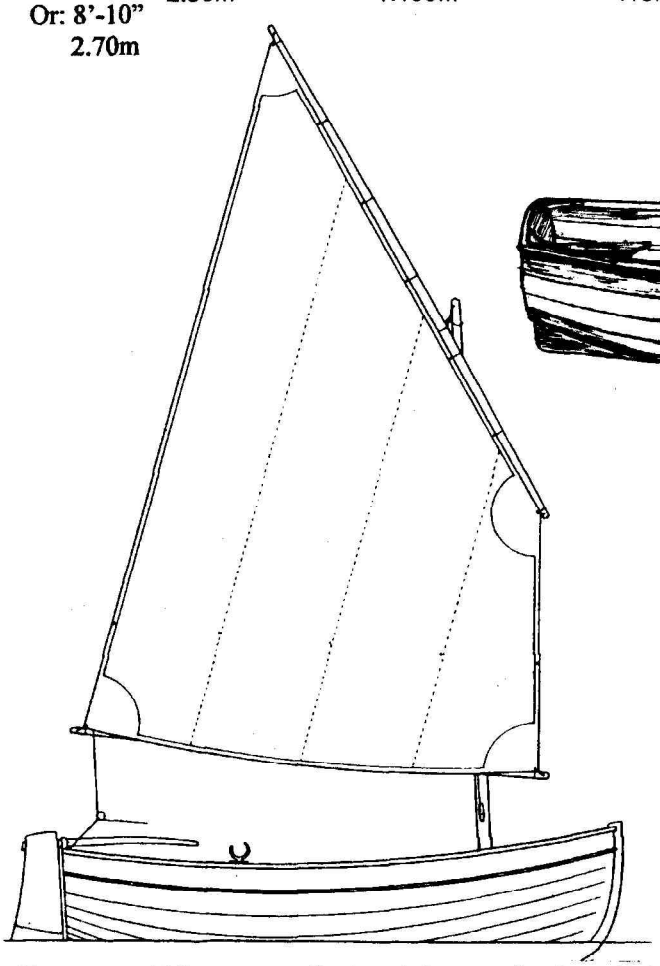
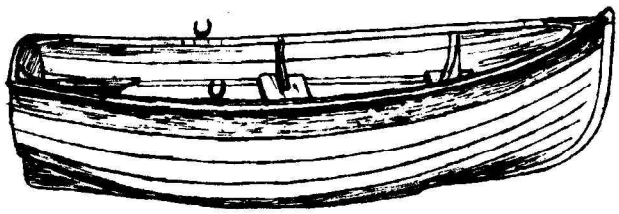
AUK

design no.52

LOA: 7'-10" 2.36m **Beam:** 4'-½" 1.195m **Depth:** 19" 413mm **Weight:** 60lbs 27kg **Sail:** 38sq ft 3.53sqm

Or: 8'-10" 2.70m



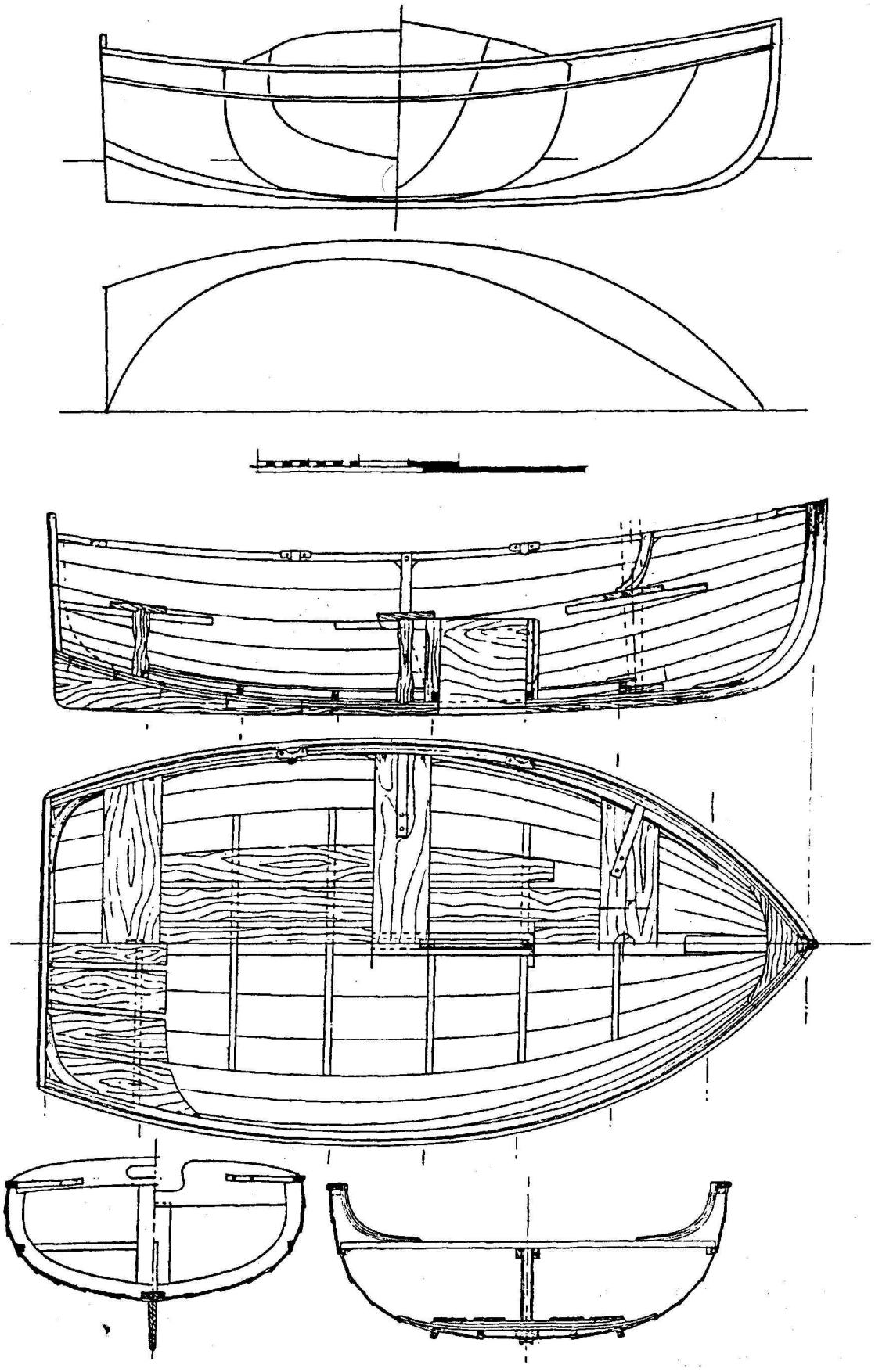


Type: round-bilge pram **Optional rig**: standing lug with leeboard **Capacity**: 1 or 2, sometimes 3

BUILDING INFORMATION	COST
CONSTRUCTION: glued lap clinker plywood	Materials £400 Rig + 300
OPTIONS: traditional plank – cold-moulded – strip plank	
BUILDING TIME: 120 hours Rig + 60	Plans: 4 sheets with instructions

These designs are based on the classic yacht tender or ship's boat type, refined for the lighter Acorn lapstrake plywood construction method. In contrast to the original Acorn 12, this is a much more burdensome hull, with fuller bilges and a bigger transom; this means that although she will not row as fast, the boat will be very much more versatile. Carrying capacity is greater, even with the reduced length; the 10' boat will carry three safely in fairly choppy water (properly handled, of course), and four or even five in sheltered water. The increased stability gives her some real power to cary sail, and enough bearing aft to take an outboard motor comfortably.

Dramatic performance is not to be expected from a boat of this type; however, the entry is quite fine and the run easy. The idea has been to achieve a model that will move along nicely and handle easily in all conditions: whether light or loaded, in smooth water or rough; under oars, sail, or outboard.



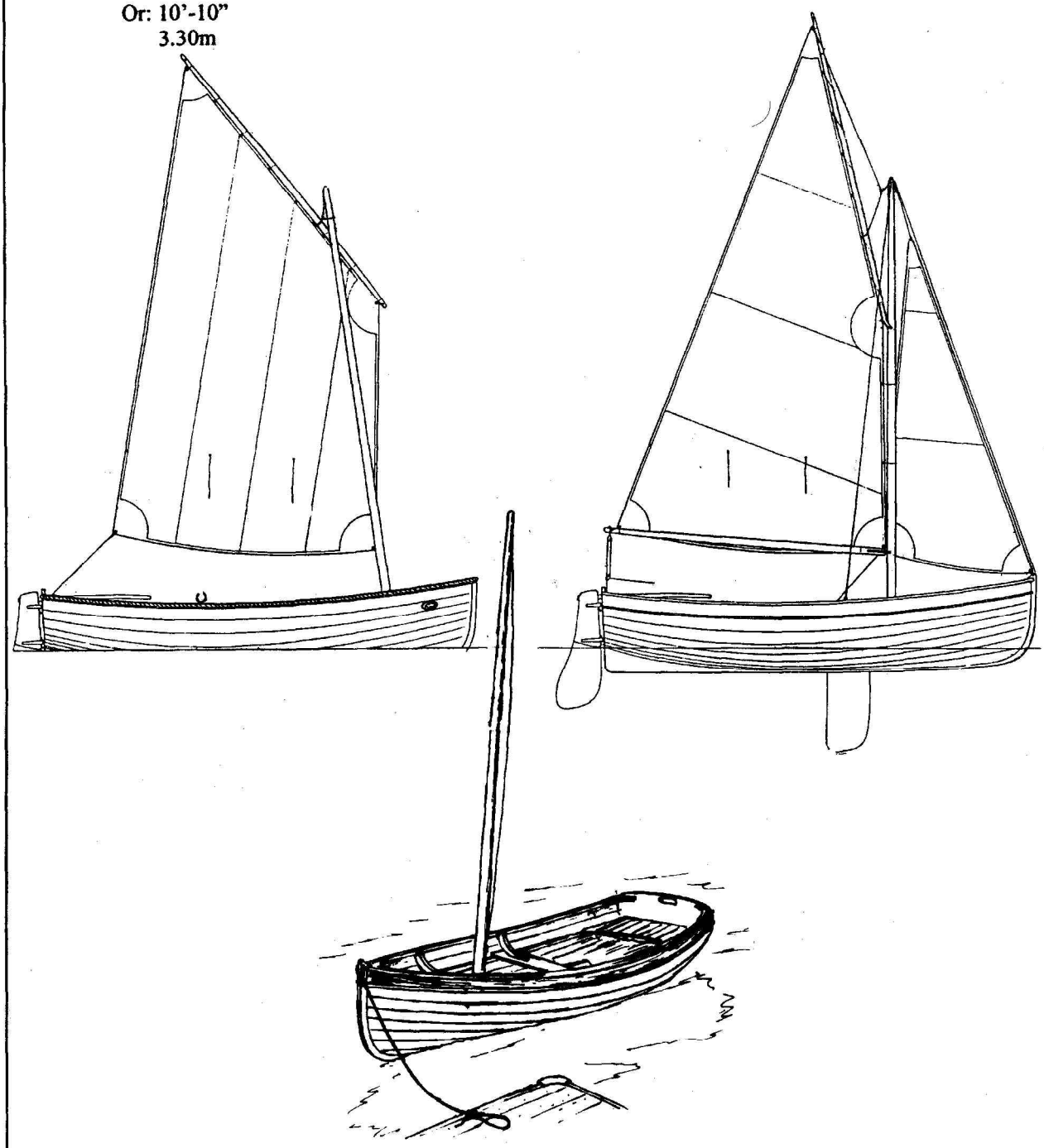
design

PUFFIN

no.31

LOA: 10' -2.5" 3.11m **Beam:** 48" 1.22m **Depth:** 18" 460mm **Weight:** 100lbs 45kg **Sail:** 54/65sq ft 5.2/6.04sqm

Or: 10'-10" 3.30m



Type: round-bilge dinghy **Sailing rig**: lug or gunter sloop with centreboard, daggerboard or leeboard
Capacity: 1 – 3, sometimes 4

BUILDING INFORMATION

CONSTRUCTION: glued lap clinker plywood
OPTIONS: traditional plank – cold-moulded – strip plank
BUILDING TIME: 160 hours Rig + 60

COST
Materials: £500 Rig + 400

Plans: 5 sheets with instructions

The appearance of the finished boat has also been considered important right through the design process. Anyone who is prepared to go to the trouble of building such a boat, or the expense of buying one, deserves to finish up with something that will always be a pleasure to look at, and will be admired in any company. I could go on about the sweet sheer, the just-right stem (not too straight - not too round), the nicely-proportioned layout etc, but the prospective owner/builder can compare these things will similar designs, and decide whether the whole boat fits his idea of what such a boat should be. The overall shape is one that can be built and finished very plainly, or, she can be done out in a "yachty" manner; if the materials, fittings and embellishments are carefully worked out, she can be an extremely handsome little boat, that would look quite at home in the davits of the most elegant of yachts.

Some suggestions are offered for "workboat" construction. The boat can also be built in traditional clinker/lapstrake contruction; scantlings etc are now provided for this, and the lining-out of the planks, shown accurately on the full-size patterns, ensures that this vital part can be done right.

The balanced lug rig was chosen, as giving about the best overall deal in terms of simplicity, setting up, handling, reefing, and stowing. It is a very efficient sail generally for its size and proportion. The spars all stow inside the boat.

The optional gunter sloop rig makes her a proper little sailing vessel. This is an efficient, yet easily handled and seamanlike rig, and is ideal for young people to learn to sail with. The area is sufficient fo a lively performance, yet with reef points which enable a lightweight crew to take her out in a good breeze, or to get home safely if it blows up during a day out.

The 8'AUK tender is similar in beam and midsection; all the above comments apply. Except that performance and carrying capacity are reduced in proportion; though every bit as good as can be expected from a boat of this size. The idea has been for a boat small enough to be stowed on deck on many yachts, but as long as can be built out of 8' sheet of ply, without scarphing.

The overall length is variable according to material: she can be 7'-7" (2.31m) long using Bruynzeel ply; or 7'-5" using standard 8' sheets (2.26m); or 7'-10" (2.39m) with a scarph join. Or 8'-10"!