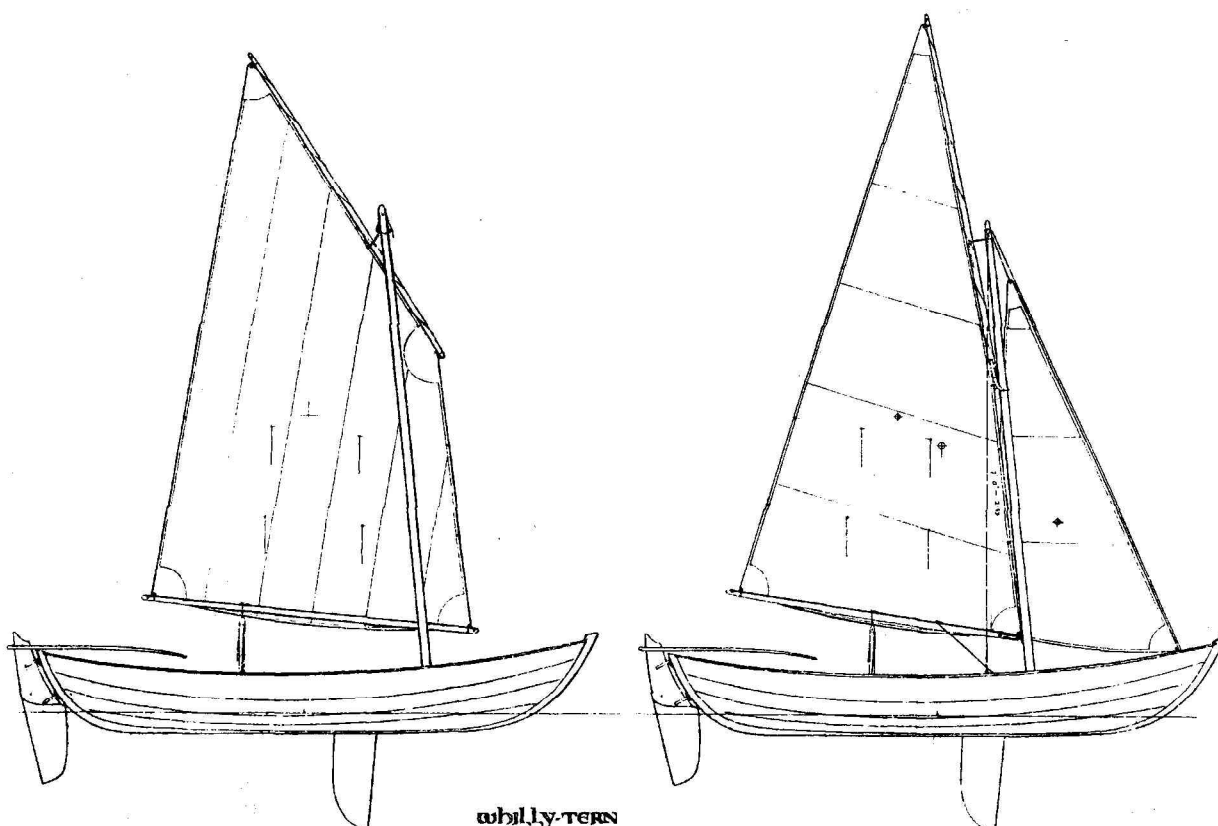


# WHILLY TERN

design

no. 92

LOA: 15'-2"    Beam: 5'-1"    Weight: 160 lbs    Sail: 83 sq ft (lug) 95 sq ft (sloop)  
4.62m        1.55m        72 kg        7.7 sq m       8.82 sq m



Type: double-ended beachboat    Sailing rig: balanced lug or gunter sloop    Capacity: 1 to 3

## BUILDING INFORMATION

CONSTRUCTION: glued lap clinker plywood  
OPTIONS: none  
BUILDING TIME: 220 hours    Rig + 80

## COST:

Materials: £900    Rig + 600  
Plans: 5 sheets with instructions

The Shetland Ness Yoles and Sixerns were a strong influence in these designs, with their wonderfully shapely and seaworthy hulls. However a recreational boat would have to have a different hull form and less external keel; therefore it was felt that a new design should not imitate an old type, but should be worked out to suit her purpose as well as possible, absorbing as much of the tradition as appropriate, without it being forced upon her. In the end, I think they look quite Shetlandish, without being presumptuous.

Construction is simplified glued lap clinker plywood, with a wide bottom plank and three topside strakes. This is much the same as the dory construction, with a keel but without the frames. Built-in buoyancy is optional, with some decking fore and aft, below sheer height.

This hullshape is very much like a small surf boat or whale-boat, with a great deal of reserve buoyancy above the waterline. This means that although they will not row fast in smooth water, they are very able little sea boats. One or two determined rowers will be able to pull them into a short steep sea, and they can run safely before breaking seas that would have many more conventional boats in trouble. The ends are well balanced, the stern being less wide and flat than would be ideal for fast sailing - this is in the interests of the hull balance and general seaworthiness. An experienced crew could take one of these boats on some fairly adventurous coastal voyaging.

The intention has been to devise boats capable of accepting a wide variation in crew weight, and experience, being reasonably stable and comfortable in a wide variety of conditions, while being handy and responsive on all points. The carrying capacity is very good, so that the boats are particularly good for 'dinghy-cruising'.

The standard rig is the standing or balanced lug, which is nearest in form to the traditional dipping lug. It is a safe and manageable rig in a variety of conditions, easily set and lowered even on the water.

The gunter sloop rig is a smaller version of the older Shetland (1950s) racing rigs; it suits more serious sailors who don't mind the extra cost and complication.

So the choice of rig will depend on the use of the boat, and the preference of the crew. The lug sail gives the best combination of simplicity, low cost, and all-round performance with easy handling, especially for single-handed sailing. A yawl rig is also now available.

The gunter sloop will be the fastest, and most fun - and most work. Two optional rudders are shown; a deeper lifting blade for convenience in shallow water, and a fixed rudder for simplicity.

