

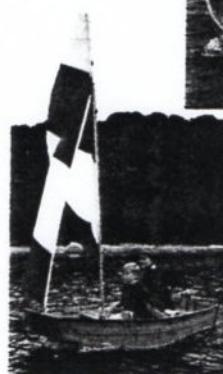
Just Launched

Hard Dinghies

Edited by Charles Mason

SAILING TENDERS

If you want to start a spirited conversation among cruising sailors, just ask what makes a good sailing tender. A substantive discussion will quickly gravitate toward the important matters—the optimum overall length, load-carrying capacity, stability, durability, flotation, weight, onboard stowage, and ease of handling under sail and power. In time those requirements will be refined by further annotations. For example, will the tender be a workboat, a recreational or exploration vehicle, be handled by children, or be an addition to the existing inventory of onboard safety



Clockwise from left: the Britannia Folding Dinghy, Dyer Dink, and Hunter 90

should have a bit of all these attributes, although how they are prioritized will inevitably get down to personal taste and requirements.

Asking whether a rigid hull can do the required tasks more efficiently than an inflatable will intensify debate, particularly when sailing and rowing performance are included in

items? Most experienced sailors agree that a good tender

the requirements. Sailing a small boat while cruising on a larger one can be a very enjoyable experience. And there is also the question of redundancy. When the outboard stops or an oar breaks or is lost, it's the sailing rig that will get you home.

A tender will have a big influence on deck layout, and rightly so. More than one cruiser has been designed literally around where the tender will be stowed on board. And that raises another point. Unless you plan to sail offshore, towing the tender astern and bringing it aboard only in heavy weather or in an emergency is an option. If the seas are big, especially when they're coming up astern, you're better off with the dinghy stowed on deck.

When you find a craft with the attributes you need for your type of cruising, get it...and then use it wisely.

—Charles Mason

Britannia Folding Dinghy

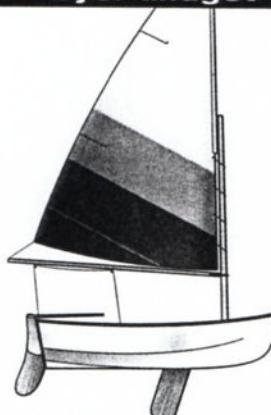


Those who like a rigid dinghy but lack adequate onboard stowage might find the answer with this mahogany (okoume) marine-plywood design. Six stainless-steel latches and two turnbuckles allow the six-piece hull to be assembled in about one minute.

LOA 7'10" Weight 60 lbs
Beam 4'2" Sail area 52 sq ft
Draft, board down 2'4"

Price
\$2,140 (FOB Annapolis, MD). Britannia Boats Ltd.

Dyer Midget



This hard-chined fiberglass boat will carry three people or one person and a big pile of gear. The sailing version comes with a full daggerboard trunk. Sail, oars and oarlocks, rudder, and tiller are standard.

LOA 7'11" Weight 90 lbs
Beam 4'11 1/4" Sail area 36 sq ft
Draft, board down 2'4 1/2"

Price
\$2,725 (FOB Warren, RI). The Anchorage, Inc.

Fatty Knees



Designer Lyle Hess drew the lines of this fiberglass dinghy, giving it a lapstrake configuration to make it tough and strong. Fiberglass seats are located around the daggerboard and in the stern. Smaller (7-foot) and larger (9-foot) versions have the same basic lines.

LOA 8' Weight 100 lbs
Beam 4'3" Sail area 50 sq ft
Draft, board down 3'3"

Price
\$2,745 (FOB Mattapoisett, MA). Edey & Duff Ltd.