YACHTING MONTHLY

WATERWITCH MK. 1. 26/30 FT. SHOAL DRAUGHT CRUISING YACHT

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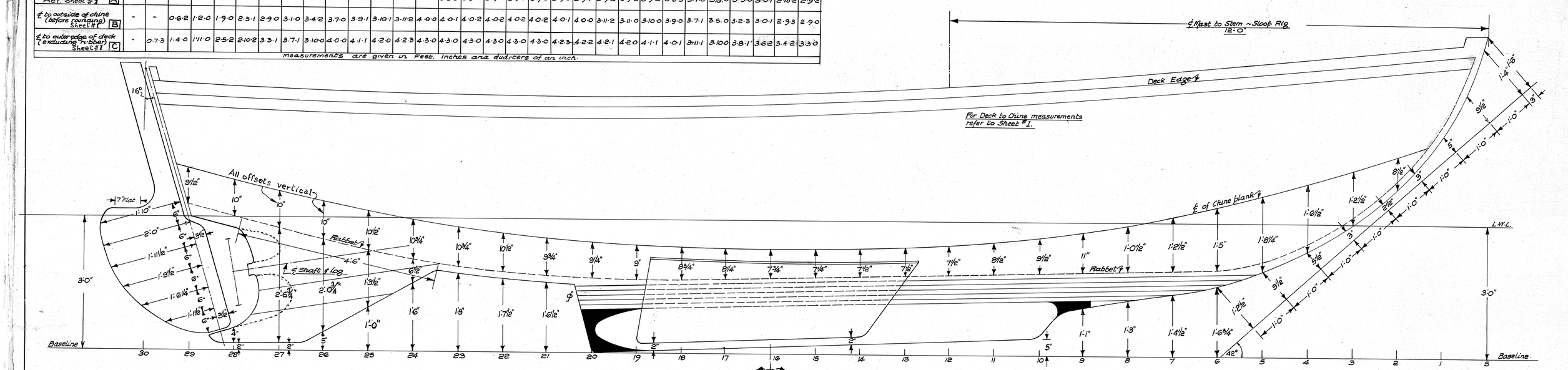
DESIGN NO 182 MK.1 | SHEET # 2 | KEEL & BILGE KEEL CONSTRUCTION DETAILS

TABLE OF OFFSETS

HALF BREADTHS	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30.
Keel Rabbet to ℄ Chine Plank. Ref. Sheet #1 A	-	-	0·10·2	1·7·2	2·2·0	2·6·3	2·10·2	3·1·0	3·3·2	3·4·3	3·6·2	3·7·1	3·8·0	3·8·2	3·8·3	3·9·0	3·9·0	3·9·0	3·9·0	3·9·0	3·9·0	3·9·1	3·9·2	3·9·2	3·9·2	3·8·3	3·7·0	3·5·0	3·3·0	3·0·1	2·10·2	2·9·2
℄ to outside of chine (before rounding) Sheet #1 B	-	-	0·6·2	1·2·0	1·9·0	2·3·1	2·9·0	3·1·0	3·4·2	3·7·0	3·9·1	3·10·1	3·11·2	4·0·0	4·0·1	4·0·2	4·0·2	4·0·2	4·0·2	4·0·2	4·0·1	4·0·0	3·11·2	3·11·0	3·10·0	3·9·0	3·7·1	3·5·0	3·2·3	3·0·1	2·9·3	2·9·0
℄ to outer edge of deck (excluding ?ubber) Sheet #1 C	-	0·7·3	1·4·0	1·11·0	2·5·2	2·10·2	3·3·1	3·7·1	3·10·0	4·0·0	4·1·1	4·2·0	4·2·3	4·3·0	4·3·0	4·3·0	4·3·0	4·3·0	4·3·0	4·3·0	4·2·3	4·2·2	4·2·1	4·2·0	4·1·1	4·0·1	3·11·1	3·10·0	3·8·1	3·6·2	3·4·2	3·3·0

Measurements are given in Feet, Inches and Quarters of an inch.

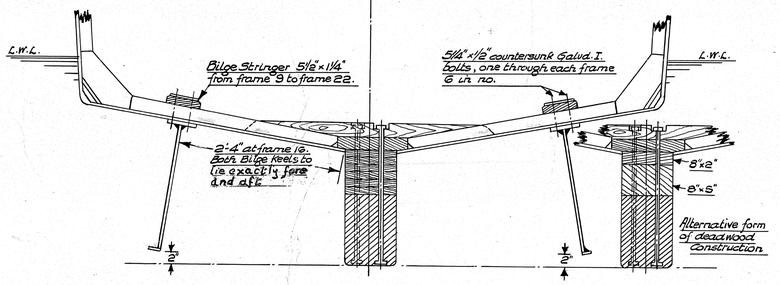


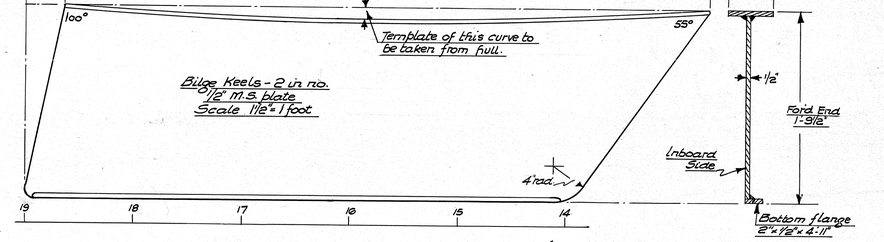
Rudder skeg and aft deadwood:
(a) shaped from solid piece of hardwood about 5'-6" x 2'-0" to 1'-8" = 4½", or
(b) built up as shown using hardwood planks about 4'-6" x 1'-6", 6", 6" & 9", four in no., sided 4½". Forward (leading) edge to be well rounded; after edge except in way of the stern tube to be chamfered off for abt. 7" to a thin edge (say ½").

Note: All other measurements above the rabbet are to be taken from Sheet #

℄ Deadwood built up with 1¼" or 1½" laminations as convenient. After end of keel & deadwood to be tapered and chamfered off to a fine edge. See also section showing alternative method of construction.

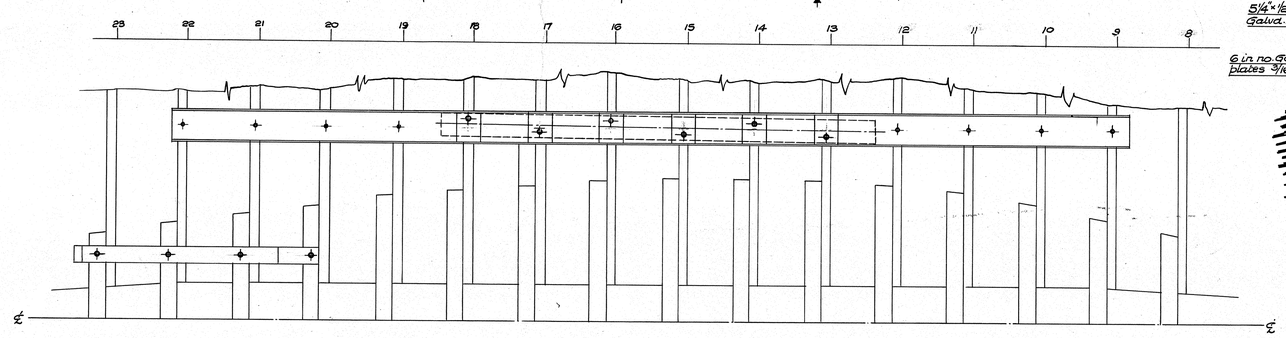
Scale 1:12

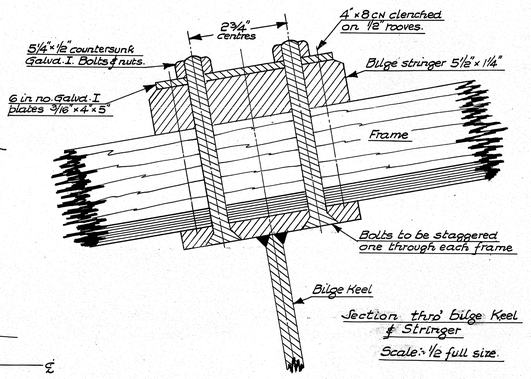




DIMENSIONS

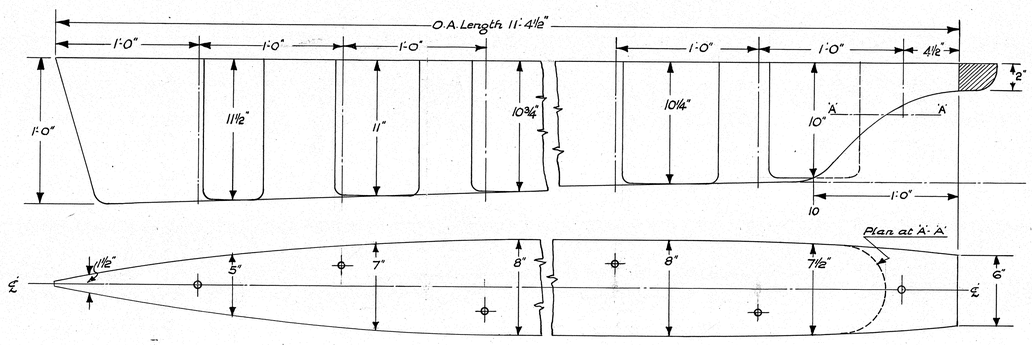
L.O.A.	30'-0"
L.W.L.	26'-0"
BEAM AT DECK.	8'-6"
BEAM AT CHINES.	8'-1"
DRAUGHT. MK. 1.	3'-0"
EST. WEIGHT (HULL ONLY).	3,200 LBS.
IRON KEEL.	2360 LBS.*
BILGE KEEL PLATES (2).	340 LBS.
DISPLACEMENT (CRUISING TRIM).	9,800 LBS.
THAMES MEASUREMENT.	8 TONS





Section thro' bilge Keel & Stringer
Scale: ½ full size.

*BALLAST NOTE: To reduce the amount of inside ballast normally required to trim these yachts down to their marks, it is recommended that the depth overall of the cast iron keel shown here be increased by 2½", to 1'-2½" at the after end and 1'-0½" at the forward end. Estimated weight increased to 3,300 lbs. Positions & diameter of bolts unchanged.
(Mod. 4/66)



Detail of Iron Ballast Keel. Estimated Weight 2360 lbs. Scale 2" = 1 foot.
Keel Bolts ⅞ M.S. through floors at 1'-0" centres. Eleven in number.
Inside ballast to be provided only if required for trimming.