

THE GOLANT GAFFER

**3.8M (12'6") L.O.D. TWO BERTH CRUISER - SPARKLING PERFORMANCE -
BUILD HER YOURSELF - PLANS WITH FULL SIZE BULKHEAD TEMPLATES**



**Full Set of Plans £265 Overseas £275
Study Details £10**

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Dear

Thank you for your enquiry about the Golant Gaffer. Following our launch of IRENA in May 1995 we have been delighted with the response to the Golant Gaffer concept and sail numbers are in the 70's. Many self built boats have now been launched - last season there were four on moorings at Mylor which made a very nice sight.

The construction produces a tough little boat, a ballast ratio of 45% and a hull with good form stability makes her very stiff and able to carry her full sail at the top end of a Force 4. Complete control of all sails is from the cockpit as both headsails are roller furled and all halyards lead to the cockpit. The mainsail, topping lift and reefing lines are all within easy reach by standing in the safety of the companionway. When reducing sail in stronger winds good balance is obtained by using different combinations of sail from one reef in the mainsail with jib, down to two reefs and the staysail.

Under power she is extremely manoeuvrable with her Yanmar 1GM10 driving through a two bladed sailing propeller. She will turn in her own length and has reasonable control going astern. The bowsprit is readily retractable if necessary to reduce berthing costs and the mast can be raised and lowered with two people. We have made short beaching legs for IRENA to dry out upright and these can be stowed in the cockpit locker.

Although it would be possible to sleep on the cockpit seats, the design is really a two berth boat. This can be made more comfortable by raising the floorboard in the cabin and utilising the back rest cushions as an infill to form a wide double berth, albeit obstructed by the main post. The toilet through the folding door uses a Portapotti, although small sea toilets have been installed by some owners. There is good stowage in this area for hanging oilies etc and a large chain locker. Headroom is limited to keep the profile to the deck which is so important in a small boat and this is borne out by the flattering comments we have received. The galley consists of a non-gimballed two burner/grill gas cooker and a lift out washing bowl which when covered forms a small chart table. This area has plenty of lockers and shelves. The engine box lid makes an excellent work surface and table.

A reasonable amount of woodworking experience is necessary rather than boat building as the form of construction is extremely easy using pre shaped cedar strip planking glued together with epoxy and coated with a layer of glass fabric bonded in epoxy. This forms a very tough and lightweight construction.

continued/...

The egg box system shown in the sketches provides a very accurate base to work from but we emphasise here that time must be taken at this initial stage to ensure accuracy of setting out properly.

We built IRENA is a shed measuring 6.7m x 4m at an angle with not much space at each end - headroom of 2.3m is sufficient. We worked without help (apart from moving her out of the shed on completion) using normal handtools which included a jigsaw and electric planer and battery screwdriver as all the wood was purchased finished to the correct sizes. We did hire a hand circular saw to take the corners off the wood for the mast.

We purchased the cedar strip from Joseph Thompson & Co Ltd, telephone number 0191 514 4663, who are happy to provide samples and who can supply and deliver the complete timber requirements for the boat in finished sizes although similar timber can be purchased from several other suppliers now. The glue used is the West System epoxy - their technical department is very helpful. The lead keel was made for us by a foundry in Cornwall who specialise in keels - they have the pattern for the Golant Gaffer keel and are able to supply and delivery. All the purpose made metal fittings are now available from Classic Marine of Woodbridge in bronze or galvanised steel.

Costings will depend to a large extent on how good a deal you can arrange with suppliers. With the cutting and parts lists provided with the full set of plans, you will be able to obtain estimates. As a guide the total cost for the materials for IRENA at 1993/4 prices was £11,000.00 but excluding any instrumentation. Probably now this would be nearer £14,000.00 plus "goodies".

We hope the study pack will help you decide to build a Golant Gaffer but if you have any queries please contact us. We would expect to post off the plans to you (together with a receipted invoice) within a couple of days of receiving your cheque. We look forward to hearing from you.

Yours sincerely

Irene and Roger Dongray

BRIEF TIMBER SPECIFICATION

Building frame	soft wood and ply off cuts
Bulkheads	12 mm WBP plywood
Longitudinals & berth tops	9 mm " "
Deck, cockpit seats etc	9 mm marine plywood
Cabin top	6 mm marine plywood - two layers
Hull planking	15 x 30 mm cedar strip (speedstrip)
Keel, stem and deakwood	iroko
Gunwales, toe rail coaming	iroko
Spars	douglas fir

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GOLANT GAFFER
5.7m Gaff Cutter
Cedar Strip Epoxy Construction

The full set of plans include the following design drawings:

drawing		scale	format
no.1	General Arrangement	1:10	A1
no.2	Deck and Sections	1:10	A1
no.3	Bulkheads and Longitudinals	1:10	A1
no.4	Sections - full size	1:1	
no.5	Stem and transom - full size	1:1	
no.6	Building frame	1:20	A3
no.7 & 7A	Projection showing planking etc		A3
no.8	Gunwale, cabin upstand etc	1:1	A3
no.9	Cockpit locker lids, fore hatch etc	1:1	A3
no.10	Sliding hatch		
no.11	Spars	1:20	A3
no.12,13& 14	Purpose made metal fittings	half full size	A3
no.15	Sail and rigging plan	1:20	A2
option drawing			
no. A & B	Self draining cockpit	1:10	A3
no.C	Beaching legs	1:10	A3
no.D	Bilge fins and bilge runners	1:10	A3
sketch	road trailer and deadwood	no scale	A3

Additional information

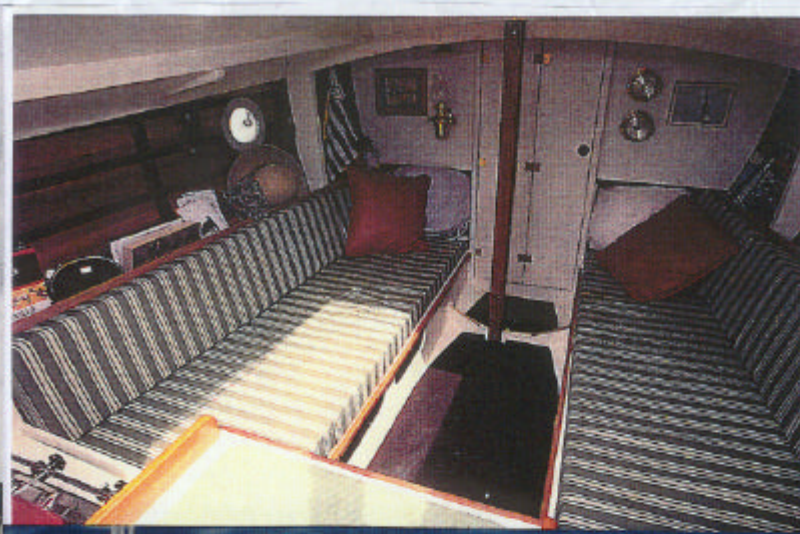
schedule of work; timber cutting list; schedule of fittings; standing and running rigging
 list of suppliers and owners list

The plans and details of the Golant Gaffer are designed for amateur building in wood and provided the boat is not built to be sold and "provided it is not placed on the Community market within five years" it is not subject to the EU Recreational Craft Directive. However it is intended that the Golant Gaffer can meet the requirements.

The price for the plans including the royalty and rights to build one boat only with the sail number issued at the time of purchase is:

	£265.00	UK
	£275.00	Overseas

Overseas payments by draft in Sterling on London bank or bank transfer into our bank account - details on request.



**GOLANT GAFFER
STUDY DETAILS**



A Build-Yourself Gaffer

Roger Dongray, creator of the popular Cornish Crabbers range, also designs boats for himself – and other competent amateur boatbuilders. Judy Brickhill sailed his latest design, the Golant Gaffer.



Golant Gaffer: Specification

Length on deck: 18'9" (5.71m)

Length waterline:
17'9" (5.41m)

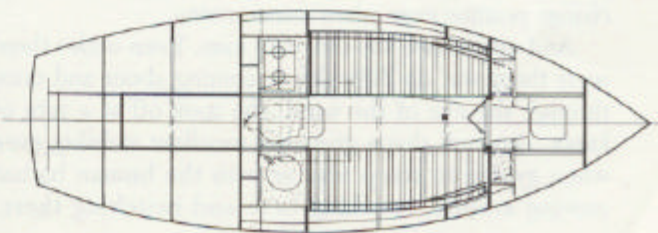
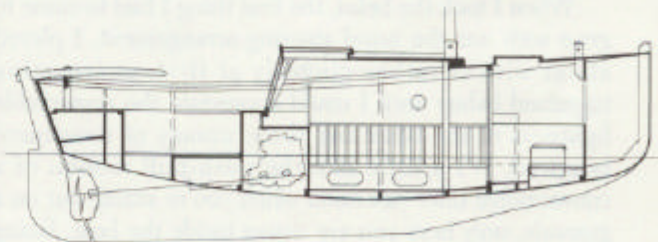
Beam: 7'0" (2.1m)

Sail Area: 265sq ft (24.61sq.m)

Draught: 2'9" (0.83m)

Displacement: 3300lbs (1496kg)

Ballast ratio: 45%



PHOTOGRAPHS BY PETER CHESWORTH

It is fascinating to see a designer's 'own' boat, his private dream as it were, which has been created for his particular corner of the market. It is especially interesting when the designer is Roger Dongray, whose deft hand and eye are responsible for some of the most attractive small gaffers in production today. With boats like the Cornish Crabber 17, the Shrimper, the Pilot Cutter and the latest addition, the Crabber 24, to his credit, you might wonder where Roger goes from here. The answer is the *Golant Gaffer*, as he has dubbed the wooden boat he has designed and built for his own personal pleasure; though of course, being Roger's, it is eminently suitable for the amateur boatbuilder and he is already marketing the construction plans.

The *Golant Gaffer* is 18'9" (5.7m) by 7' (2.13m) beam, with a long keel and draught of 2'9" (0.8m); more of a weekender, says Roger, than a serious liveaboard. There are echoes of all his previous designs in her but she adds up to a very pretty little individual indeed.

SIMPLE CONSTRUCTION TECHNIQUES

She is cedar strip plank glued and sheathed with epoxy, and of very simple and strong construction. There are two plywood longitudinals that run the entire length of the boat, forming the sides of the aft locker, the cockpit, the engine box, the bunk fronts and on into the toilet compartment in the forepeak. The boat is built upside down with plywood bulkheads set up vertically on the frame stations. These longitudinals are dropped into slots so that the frame locks together like an egg box, ensuring that the shape remains true to the drawing throughout the building process.

The next step is planking up, a straightforward operation which, Roger commented, is neither difficult nor expensive, just time intensive, and even then the work is easily divisible into manageable periods governed by the setting time of the glue. It is a short evening's work to mix up a batch of glue and apply 3 strips. Roger and his wife, Irene, were able to put on 10 strips a side each day over weekends. There are no joins in the planks; in fact, the length of the boat was partly determined by length of the cedar, which came in 20' (6.1m) strips.

The only features of the hull design that Roger wishes that he hadn't had to incorporate are the 6" (152mm) bilge runners which are necessary to protect her bottom when she takes the ground on his mooring at Golant. "It's not that they don't do their job," he says, "it's just the noise of the waves knocking between them and the hull that ruin the silence of an otherwise viceless hull!" He may change his mooring, so perhaps he'll be able to do away with the culprits.

The cockpit layout is straightforward: the seats long enough to stretch out on, with lockers underneath containing the fuel tank and the battery. Instead of a self-draining system, which Roger felt would raise the sole too much, there is a deep well beneath the grating which can be pumped out. One of the thoughtful touches



Far Left: The Golant Gaffer, negotiating the fickle breezes of the Fowey river. Left: The sail plan and interior layout. Above: The cutter rig gives plenty of sail area.

that are the hallmark of Roger's designs is the self-draining gas locker aft, under the tiller and mainsheet horse, well out of harm's way.

She has a small, workable foredeck with space for ground tackle, samson post and small forehatch but on any small boat, the foredeck is not a particularly comfortable place to spend much time. To cut the foredeck work to a minimum, all sheets and halyards are led aft, so that she can be sailed almost entirely from the cockpit. She also has substantial grab rails on the coachroof either side of the main sliding hatch which go a long way to improve the safety of one's passage forward.

The coachroof itself is one of the most attractive designs I've seen. Built of 2 layers of 6mm (1/4") plywood laminated together, it eases out of the angle of the sheer so gradually that you hardly notice it is there at all. True, there is only 'slouch' headroom below, but there is not much walking about to be done inside an 18'9" (5.7m) boat and the advantages in terms of aesthetics and keeping the centre of gravity as low as possible are overwhelming. The wide, central sliding hatch is a feature of the coach roof, giving easy access and plenty of light and air to the cabin.

SPACIOUS BELOW

Down below, the layout is simple and compact. One steps down onto the engine box with the cooker slung athwartships to port and the round wash basin to starboard, let into a plywood work top, complete with fitted cover. A water container is secured in the locker underneath the sink, connected to a hand pump. The bunks either side of the cabin extend through the forward bulkhead to create shelf space in the toilet compartment, and the floorboards can be raised to form a bed the whole width of the boat. The forepeak is accessed through a neatly folding, concertina door, making the Golant Gaffer a contender for the title of 'smallest boat with a toilet door'. The toilet itself stands in throne-like splendour, a worthy reminder of the generosity of Irene's Auntie Micky who, on hearing that finances dictated a 'bucket and chuck it' system, sent a cheque to cover the cost of a Portapotti.



Everywhere there is a nice variety of finishes in paint and wood. In the cabin the difficulty of achieving a decent finish to the concave curve of the hull persuaded Roger to leave it unpainted and, with the white bulkheads adorned with his father's paintings, the effect is light and spacious without losing sight of the wood. Outside, the hull has that wonderful greeny-black sheen of a male mallard's neck, topped by the varnished gunwale and moss-green painted decks.

RESPONSIVE UNDER SAIL

Sailing day was bright and breezy with a gusty northerly blowing down the Fowey valley. We motored away from the town pontoon while Roger hanked the staysail on to the forestay, before coming aft to hoist the main and unfurl the jib. She has a cutter rig with a high peaked mainsail that takes the peak up to some 5' (1.52m) above

the masthead, to maximise sail area in the confined waters of the West Country rivers and estuaries that are Roger's preferred sailing grounds. He has given her enough sail area, 265sq.ft (24.6sq.m) to make racing a distinct possibility, and one can always reduce sail if necessary.

As soon as the sails were up, we cut the engine, sheeted in and sped away. Despite the tricky sailing conditions of 'all you want' one moment and nothing at all the next, with the gusts coming from all points of the compass, she took it all in her stride. Her light 3300lb (1496kg), easily driven hull would heel to the gust to settle on to the turn of her bilge until either the wind disappeared or we had to tack to avoid the river bank. Only once did the wind desert us so completely that we lost steerage way while circumnavigating an anchored clay ship. For a moment it looked embarrassingly as though we would have to fend off, but some quick sculling with the rudder brought her nose round in time for the fickle breeze to find us again.

EVERYTHING TO HAND

All this manoeuvring really tests the efficiency of the cockpit layout. In the Golant Gaffer the staysail and jib sheets lead side by side through their fairleads to paired clam cleats on the cockpit coaming. This makes the handling of these two sails a one man job, as the sheets can be freed off simultaneously and brought in together on the new tack, leaving plenty of time and hands to deal with the running backstays.

The staysail is probably the most influential sail of the trio. Its power is not immediately obvious when in the company of main and jib, but without it the boat slows down considerably. When we came alongside the pontoon to give Roger the chance to see his new boat a-sailing, we downed the staysail on our approach. Our speed dropped abruptly and the boat ghosted gently in, giving us the low speed control that is so essential when manoeuvring in confined waters under sail. At the other end of the scale, in a stronger wind she could probably be sailed quite comfortably and safely under staysail alone. At the moment Roger is experimenting with a downhaul for the staysail but he may resort to roller furling gear as he has for the jib, as it douses the sail more effectively and cuts down on foredeck work.


The only problem I had, which has nothing to do with Roger's design or rig and which I've experienced on several other boats, is with the lower mainsheet block and clam cleat. These are designed so that, in order to cleat the mainsheet, it is necessary to pull upwards and away from oneself. If the block is shackled to the floor in front of the helmsman, this is a simple operation as the block is held relatively firmly in one place. But when it is shackled to a horse over the after deck behind the



Far left: Down below the layout is simple, bright and airy with a well thought out, compact interior.

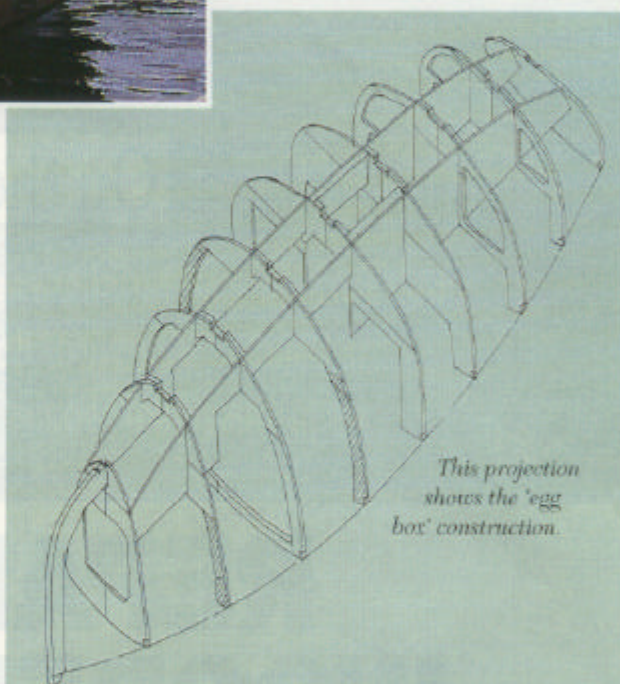
Left: Elegant lines in a workmanlike design have produced an attractive weekend cruiser.

helmsman, as is so often the case, the action is just about impossible. If the clam cleat were at the lower end of the block, cleating would be a simple downward pull and freeing off would be an upwards jerk. There is a school of thought that teaches that one should never cleat a mainsheet anyway, in case of a sudden gust, but this is more appropriate for dinghies. A boat of the size and characteristics of the Golant Gaffer is capable of sailing long distances and to be holding the mainsheet all the time seems a bit unnecessary, not to say tiring. As long as the sheet is to hand and one can free it in a hurry, there should be no problem. Surely there is a better designed mainsheet block and cleat somewhere?

And speaking of better designs brings me back to Roger's Golant Gaffer. I found her a most rewarding little vessel to sail, light and well mannered on the helm with just that touch of weather helm that ensures that in extremis, she will head up into the wind and stay there. Her cutter rig is easy to handle and the variety of possible sail combinations gives her as much or as little power as required. Her accommodation is compact but spacious, with everything one could need for a comfortable weekend's sailing and on top of all this she is simple and relatively inexpensive to build. The Golant Gaffer is enjoyable to handle, attractive to the eye and easy to relax in. I don't think it will be long before Roger finds that his is not the only one out there. 

INFORMATION

Full construction plans of the Golant Gaffer, including full size laser templates, are £250 and also available is an initial information study pack at £2.00 from: Roger Dongray, Yacht Designer, Three Arms Sables, Chidshull Lane, Looe, Cornwall PL23 0BW. Tel: +44(0)1503 573648.



This projection shows the 'egg box' construction.

A PROPER LITTLE GAFFER

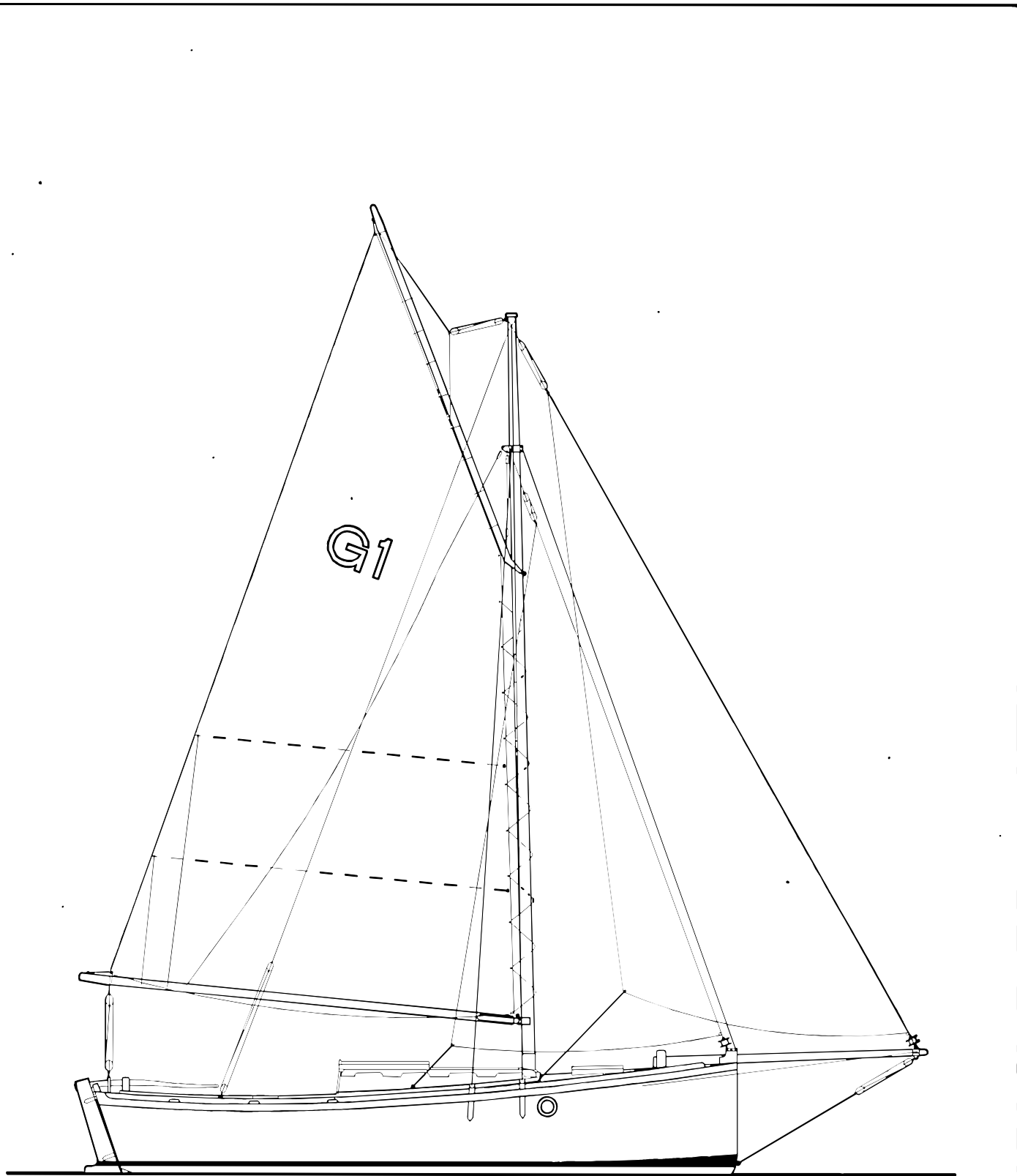
Roger Dongray describes his design brief

The Golant Gaffer was conceived to provide us with a compact pocket cruiser – a proper little gaffer – which we could build ourselves. The limiting factors were the size of our shed and the cost and need for her to be relatively easy to construct with hand and small power tools.

The design construction is for epoxy cedar strip on a rigid 'egg box' frame built upside down. The frame consists of marine plywood bulkheads notched together with ply longitudinals forming the sides of the cockpit, engine box, bunk fronts and forward hanging lockers. This structure together with the laminated keel and some temporary cross strutting provides an accurate and simple building jig which remains in the boat to form all the interior vertical divisions.

When fully planked it is a straightforward task to fair the hull with a hand plane and flexible sanding board. The hull is then coated with epoxy and two layers of glass cloth to give a hard exterior surface ready for painting.

After fitting the deadwood the hull is turned right way up for completion of the interior, deck and cockpit – again simplified by the 'egg box' frame.



LOD
 LWL
 BEAM
 DRAUGHT
 DISPLACEMENT
 BALLAST RATIO
 TOTAL SAIL AREA

5.71m (18'9")
 5.41m (17'9")
 2.13m (7'0")
 0.83m (2'9")
 1497kgs
 45%
 24.6sq.m (265 sq.ft)

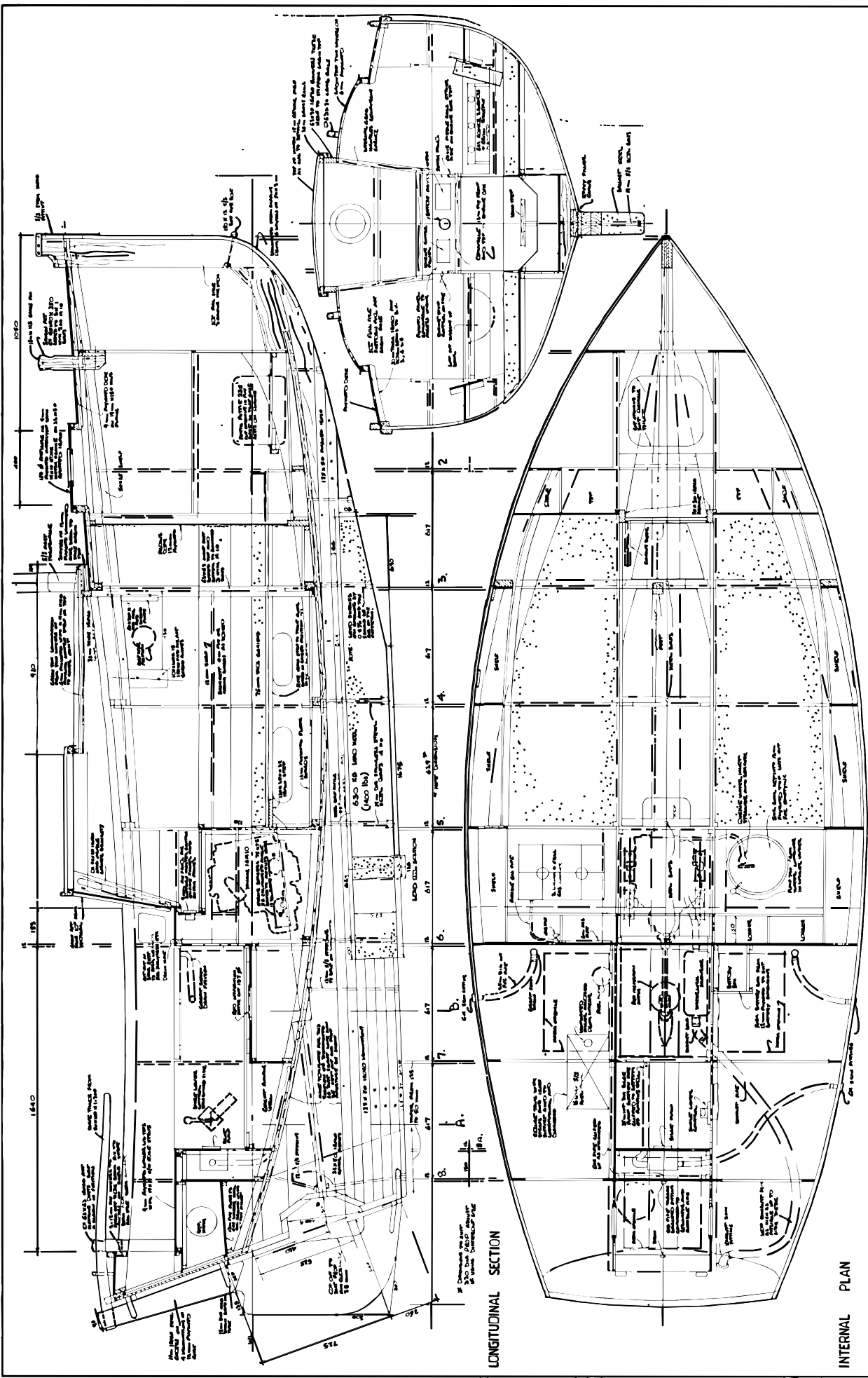
GOLANT GAFFER

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STUDY SAIL PLAN ONLY

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SP1



LONGITUDINAL SECTION

INTERNAL PLAN

GOLANT GAFFER

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SP2

