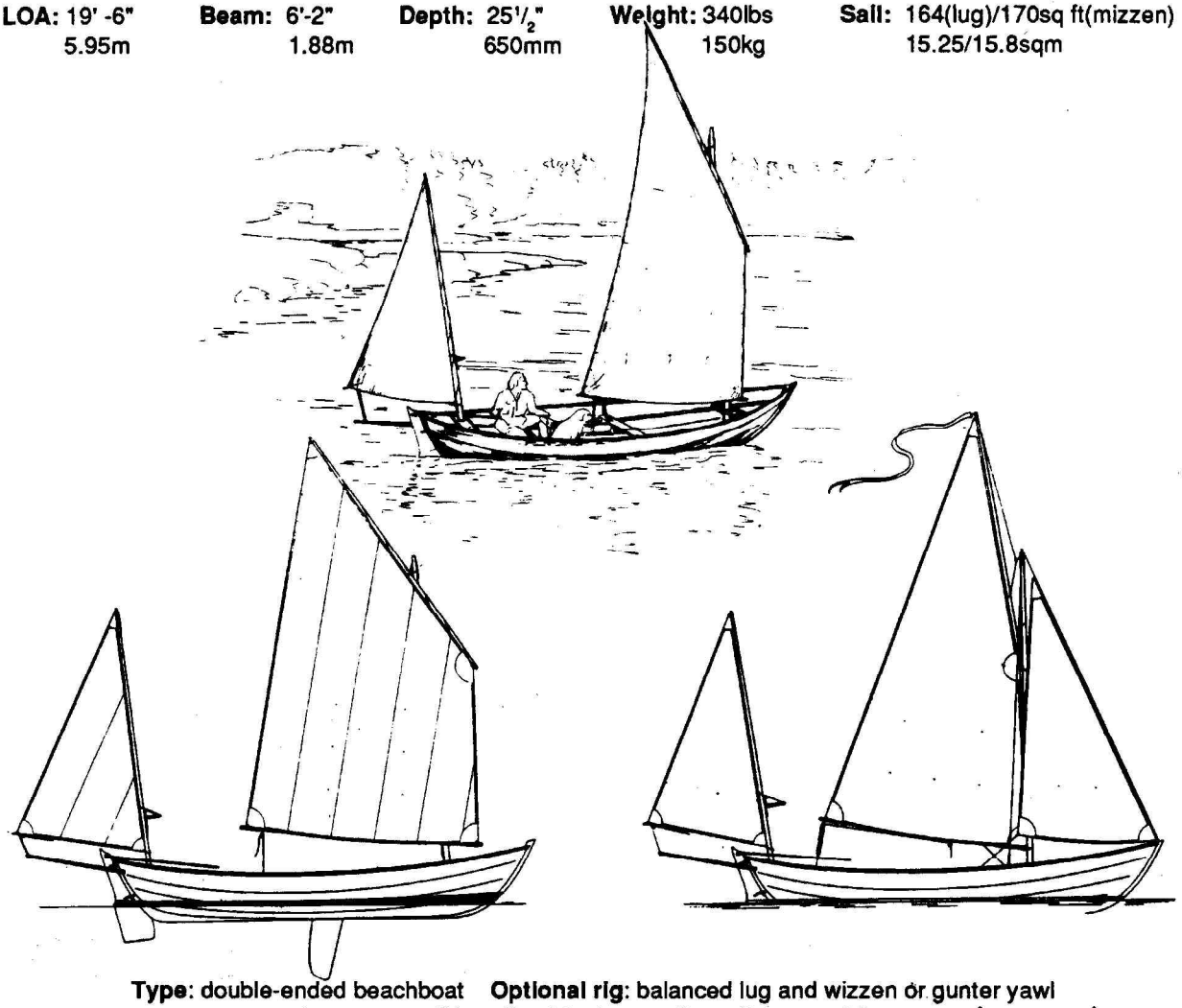
design

CALEDONIA YAWL

no.46

LOA: 19' -6" 5.95m **Beam:** 6'-2" 1.88m **Depth:** 25½" 650mm **Weight:** 340lbs 150kg **Sail:** 164(lug)/170sq ft(mizzen) 15.25/15.8sqm



Type: double-ended beachboat **Optional rig:** balanced lug and wizzen or gunter yawl
Capacity: 1 to 4, sometimes 6 Sloop rig option

BUILDING INFORMATION

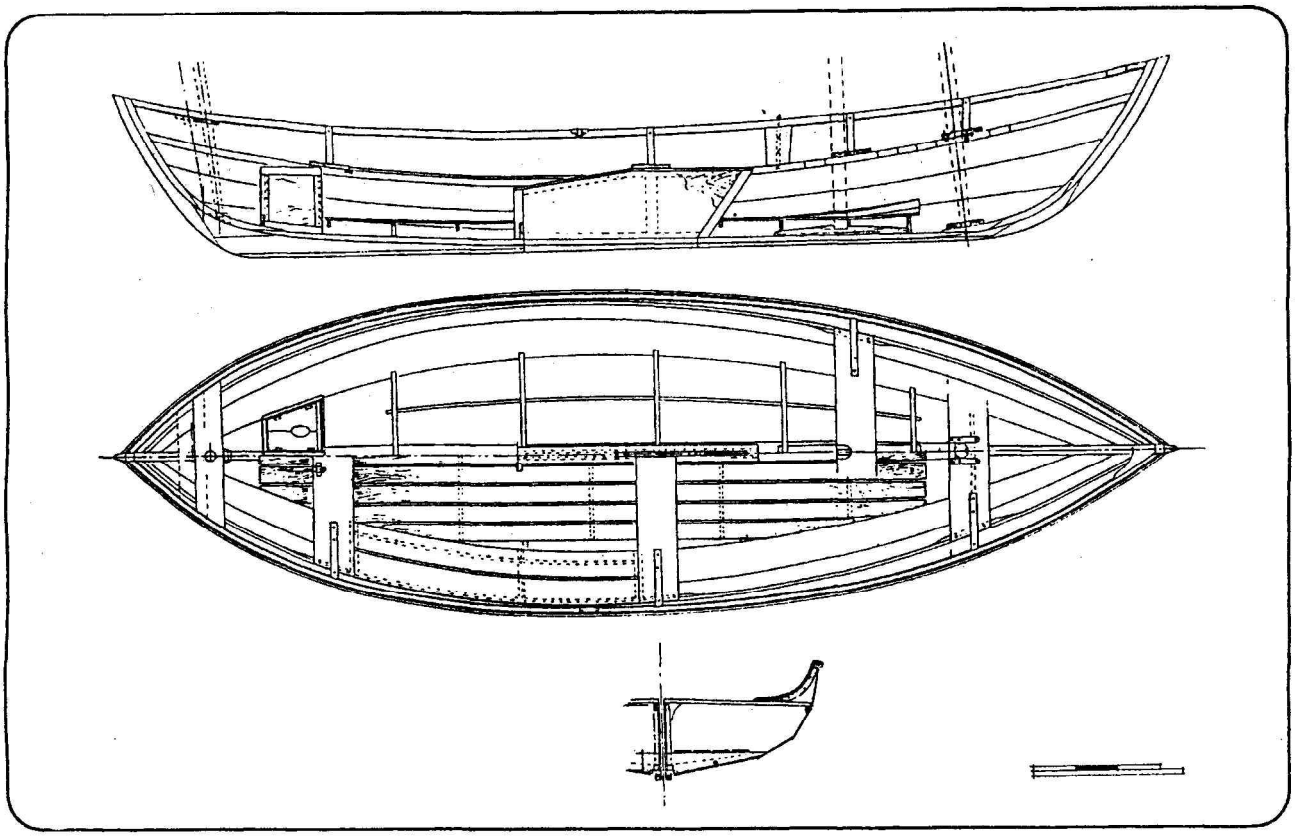
CONSTRUCTION: glued lap clinker plywood
OPTIONS: none
BUILDING TIME: 360 hours

COST:
Materials: £1400 Rig + 950
Plans: 7 sheets with instructions

The prototype ERIKA was designed for an owner in Massachusetts, who was inspired by the Shetland Sixerns, or Sixareens, which themselves developed from the beautiful Norwegian open boats. A straight replica would not quite meet the need, which was for a lighter and more versatile boat, plywood planked, with a better all-round sailing performance, and simple to build. But hopefully retaining a good measure of the graceful character and extraordinary seagoing ability of the traditional boats.

The owner is highly delighted with the results; her builder had said that" if she goes as well as she looks you'll really have something". She balances just right, with just a little weather helm, and " sails astonishingly well on all points", in the words of a nearby famous boat designer.

The plans have been worked over for amateur builders, with much additional information, and options in the layout and rig. It is a very adaptable design; the boat is easily rigged and sailed single-handed, and is also spacious, stable and comfortable for family sailing. With the generous sail area,



efficiently set up, she will perform well in sheltered waters, and will keep sailing when many other boats will be hassling with the outboard or taking to the oars. And with her great reserve buoyancy, full ends and strong sheer, she is an exceptionally seakindly little vessel, quite capable of serious coastal cruising (in experienced hands of course), and will stand up to a bit of heavy weather with relative comfort and safety.

The two optional sailing rigs are quickly adapted to any likely conditions. The balanced lug is the simplest to set up and to handle for a short-handed crew; it retains something of the style of the powerful dipping lugs carried by many traditional Scottish craft, but is far simpler to operate. It is easily reefed; setting and lowering is quick and safe. If caught out in a sudden squall or other emergency, the lugsail can be instantly dropped into the boat - it comes down a lot faster than other sails.

The jib – gaff main – mizzen rig is a little more complex to set up, but is still easily handled, and quickly adjusted to suit the breeze. The short main mast is easily stepped; it presents minimal windage when the sail is reefed; in severe conditions the boat still balances and gets to windward under jib and mizzen alone.

The construction is a simplified form of lapstrake plywood, without frames or stringers. It gives a strong tight hull with a clean interior. It is planked upside-down over temporary moulds, and is actually less work, and contains many fewer parts, than a conventional chine plywood hull; and it turns out a much better looking shape.

The plans consist of no less than 8 sheets, plus full specifications, and an illustrated building procedure. Details are included of various options:- the hull may be open (perhaps using buoyancy bags), or with watertight storage compartments fore and aft, and if required side tanks also.Fixed and lifting rudders are shown; using the latter, the boat can sail, fully under control, right onto the beach. The centreboard is a flat steel plate providing 165lbs of effective ballast. Or it may be made of wood, with some lead ballast.

There is sufficient room for two to sleep on overnight cruises; the floor boards may be raised to give a flat and level floor for this purpose. No details of cockpit tents are shown, but this can be arranged according to requirements.