

design

# JOHN DORY

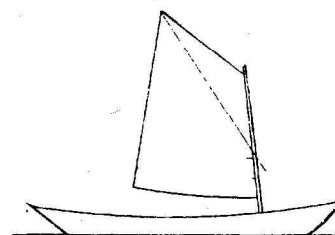
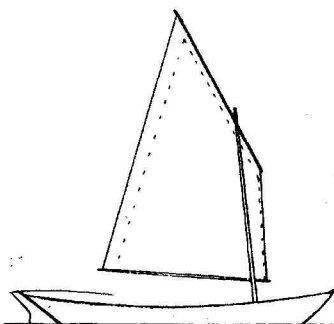
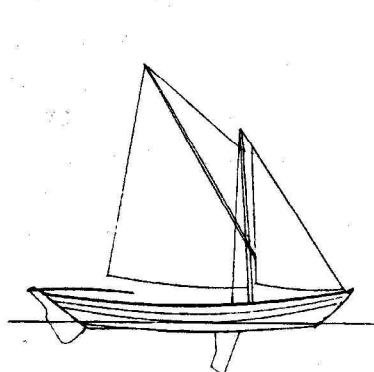
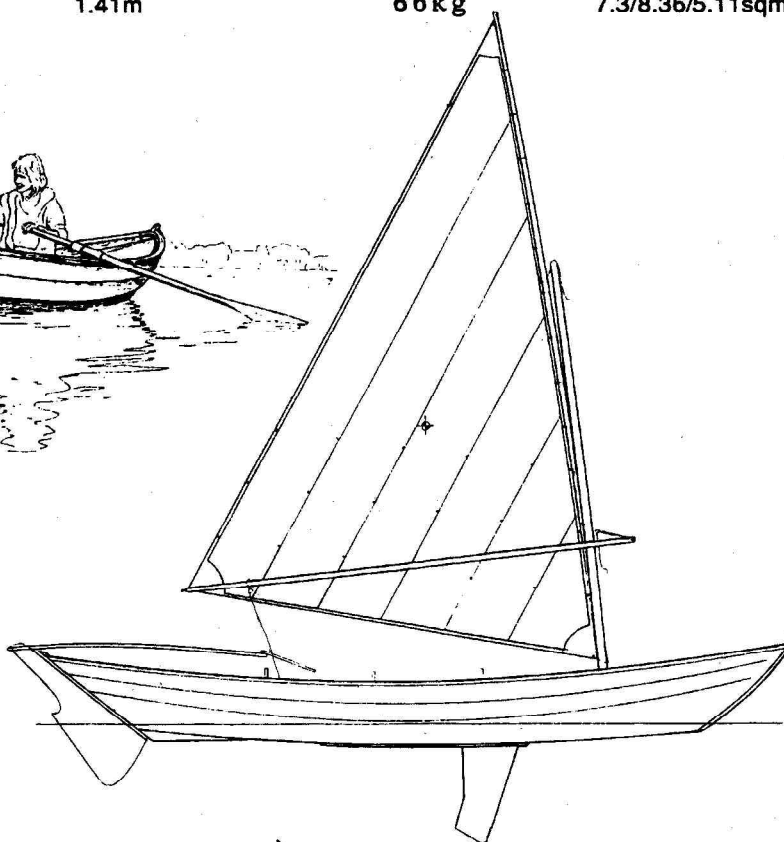
no.25

LOA: 18'-3"  
5.52m

Beam: 4'-7½"  
1.41m

Weight: 1901bs  
86kg

Sail: 76/90/55sq ft  
7.3/8.36/5.11sqm



Type: light swampscott dory Optional rig: gunter, sprit or balanced lug Capacity: 1 to 4

## BUILDING INFORMATION

CONSTRUCTION: glued lapstrake plywood - flat bottom

OPTIONS: traditional plank

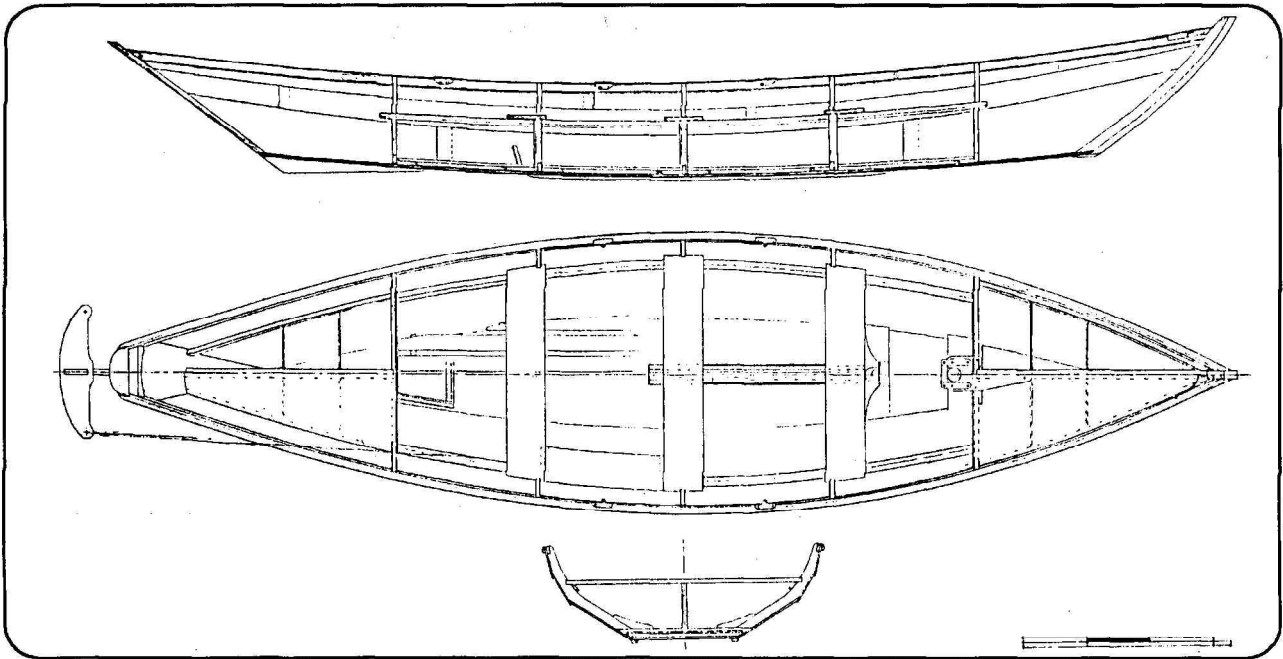
BUILDING TIME: 220 hours + Rig 60

COST:

Materials £900 + Rig 550

Plans: 6 sheets with Dory Building Procedure

The North American 'Swampscott' dories were rather more stylish and finer-lined than most fishing dories, and were famous for their excellent performance and handling qualities, and their supreme seaworthiness. The construction is not as simple as the banks dories, but still a lot quicker than conventional lapstrake - clinker - hulls. They are again becoming popular with apprenticeship schools and professional builders in New England.



The JOHN DORY is a refinement of the traditional hull form; somewhat finer and lighter, designed to take advantage of glued plywood construction, and to be a better all-round recreational craft than the working dories.

The rounded sides are a little more work than a flat-sided hull, but have several advantages. In particular a very good range of stability, while still retaining a narrow bottom and very low wetted surface, for minimal resistance when rowed, and a good measure of reserve stability for sail-carrying power.

This is a versatile design, and several options are offered to suit the boat to various purposes. Although easily driven with two or four oars, a sailing rig may be fitted, with a pivoting centreboard of wood or metal. The original rig was the 3-sided sprit-boomed sail like that of the Blackfish, which seems to be the ultimate in easy handling and efficiency; the sail does not twist like the old long-boomed dory sails. The same sail may be set on a yard as a gunter lug rig, with the advantages of a shorter mast; a jib may be added for a sloop rig; a 90sq ft sail is shown for adventurous sailing, and a 55' rig for use as an auxiliary sail. All these options are also offered in the conventional 4-sided sprit rig. Yet another option is the balanced lug sail, in medium or large size. Dimensions of spars etc. are shown for each rig.

The centerboard is of the traditional type; the rudder is lower and deeper also. It can be either a lifting blade or a shallower fixed rudder. The tiller is ridiculously long, but it works. A light shock cord 'tiller restrainer' can be fitted: stretched between the gunwales, it hooks onto a wee thumb cleat under the tiller when needed. Or a steering yoke and lines may be used, like the racing dories had.

Buoyancy compartments may be fitted fore and aft, with hatches for dry stowage. The decking maybe at seat level, or at the upper chine. A well for a light outboard may be fitted. For use as a working boat, there are specifications for heavier construction, and a slight increase in freeboard. The hull could be planked in the traditional manner; the garboard becomes two strakes; the necessary dimensions are shown on the mould patterns. The plans are extremely well detailed, including the the building frame set-up, full-size pattern of frames, stem and transom, and full information on all the options mentioned above. The dimensions are in English, with metric equivalents.