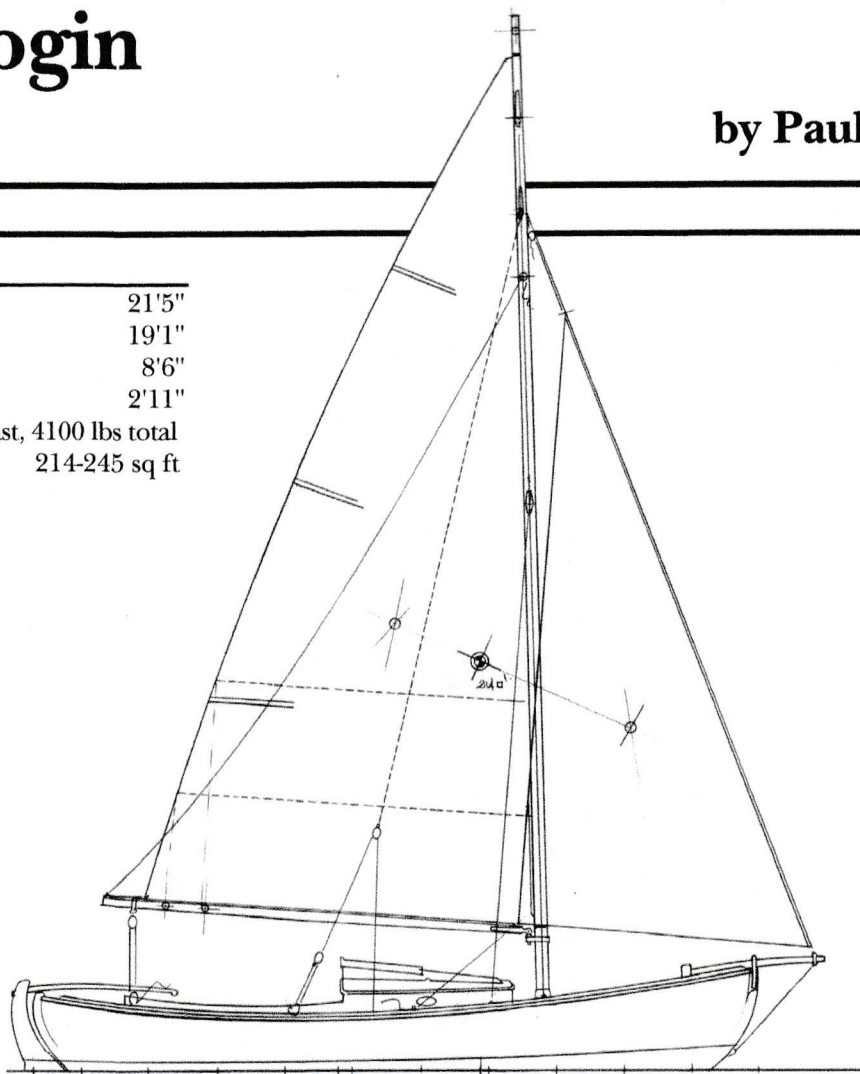


21' Sjogin

by Paul Gartside

PARTICULARS

LOA	21'5"
LWL	19'1"
Beam	8'6"
Draft	2'11"
Weight	1140 lbs ballast, 4100 lbs total
Sail area	214-245 sq ft



There's something archetypal about Scandinavian-designed boats. They seem to speak to something inside us, whispering "I am what a boat's supposed to look like." This seems especially true when a boat is lapstrake planked. The sweeps of the plank lines accentuate the strength of the sheer, mirroring the shapes of the waves on the water the boats are intended to survive.

Sjogin's (pronounced so gin) roots are Swedish but these plans are a creation of the New World. Russ Manheimer took the lines off the original SJOGIN, a Swedish kosterboat, and provided the measurements to Paul Gartside of Shelburne, Nova Scotia. Gartside is well-known as a designer and builder of some of the saltiest boats in North America; his work has a traditional European grounding with an ineffable sense of the Americas. Gartside tweaked the measurements slightly and drafted a new boat with all the grace and charm of the original, adding modern options in construction and creating a comprehensive set of plans that document the boat for modern-day construction.

The new Sjogin is simply a charmer—beamy, low-draft, and easy as all get-out. She is just big enough to

ability, yet still small enough to provide the economy and potential range of a trailer-sailer. Her 8'6" beam is the maximum for un-permitted over-the-road trailering in most states, and while her two-ton displacement means a sizeable vehicle is necessary, it's completely possible to spend the summers in New England and the winters in The Bahamas without making the transport a major production.

Gartside gives us lots of choice both in construction method and in sailing rig. Plans include details on glued-lap plywood, smooth-skin cold-molded planking, and traditional clinker planking over steam-bent frames. Glued-lap ply or cold-molding would be best for trailer-sailers, but it would be a shame to lose the fine lines of the laps with cold-molding. Rig choices include marconi or gaff, sloop or yawl, all with elegant proportions and a shapely bowsprit.

Gartside's plans are standard documentation for a new build; they are thoroughly detailed but they count on the builder having solid experience. Lofting is a must, and this build is a serious undertaking. Gartside estimates it a 2,500-hour commitment. The payoff is a true little ship