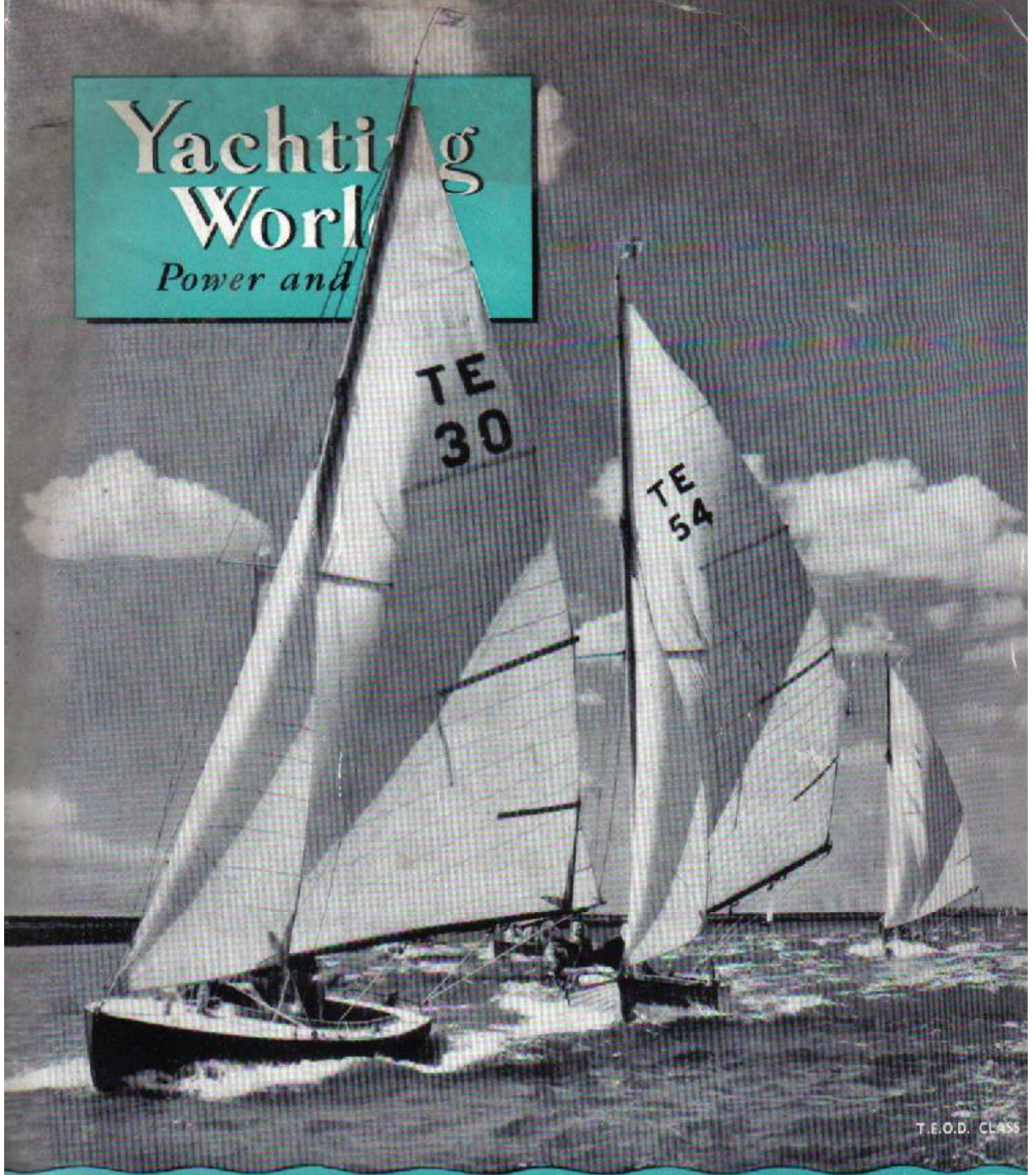


Yachting World

Power and



T.E.O.D. CLASS

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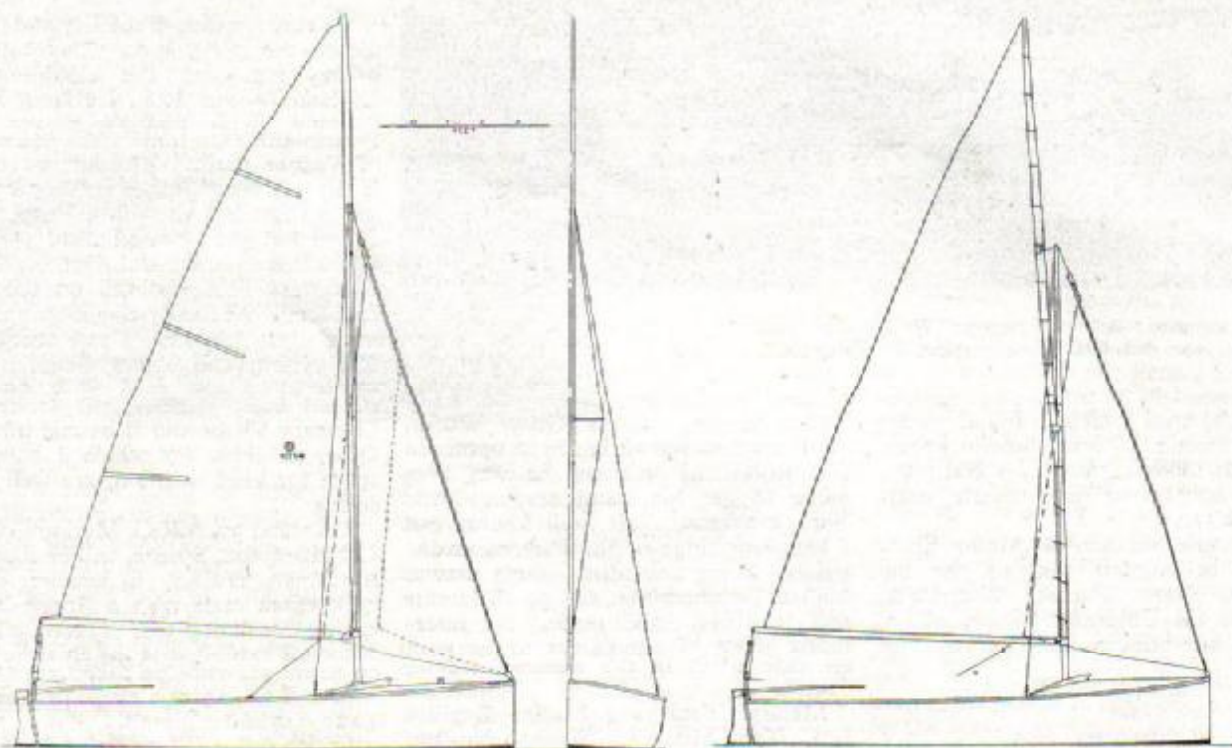
Burnham Week

Motor Show

International Motor Boat Meeting

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OCTOBER 194



DESIGN BY G. O'BRIEN KENNEDY, A.M.I.N.A.

"Yachting World" 14ft Day Boat

NEW GENERAL-PURPOSE DESIGN FOR AMATEUR BUILDERS

By the Editor

FOR some time past we have been telling readers that we intend to publish a series of new designs for amateur builders. This is the first of them. Designed by Mr. G. O'Brien Kennedy, A.M.I.N.A., to our requirements, *Yachting World* 14ft Day Boat is the result of a great deal of thought and experience.

The plans are copyright. They are intended for the use of amateur boat builders only, and are not to be used by professional boat builders for the purpose of building craft for sale. Sets of parts to be sold as such for assembly by amateur constructors may, however, be manufactured.

Our object in adopting this course is to encourage young people, who would not otherwise be able to afford to sail, to build their own boats so that they can enjoy the healthy pastimes of sailing, fishing and racing. Any young man who is reasonably competent with his hands should, in his spare time, be able to build a boat which will give him satisfactory service for many years. If possible we recommend that two boats (or more)

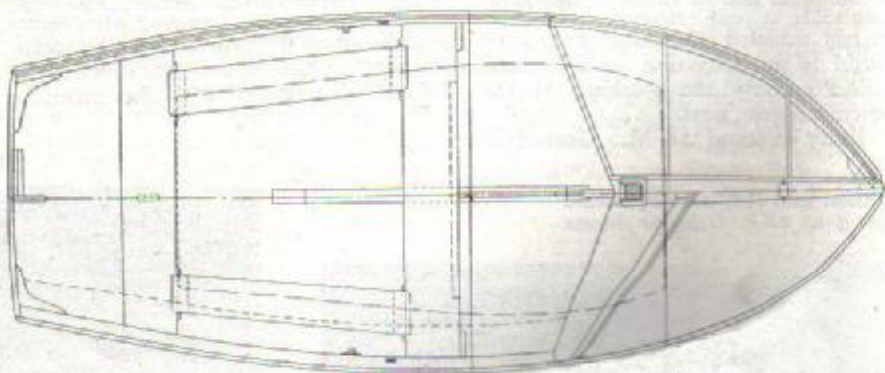
DIMENSIONS	
L.O.A.	14ft
Beam	5.7½ins
Sail area (Bermudan)	107.5 sq. ft
Sail area (Gunter)	110 sq. ft

should be built together because there are some things in which the boatbuilder needs help, and money would be saved, especially when buying and cutting timber.

Building a boat gives a great sense of achievement, and sailing her for the first time is one of the high spots of a lifetime.

We asked Mr. Kennedy to undertake the design for us because we knew that he himself was a boatbuilder of no mean ability and this was important if the boat was to be built by amateurs.

PLAN SHOWS FOREDECK WITH BREAKWATER AND OPTIONAL SIDE-DECKS



Our instructions to Mr. Kennedy were these:—

(i) The main requirement was a round bilge sailing boat 14ft in length which could be easily built by amateurs.

(ii) There should be no awkward turns in the shape of the hull, and we required a boat which could be built either, double diagonal or diagonal inner skin, and fore and aft outer skin, seam batten carvel, clinker or Ashcroft.

(iii) The boat was to be of robust construction, suitable for family parties, for picnicking, fishing, and for generally knocking about in semi open waters, estuaries and rivers of the British Isles.

(iv) The boat was not to be a racing boat, but we gave Mr. Kennedy full freedom, within our terms, to give her the best possible performance.

(v) She had to have an alternative rig, either gunter or Bermudan sloop. Sail area to be moderate, and whichever rig is used we anticipate approximately the same performance.

(vi) There was to be a reasonable amount of freeboard.

(vii) She had to be a boat which the crew sat in, and not on, and the design was to show a fore-deck only, or a fore-deck and side decks with coaming.

(viii) The general design of the boat and the transom should be suitable for an outboard motor.

The boat could be used for a One-Design racing class, but if adopted, the club would have to accept the limitations imposed by the purposes for which the boat is intended.

The total of the Bermudan sail area is 107.5 sq ft, and that of the gunter 110 sq ft. In each sail plan two foresails are included.

The skin of the boat, whatever system of construction is used, is of approximately the same strength and weight. The clinker planking is $\frac{1}{2}$ in thick, the seam batten type $\frac{1}{8}$ in with $1\frac{1}{2}$ in \times $\frac{1}{2}$ in battens. In the double diagonal type each skin is $\frac{1}{8}$ in thick. But in the diagonal inner and fore and aft outer skin system the outer skin is $\frac{1}{8}$ in, and the inner $\frac{1}{4}$ in. In the Ashcroft method both skins are $\frac{1}{8}$ in each.

The moulds are drawn on the plans full size.

The backbone is simple and entails no difficult construction. The oak knees shown on the plans may be replaced with laminated mahogany if desired. A wooden rudder is shown of the lifting kind, lead ballasted but a solid rudder can be made if required. The centre-plate is $\frac{1}{2}$ in steel, galvanized and easily obtainable in a great many places around Britain.

Great care has been taken to design simple

fittings which, if necessary, can be made by the builder, provided he possesses a reasonable amount of skill, although one or two items will require brazing.

There is no doubt that very soon after publication one or two enterprising firms, which already make sets of Cadet parts and other *Yachting World* design fittings, will have available sets of the new *Yachting World* 14ft Day Boat fittings also.

The mast is hollow, but very full details and dimensions are given on the plans. It can be made pear shaped in two parts, with a luff groove with the centre scooped out, or alternatively it can be made box shaped with an external type track.

The rigging generally has been kept right down to a minimum and as simple as possible. The plans show one pair of shrouds which go well aft of the mast, one set of diamond stays, and a forestay. The jib is hanked to its own halliard, a process which helps to keep the luff taut for windward work.

The plans also include a timber schedule giving a choice of a number of different kinds of timbers for each particular purpose, showing those principally recommended.

Drawings are extremely detailed and com-

prehensive, and contain all the information needed to complete the boat. Should you, in the course of construction, come up against some difficulty, study the plans very carefully again on the job itself, and you will probably find that the difficulty will solve itself.

Will builders please note that we cannot undertake to produce special modifications of our plans to suit individual ideas and requirements. When built to the standard design *Yachting World* 14ft Day Boat will provide a sound, robust general purposes craft with a good performance under sail or outboard motor.

As to cost: The designer estimates that the *Yachting World* 14ft Day Boat could be built for a cost in materials and fittings, less sails, for approximately £50-£70, according to the class of materials used. Sails would cost from £15 to £18.

The cost of the plans will be £2 2s per set, and are obtainable from The Publisher, *Yachting World*, Dorset House, Stamford Street, London, S.E.1.

ONE OF THE CONSTRUCTIONAL PLANS REPRODUCED SHOWING MAIN FRAME OF BOAT

