

NESS YAWL

design

no. 59

LOA: 19'-2"

5.84

Beam: 5'-3"

1.60m

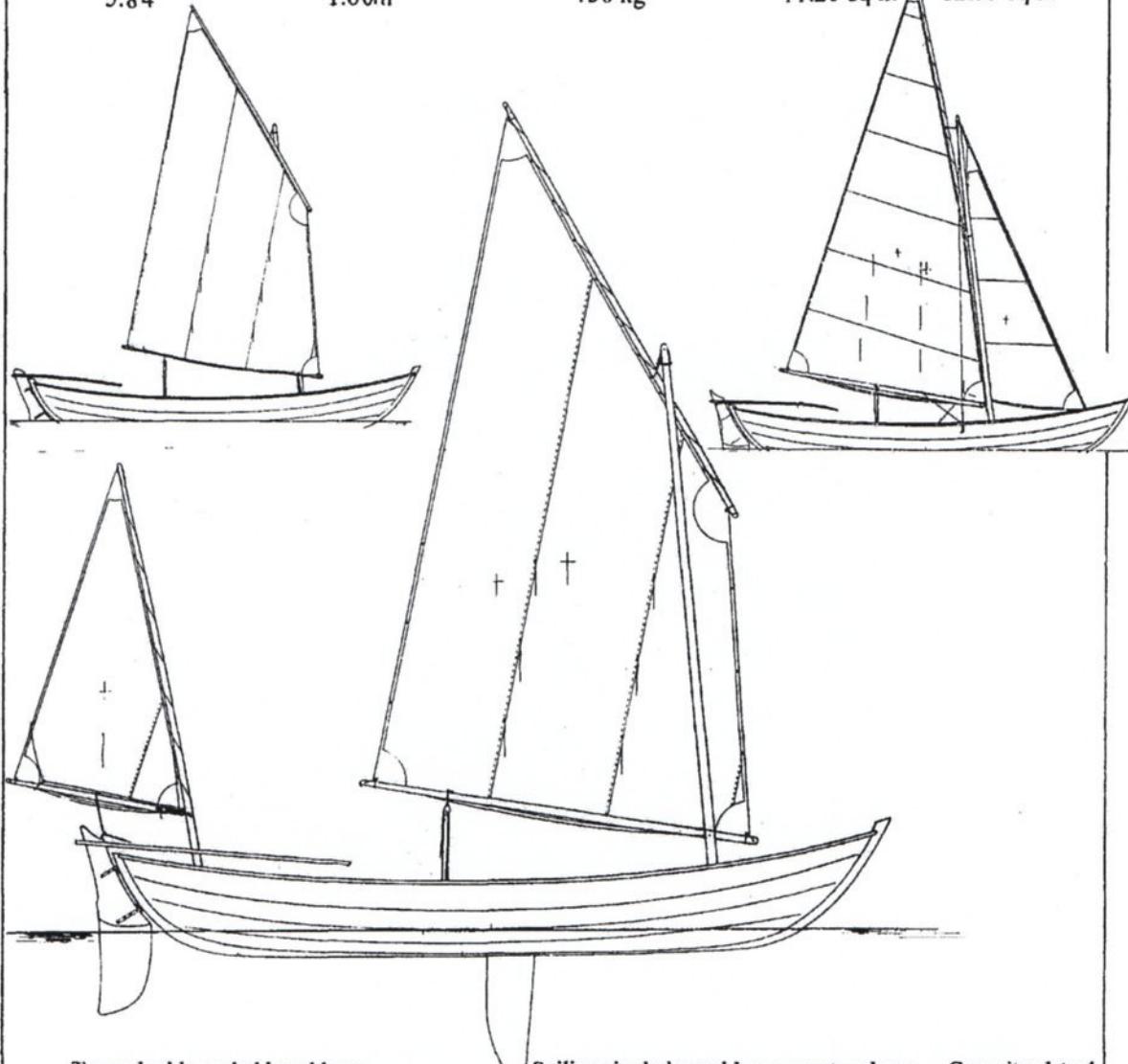
Weight: 275 lbs

130 kg

Sail: 102 sq ft (lug) 133 (sloop)

11.25 sq m

12.35 sq m



Type: double-ended beachboat

Sailing rig: balanced lug or gunter sloop

Capacity: 1 to 4

BUILDING INFORMATION

CONSTRUCTION: glued lap clinker plywood

OPTIONS: traditional plank

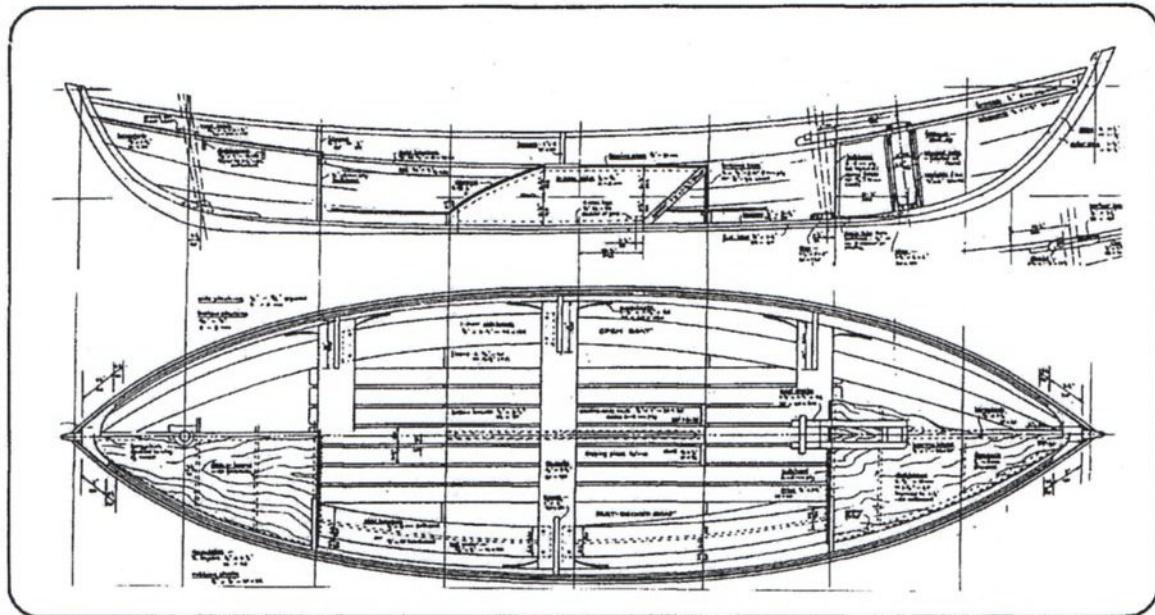
BUILDING TIME: 300 hours Rig + 90

COST:

Materials: £1200 Rig + 850

Plans: 7 sheets with instructions

Basically a lengthened version of the TIRRIK, the NESS YAWL is long, lean, light and fast. Although most owners want a reasonable carrying capacity within a limited length, my own preference is for a longer, narrower hull, that will slide along with very little effort in the lightest breeze. Such a craft can offer the sheer delight of lively sailing, and can be a revelation to sailors who expect little more than workboat performance. Windward ability is exceptional;



the hull lifts lightly to short steep seas and the flare and buoyant ends keep the crew relatively dry.

The moderate beam and long waterline, similar in proportion to the Ness Yoles which inspired the design, mean that she can be rowed single-handed, and fast with two (or more) rowers. (In contrast to the CALEDONIA YAWL, which is a handful for a lone oarsman in any sort of breeze.)

It seems to me, in fact, that many existing designs can be improved, simply by making them longer. You get a considerable reduction in wave-making resistance, which means more speed for less effort, and a generally better-behaved boat, which is less readily thrown off course or out of balance by awkward waves, momentary wind shifts, or imperfectly set sails.

But in the type of boat in question, whereas a 16 footer may cartopped, if necessary, and stored in an average garage, a 19 footer is more of a handful out of the water, and this factor could make it impractical for some owners.

The original sailing rig is a large balanced lug foresail with a small mizzen. The 102 sq ft - 9.5 sq m foresail is quite a generous area, however, for a light craft of this size. But with a quick reefing system it gives excellent performance in a wide range of wind speeds.

The mizzen does not add much power, but can facilitate the management of the boat in many circumstances, especially single-handed. It enables the boat to heave to quietly while setting sail, reefing, pausing for a snack, etc. With an optional mainmast step, the mizzen can be left ashore when going for a short sail. But I now feel the mizzen is not essential for heaving to etc, and hardly justifies the complications of setting it up.

For ultimate simplicity, there is an 80 sq ft - 7.4 sq m auxiliary sail, for use in a fishing or general workboat.

A gunter sloop rig is also now available. This is more of a handful for a single-hander, but windward performance is superb. Compared with the balance lug, the sloop will point a little higher, and allow more potential for tweaking the sail shape.

For all the performance potential, the design is so versatile that it can be suitable for a variety of purposes. A boat near here is quite heavily built, half-decked, with a single sail, a steel centreplate and 4hp outboard. The owner became apprehensive reading of the prototype Jeanie Henderson's racing successes - this was not what he wanted at all. But his boat is far more civilised in her behaviour, and suits her purpose perfectly; this is for unexciting sailing in open water in whatever weather comes along, mostly single-handed, with a bit of fishing along the way. She is out most days except in winter, and neither boat nor owner are afraid of seriously rough water. This boat, the GRUOCH, was borrowed for the first Great Glen Raid; she so impressed the organizer, Charles-Henri, that he immediately ordered one for himself. (Called Alba, she is now ALBANNACH).

Construction and fitting out options are the same as for the TIRRIK and WHILLY TERN, with built-in buoyancy, outboard well, side benches etc.