

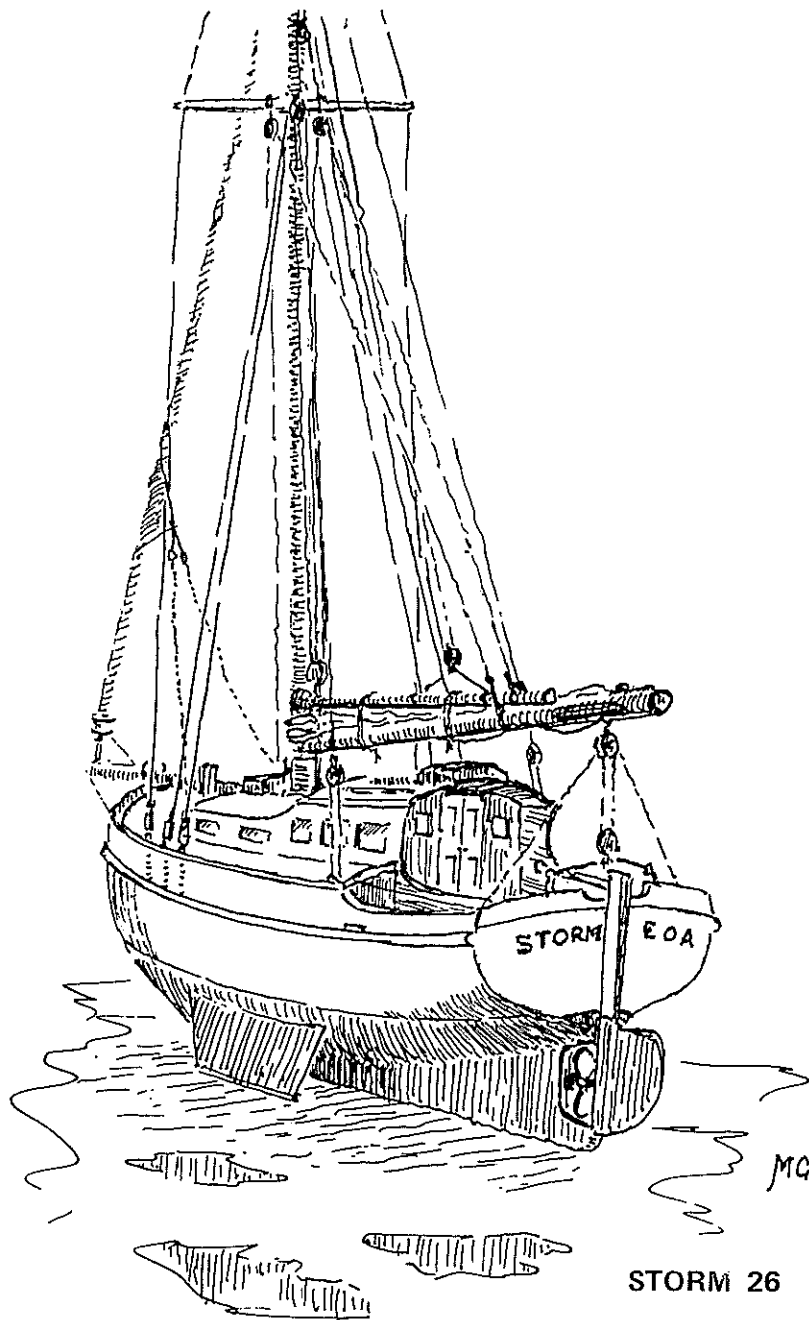
# YACHTING MONTHLY

## STORM

26ft. BILGE KEEL  
or  
CENTREBOARD  
Cruising Yacht

Design Ref 192  
by  
Maurice Griffiths

7 Tons Thames measurement



STORM was designed as a fairly simple, sturdy shallow draft boat suitable for family cruising in estuary waters; but like the EVENTIDE, GOLDEN HIND, LONE GULL II and TIDEWATER Class yachts by the same designer, this boat would be able to make long distance blue water voyages to other parts of the world if required.

Builders' individual demands for different rigs are inevitable, and three variations of normal rigs are offered: (a) Stemhead Bermuda sloop, (b) Bermuda cutter with short bowsprit, and (c) Gaff cutter with short bowsprit. For these boats the form of bowsprit the designer favours is the flat plank-type detailed in Sheet 4. It is safer to stand on if necessary, and its thwartships stiffness avoids the need for bowsprit shrouds. A double roller fairlead set a few inches forward of the stemhead is an advantage for anchor and mooring chains, and keeps the stem clear of cable chafe without the need for an ugly bow fender.

Modern roller reefing gear on headsails takes much of the hassle out of jib changing (provided they don't snarl up in strong winds!) but there is much to be said at sea for a divided headsail rig - a working jib (on roller gear?) with an inner forestaysail (Sheet 4, Rig B, or Sheet 7).

The accommodation layout (Sheet 2) is a plain well tried out plan for a 26-footer, with four fixed berths, separate heads and clothes hanging lobby, a practical size of leaf table, a convenient size of galley to port (recommended side so that it is usable when ship is riding hove-to on starboard tack in heavy weather), and a chart table opposite.

If a cabin heating stove as shown is not wanted, the starboard settee can be made L-shaped, and if the Builder wants it, a little ingenuity with the dropleaf table can then be made to convert this angled settee into a double berth. For a growing family there is also room for a quarter berth under the cockpit starboard side seat, with the chart table itself hinged over the bunk head.

STORM was designed as a bilge keeler with a heavy enough iron ballast keel (about 3,000 lbs) and firm bilges to make her stiff under sail, and to ensure she recovers if ever she is knocked down with sails in the water, or even rolled down by an overwhelming sea. This little ship will not turn upside down and stay that way, keel uppermost, like some noted RORC racers.

Some builders who have a distrust of bilge keels (it is difficult to repair the hull if a whale punches a hole in the planking between a bilge keel and the garboards) may decide on the Centreboard version.

There is no difference between the bilge keel and centreboard hulls, except for the slot in the keel for the plate and the construction of the centreboard case. Sheet 5CB shows details of the slotted iron ballast keel, and Sheet 6 details of the centreboard case. This is made with easily removable inspection panels above the waterline for access to the plate and its lifting gear while the yacht is afloat.

The hull was designed to be built traditionally in wood, and the Construction Plan (Sheet 3) with its specifications is for a carvel planked hull with laminated timbers and galu steel floor frames. There is no reason, however, why Builders with other skills should not construct their boats with clinker (lapstrake) planking if they prefer - with this boat's sheer, the visual effect, especially if varnished, would be delightful.

Other builders might choose edge-nailed and glued strip planking, or laminates pinned and glued, or one of the contemporary methods employing a resin-glass and foam sandwich skin. This hull would also be adaptable for building in ferrocement, if a slightly overweight displacement (approx. 10-15 per cent) and a small increase in loaded draft would be accepted. The dedicated steel worker on the other hand, with the help of a skilled plate bender available, could make a good and strong job of this boat in steel without any foreseen problems.

Because of these various options in building methods, a schedule of materials and timber cutting list have not been made available. Advice, however, could be obtainable from the Eventide Owners Association upon purchase of a set of the plans.

Length OA	..	..	26ft	Displacement	..	..	11,330lb approx
Length Waterline	..	..	23ft 3in	Ballast	..	..	3,000lb
Beam	..	..	8ft 6in	Bilge Keels	..	..	372lb
Draft	..	..	3ft 4in	Sail Area	Sloop	..	355sq ft
Centre Plate version	..	..	6ft 4in		Cutter Rig		385sq ft