

# Part III: CRUISING DESIGNS

## CHAPTER 19: *Design Commentaries*

### LONA

(Drawing 3) by J. Pain Clark, c1900

LOA . . . . .	31ft	Headroom . . . . .	4ft 7in
Beam . . . . .	6ft 7½in	Mainsail . . . . .	359 sq ft
Draught . . . . .	4ft	Foresail . . . . .	108 sq ft
Ballast, lead . . . . .	28 cwt	Rating . . . . .	23 Linear

*Lona* is a particularly handsome little ship. She was designed for himself by Mr. J. Pain Clark, and built by the Burnham Yacht Building Company. Her principal dimensions are given on the drawing, but she has recently had some slight alterations effected, which have proved quite satisfactory. Her lead keel has been increased by some 5 cwt., and lowered 4in. This has permitted a considerable increase in her sail-area, and she is now cutter-rigged with a jackyard topsail. Although her sail-area is now rather inclined to be of the generous order, she carries it like a little ship, and, being fitted with Turner's roller reefing gear, sail can, if necessary, be speedily reduced. She has a commodious cabin, which is very tastefully fitted, and is altogether a jolly little craft. *Lona* is a good sea-boat, and, for her size, remarkably fast; indeed, last season, she held the best record in the Royal Corinthian Yacht Club's under 6 tons class. The illustration shows shows the yacht as a cutter, but before her sail-area was materially increased.

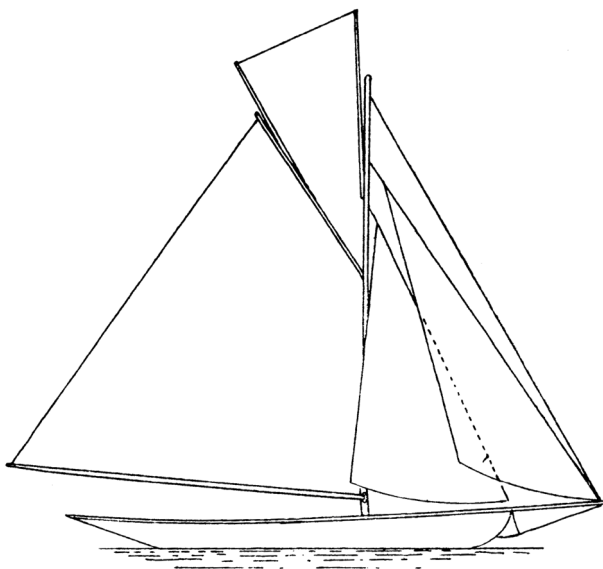
### GRANUAILE

(Drawing 4) by Doyle, Kingstown, 1901

LOA . . . . .	33ft 2½ in	Forward overhang . . . . .	2ft 10½in
LWL . . . . .	23ft	Counter . . . . .	7ft 4in
Beam . . . . .	7ft 5½in	Displacement . . . . .	4.72 tons
Draught . . . . .	5ft 6in	Ballast on keel . . . . .	2.7 tons
Sail area . . . . .		745.5 sq ft	

The best 6-tonner I have seen of late years is Messrs. H. & C. Becher's *Granuaile*. She was designed and built by Doyle, of Kingstown, in 1901. Beautifully kept up and capittally sailed by her owners, she has proved to be the fastest boat in the six tons and under class of the Royal Corinthian Yacht Club. The photograph, by Ambrose of Burnham, will give the reader a good idea of the general appearance of this pretty little cutter when under way. Her total Y.R.A. sail-area, as designed, is 745.5 square feet, which is apportioned as follows: Mainsail

CRUISING DESIGNS



Granuaile sail plan

401.35 square feet; Headsails 261.95 square feet; Topsail 83 square feet. In addition to above, she also sets a small jib topsail. The yacht is flush-decked, with a 3ft. skylight, and has 4ft. 9in. head-room under the beams, whilst a man of average height can stand upright beneath the skylight. The boat is fitted with a self-draining cockpit 3ft. 4in. in length. Fast, weatherly, and a capital sea-boat, *Granuaile* is an ideal little cruiser for two men who know their business. There is no fore bulkhead, the fo'c'stle being divided from the cabin by means of a curtain. There is good head-room in the fo'c'stle, which is fitted with two cots. The majority of the running gear is of flexible steel wire, which has proved so satisfactory that her owners have fitted their 21-ton cutter *Zulu* in a similar manner. Such a craft as *Granuaile* could probably be built, with pine planking, for about £330, inclusive of lead ballast, sails, spars, blocks, and all necessary gear.

MERCIA III

(Drawings 5 & 6) by G. Umfreville Laws, c1903

LOA . . . . .	29ft 3in	Draught . . . . .	4ft 3in
LWL . . . . .	20ft 8in	Ballast . . . . .	28 cwt
Beam . . . . .	7ft 2in	Sail area . . . . .	550 sq ft

The next design is that of *Mercia III*, a 5-ton cutter from the board of Mr. G. Umfreville Laws. This design is almost identical with that from which *Leonore* was built by the Burnham Yacht Building Company, for Mr. N.M. Robins, the only difference being that, in the design here illustrated, Mr. Laws has drawn the lines slightly finer aft, and given her a few inches more counter. *Mercia III* was built in London by her owner, Mr. J. Jarvis, jun., in 1905. He had previously had some little experience of amateur boat construction, having built the 2-ton sloop

DESIGN COMMENTARIES

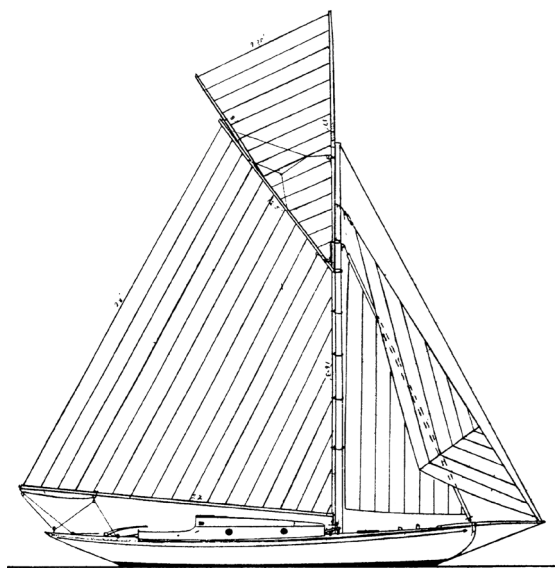
*Mercia II* in 1901 which, I regret to say, went ashore near Orford Haven during the great gale of September 10th, 1903, and became a "constructive total loss". Although *Mercia III* was a considerably larger job than Mr. Jarvis had before tackled in the building line, his previous experience stood him in good stead and the yacht when completed would have done credit to a first class professional builder. She has proved an excellent little cruiser and her internal accommodation is noticeable for several ingenious fitments. One of these is a lavatory basin fitted below one of the bunks, and supplied with fresh water from the tank. *Mercia* has done a good deal of cruising on the east coast and is a capital sea-boat with a good turn of speed.

ARIMA

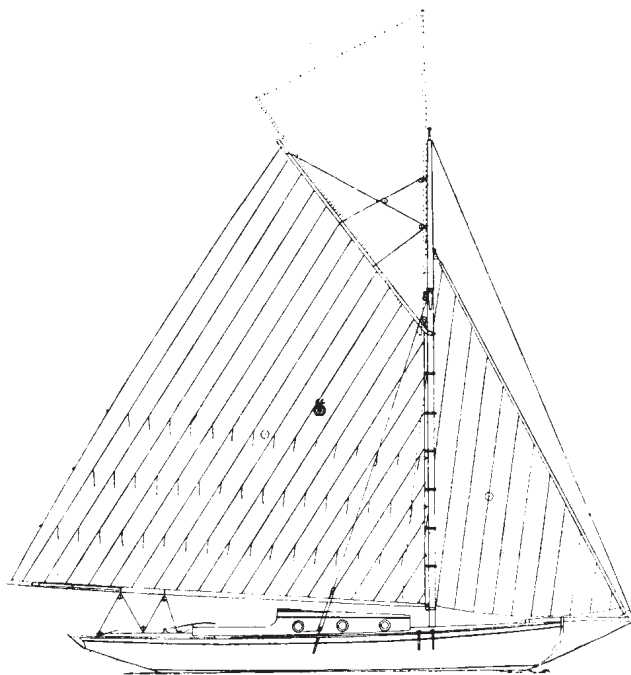
(Drawing 7) by H. C. Smith, c1903

LOA . . . . .	25ft	Draught . . . . .	3ft 8in
LWL . . . . .	18ft	Ballast . . . . .	0.95 tons
Beam . . . . .	6ft 6in	Sail area (w/o topsail) . . .	408 sq ft

The design of the 4-ton sloop *Arima* is by Mr. H. C. Smith, of the Burnham Yacht Building Company, by whom the boat was built. The dimensions are stated on the drawing, but in actual building there were one or two slight modifications. The cockpit was reduced in length by 5in., giving 7ft. length of berth in the cabin and 5in. extra length in the fo'c'stle. The balance-rudder was also replaced by a sternpost one. *Arima* is an excellent single-hander, and strikes me as being a nice little craft of very suitable size and type for a novice to commence his sailing career with.



Mercia III sail plan



Arima sail plan

**SKATE**

(Drawing 8) by Howard Messer, c1904

LOA . . . . .	34ft 6in	Draught . . . . .	1ft 4in / 4ft
LWL . . . . .	27ft	Beam . . . . .	8ft 3in
Year built . . . . .		1904	

I reproduce the design of *Skate* for the especial benefit of yachtsmen in search of a craft suitable for shallow waters, where it is necessary for her to take the ground at every tide. This remarkable little boat was built at Maldon in 1904 from the design of Mr. Howard Messer, and is planked with 1-inch Kauri pine (Riband carvel construction). In addition to her iron plate, which is  $\frac{3}{4}$  inch thick, she carries 15 cwt. of lead ballast inside. Her decks are of white wood, covered with canvas, and she has a coach-roof of moderate height, under which there is some 4 feet 6 inches headroom. A drip-piece is placed over all ports and others below (inside), so they are doubly protected. There are two sofa berths in the cabin and a cot in the fo'c'sle. Between the cabin and the fo'c'sle there is a w.c. on the port side and a pantry opposite on the starboard side. Her present owner, Mr. J. Manning Prentice, uses an Evinrude detachable motor in a compartment in the after deck, and although of only  $1\frac{1}{2}$  h.p., it propels her easily.

One of the chief objections to a centre-plate in a yacht that has to take the ground is that there is a risk of stones jamming between the plate and the sides of the case, with the result that the former can be neither hoisted nor lowered. Mr.