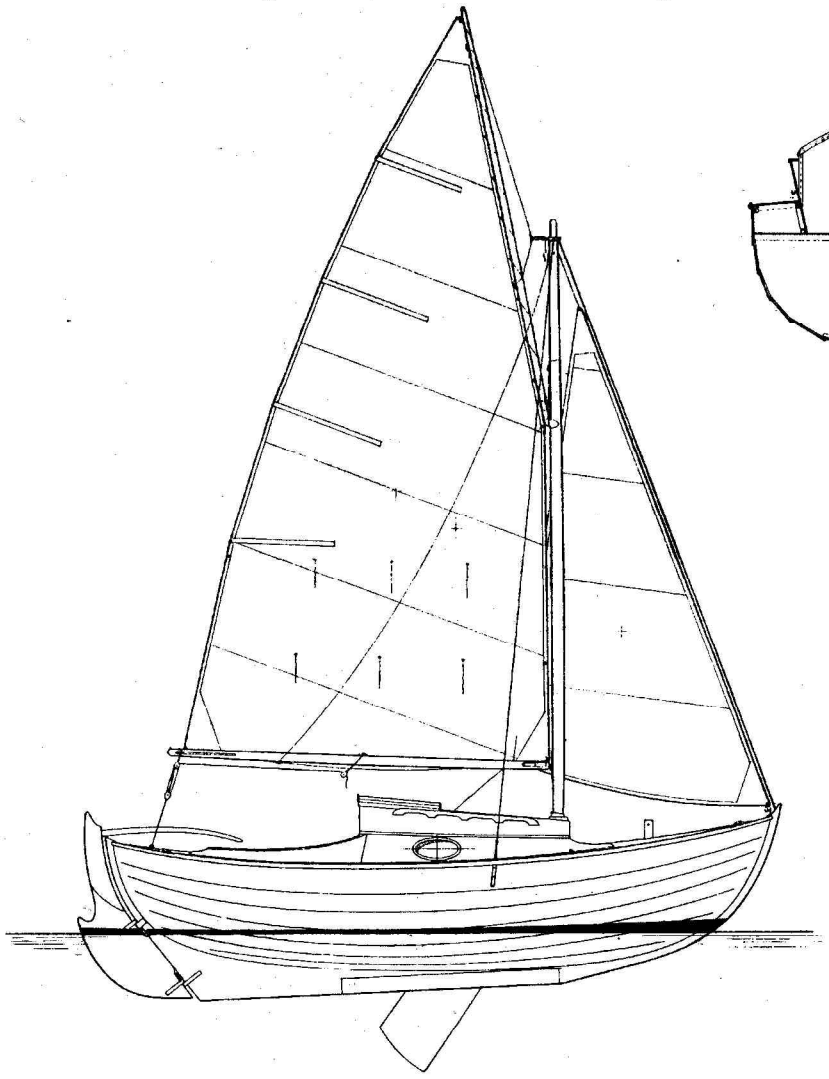
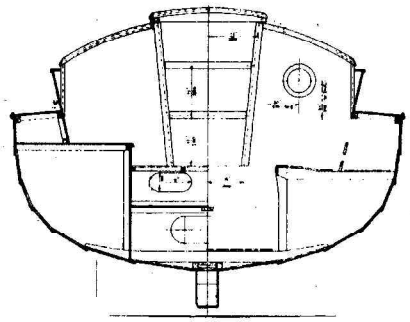
design

WEE SEAL

no. 82

LOA: 18'-6"	LWL: 15'-3"	Beam: 7'-3"	Draught: 1'-9"
5.64m	4.65m	2.21m	533mm
Weight: 1550 lbs	Displacement: 2200 lbs		Sail Area: 177 sq ft
705 kg	1005 kg		16.44 sq m





Type: trailer/cruiser **Sailing rig: gunter sloop** **Accommodation: two berths**

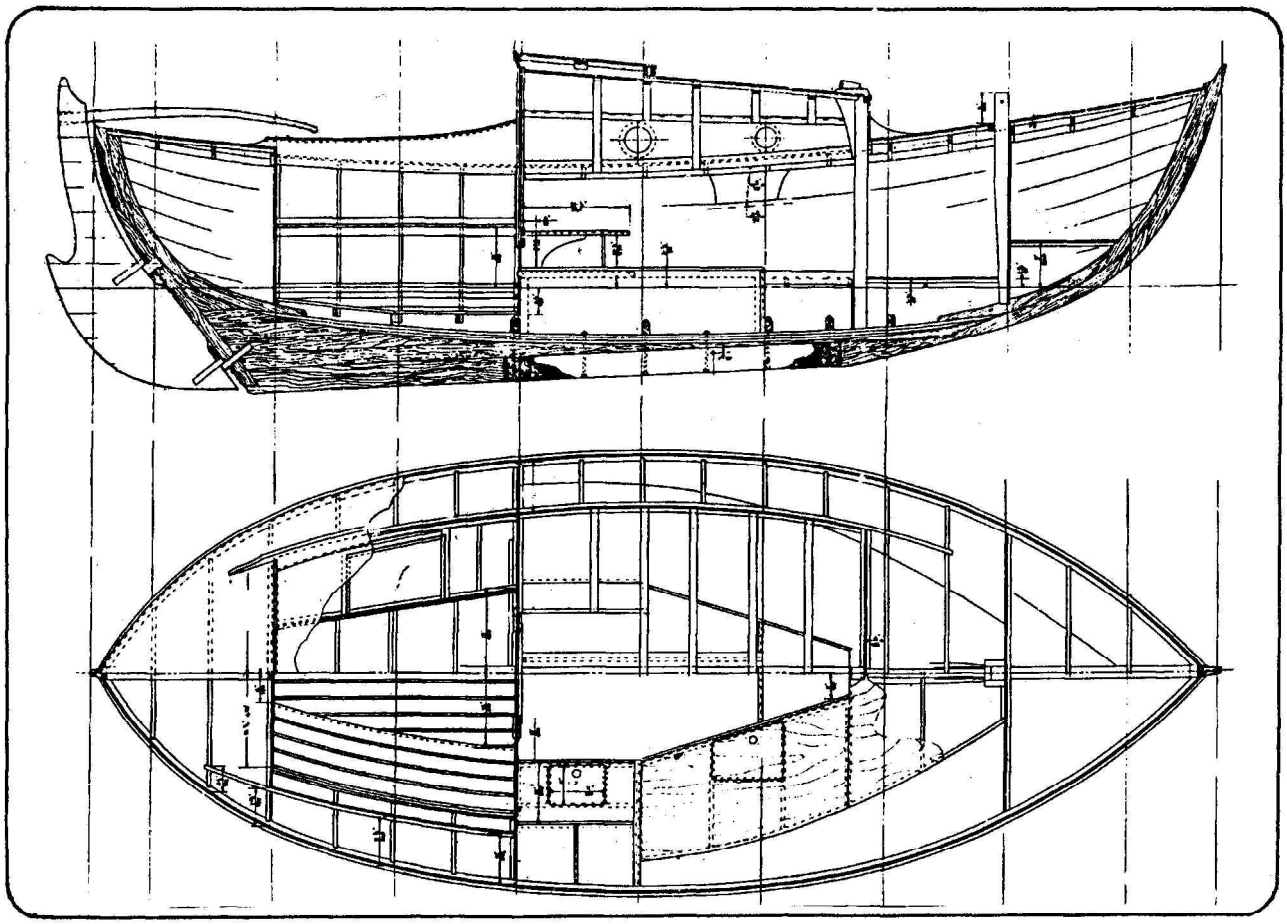
BUILDING INFORMATION

CONSTRUCTION: glued lap clinker plywood
OPTIONS: traditional plank

BUILDING TIME: 1000 hours
Plans: 8 sheets with small-boat instructions

The interest aroused by the GREY SEAL design indicates that many sailors still find a measure of traditional style appealing, and also like the idea of a cruising boat which can look after herself comfortably, and get home safely, if the weather turns bad. But the 22 footer is a big project for an amateur builder, and a big boat for towing any distance, so it was thought that an 18 foot cruiser, with simplified construction, would be attractive.

In retaining the Scandinavian-influenced longer ends, and great reserve buoyancy all round, the WEE SEAL is an exceptionally able, comfortable, dry and seakindly little vessel. She sails, handles and balances well in all sorts of conditions, and with the shallow draught and short



gunter mast, she will have less of the violent motion and vulnerability of a deep-keel boat in rough water.

The hull construction is the same simplified clinker plywood that has been so successful in the smaller open boats, requiring fewer parts and less building time than many single-chine hulls. The cabin, deck and cockpit are made from sheet plywood. The spars can be of simple wood construction, or alloy sections.

The original WEE SEAL has been successful, with owner/builders impressed with the boat's performance, handling and dryness. Two have been built with rounded sides and 7 strakes a side, instead of 5. One has a smaller cabin; the original really was too big, and the side decks too narrow.
Other refinements that crept into the new design are:-
Improved sheerline, stem and stern.
Offset centerboard. Simplifies construction of the case, keelson, and ballast casting. The slot can not get jammed up. Some internal trimming ballast.
Streamlined wood centreboard: easier to make and to handle; more effective.
Cockpit: I hope more comfortably proportioned. Option of a deeper open cockpit or self-draining with a bridgedeck.
Optional outboard well.
Optional forward hatch.
Construction: more, narrower, panels of 9 or 10mm plywood are easier to handle.
Plans are better thought out, better detailed, more complete. 47-page Specification.
Sailing rig: overlapping jib for improved windward performance. Some roach on the mainsail, for a little extra area on shorter spars.
Fittings and gear: Moray McPhail of Classic Marine has a list of standard (variable) gear for this design. What is not on the shelf can be made up at moderate expense.

The larger hull has a little more room below. The more traditional shape will give a similar performance in light weather; in rough water she will be much more able, comfortable, seaworthy. And a little faster, with the 9" longer waterline.