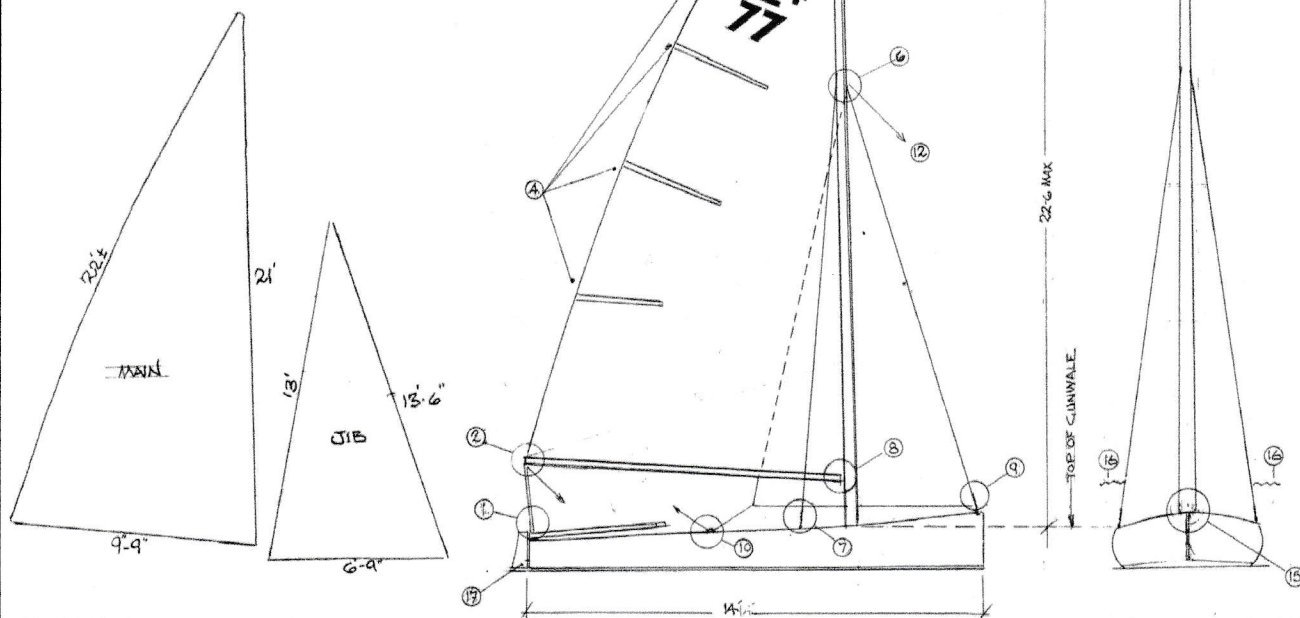


International 14

by Simon Watts

PARTICULARS

LOA	14'
Beam	5'
Draft (cb up)	8-10"
(cb down)	40"
Weight	about 220 lbs



These plans are prepared by a tremendously experienced boatbuilder and teacher. After his Uffa Fox-designed classic International 14 became too decrepit to sail, Simon Watts preserved the technology and expertise embodied in this artifact of generations-old high-performance sailing by taking off the lines and painstakingly drafting plans of the construction, rigging, and shape. He then literally wrote the book (now in digital) on how to build one for yourself. The result is a package of finely detailed plans, patterns, and descriptive text and photos that take the builder step-by-step through the process of creating an iconic racing machine.

Today's I-14s are featherlight examples of the latest composite boatbuilding techniques, exquisitely light carbon-fiber hulls and rigs, high-tech and highly expensive. This boat offers the same pleasure that classic-car buffs get from driving a vintage Porsche—you can trace the bloodline to state-of-the-art racing machines and enjoy the experience of piloting a racing machine of yesteryear. And you can take great pride in having built it yourself.

Watts' hand-drawn plans include detailed

large-scale drawings of construction plans and sections, many details also drawn at large scale, and thorough instructions for building the teardrop-sectioned wooden mast and boom. He provides plans in digital format and describes how to use these files to have full-sized mold patterns printed at a local copy shop.

While this I-14 won't plane on the aftermost few inches of its bottom like today's speed demons, the hull features a distinctive full-shouldered shape and dead-straight run that are the hallmarks of planing sailing dinghies of the first half of last century. The full bow pushes her up on plane and the straight bottom keeps her there, riding her bow wave. The very light traditional construction does its part to help.

This boat requires some challenging boatbuilding techniques to work twist into the solid-wood planks and to bend the frames, and Watts' thorough instructions and teacher's knowhow are tremendous assets. With some re-engineering, the boat could be built using glued-lapstrake plywood techniques, too—but it would be a shame to give up that feeling of re-creating and sailing a true classic.