



Photo by Karl Rabe

WITH Alcatraz in the background, the Pelican churns the choppy bay.

Pelican

By William H. Short

THE ANNUAL San Francisco Trans-Bay Pelican Race has already become a popular classic. On June 11, 1966, the big event attracted Pelicans from all over California and Washington, and forty-two Pelicans participated. The race to San Francisco from Sausalito and return now includes a windward leg to test the Pelican's tacking ability. She is smart to windward, too. Not a single Pelican capsized or met any trouble this year, although the afternoon breezes were fresh as ever.

Throughout the planning research for the Pelican, the designer kept firmly in mind the challenge of San Francisco Bay's strong winds and rough water. At the same time he was aiming at a design simple to handle—and fast. The Pelican is a little craft capable of safely crossing

This champion "little ship" is easy to build, sail, handle, own and love.

San Francisco Bay's main ship channel west of Alcatraz (the weather side) from Marin to San Francisco in the strong afternoon winds. On the face of it, none of this seems impressive, until the size and type of boat is known—stalwart 12-foot centerboarder.

Chloe, the original Pelican, passed all her heavy-weather channel tests with flying colors. An article appearing in *Rudder*, May 1963, thoroughly describes her sailing characteristics. Briefly, her great stability and buoyancy are created by combining the lines of the famous Banks fishing dory with the Oriental sampan. Foredecks, side decks and ample stern deck, make her exceptionally dry. Real coamings around the entire cockpit complete her corkiness. The combination of resilient lug rig and the great flare and freeboard of her beamy topsides make her outstandingly safe.

The Pelican can be sailed either as a lug cat or lug sloop rig. The regular cat lug is not changed in any way, nor is the mast shifted. Big and long, the plywood centerboard can be swung forward enough to balance the helm nicely, when sailing with the jib. In brisk winds the mainsail is certainly all that is needed. (72 sq. ft. main, not counting large roach, and 33 sq. ft. in the jib.) She will plane and surf serenely, often when larger boats are starting to seek shelter.

CONSTRUCTION

Basically, the hull is formed of three sheets of plywood; only one piece for the bottom and one panel for each side. These three sheets are joined together by a transom bow and a transom stern, and two longitudinals or "chine logs" (running fore and aft inside—to connect the dory bottom to the flaring sides). An interesting fringe benefit in

the joinery work lies in these chine logs; their bevel angle or flare angle is CONSTANT clear fore and aft, from stem to stern. So the chines can be ordered pre-bevelled from the mill, and this eliminates a lot of hand faring or bevel adjusting labor.

Pelicans are built upside down upon their simple (five-part) jig. Her bow and stern transoms do double duty as hull end forms while she is building on her jig. There are four mold forms (made of 2 x 4's and 2 x 6's, these stay with the jig). The four mold forms and the big 2 x 12 strongback complete the building jig. No lofting is necessary. Pelican loafers herself. The bevel angles given in the blueprints for her chines and transom frames render it unnecessary to loft any part of her. All bevels and dimensions have been thoroughly proven.

After the 6" wide laminated plywood keelson is pulled down on the strong-

