

design

FULMAR

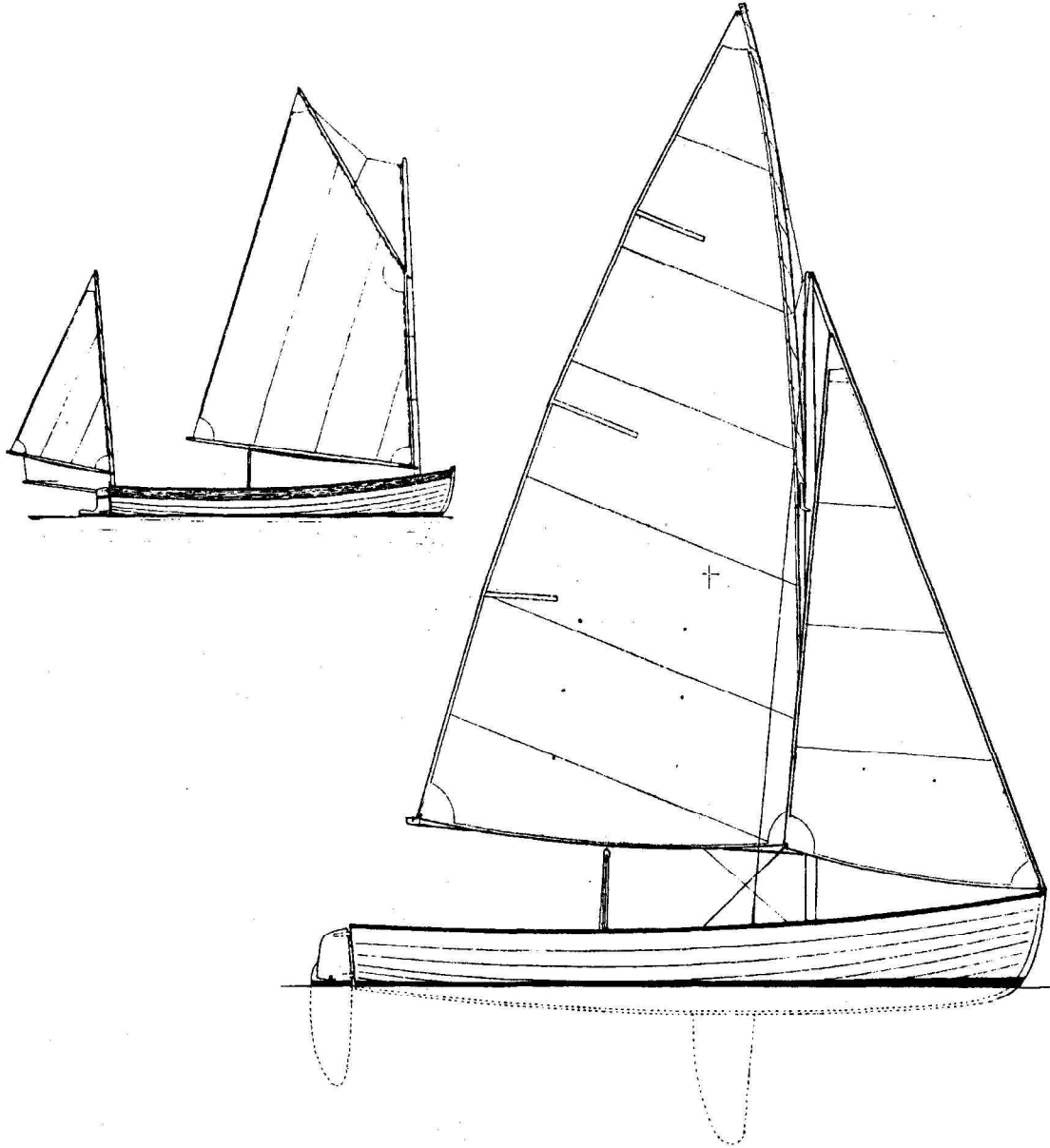
no. 43

LOA: 16' - 8"
5.08m

Beam: 5' - 10"
1.8m

Weight: hull: 300lbs rigged: 390lbs
135kg 175kg

Sail: 160sq ft (sloop)
144sq ft (yawl)
14.87/ 13.38sqm



Type: centreboard dayboat Sailing rig: gunter sloop or gaff yawl Capacity: 2 to 4, sometimes 6

BUILDING INFORMATION

CONSTRUCTION: glued lap clinker plywood
OPTIONS: traditional plank – cold-moulded –
strip plank
BUILDING TIME: 360 hours Rig + 120

COST:
Materials £ 1300 Rig + 900
Plans: 6 sheets with instructions

The FULMAR design has been gradually evolving over a number of years. The same comments on design, options etc apply again. She is a big boat as dinghies go; she will happily carry five or six people under sail, or will make an ideal 'dinghy-cruiser' for two.

The hull form is reasonably full-ended, with plenty of flare; the run is fairly flat and the transom

moderately wide, to give her a good performance in planing or semi-displacement sailing, without being too broad and flat aft in the manner of a racing dinghy (-which becomes unbalanced when it heels too far, and is likely to luff too sharply on the wind, or broach). With this combination of performance and general ability, along with a good load-carrying capacity, **the FULMAR** makes a very capable little cruiser, and can undertake extended coastal cruises. In the hands of - I hope it goes without saying - an experienced crew.

The gunter sloop rig, although of generous area, is a much more seamanlike arrangement than the more usual bermudan sail plan. As it is reefed, there is no excess masthead high up, where it can do most harm in terms of resistance, pitching moment, and capsizing tendency. In extreme conditions - such as being caught out in a sudden squall, or in a gale at sea - that extra two metres of masthead would be more detrimental than the whole of the mast below the shrouds. Besides which it becomes feasible to lower and raise the mast on the water, if necessary.

The mast and yard are hollow to reduce weight; assembled by a simplified system which does not require hollowing out. The gracefully curved yard is not hard to make, but is not essential.

A more traditional appearance is offered by the gaff yawl rig, along with the benefits of a simpler set-up without standing rigging.

The boat is oversize for enjoyable rowing, but it may be wise to carry a pair of oars for emergency. Ideally for two rowers side-by-side. Otherwise a light auxiliary outboard motor will be needed in many areas. Like her smaller sisters, **the FULMAR** can make an excellent launch, with outboard or inboard power.

