

Fabian Bush - boatbuilder

wooden boats – design, construction, repair, restoration & allied work

Osea Brig - a design for traditional clinker building

LOD – 13' 10"; Beam 5' 10"; draught 12"/ 3'9"; Sail Area 120-145 sq ft;
Boat Weight (traditional build) 500lb approx; DWL Displacement 800lb.



This dinghy has similarities with North American yawl boats and some Scottish craft, being a developed rowing boat form – thus she has fine lines below the waterline and slack bilges to give an easily driven hull. Above the waterline the topsides flare to a wide beam with good freeboard to make a dry sailing hull with good reserve stability and plenty of space for the crew, with space for up to four adults.

The straight keel, with a depth aft of 12", combined with good deadrise contributes toward a well-balanced and sea-kindly craft. The boat is quite heavy, specifically designed for robust traditional construction.

Designed at 14 ft she can have different rigs and layouts, be decked or undecked. and the lines could be used to make a boat between 13 and 16 ft in length with some variation of the rig.

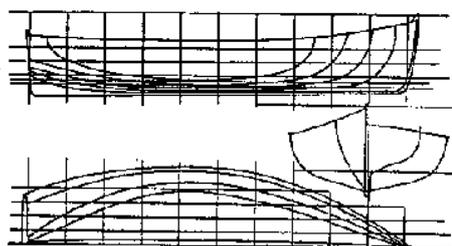
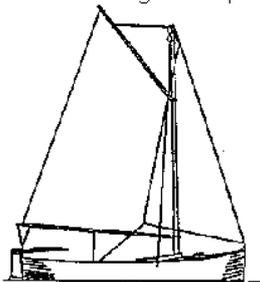
Normally the construction is traditional with the modification of a laminated gunwale for stiffness and ply deck. Substantial floors are used to give a stiff hull with improved durability and to take the stresses of trailing.

There are many variations/adaptations possible to the design which can be discussed with FB.

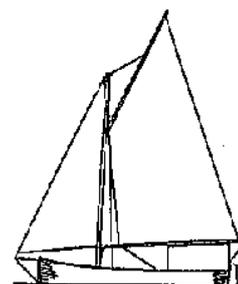
“Dainty Lady” the original “Osea Brig”
designed and built in 1984

(photo Malcolm McKeag)

Decked Boat Rig 120 sq ft



Open Boat Rig - 145 sq ft



n.b. All work is carried out under the provisions of the British Marine Industries Federation's "Terms of Business" - 12th edn 1999. (copy available on request)



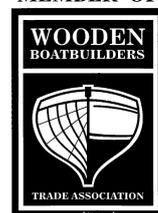
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This design was commissioned by someone wishing to day-sail singlehanded (mainly) in sheltered coastal waters (the Solent) in traditional style. As well as being well balanced and steady so a light crew can manage in fairly rough conditions, a boat that could be rowed in calm conditions was also desirable. These were the main factors behind the development of a fine, easily driven hull with a straight keel with declivity aft, slack bilges, and relatively high topsides with considerable flare. This shape with relatively wide overall beam gives a small crew good leverage to sit the boat up without having to “sit out”, keeps the boat dry and provides reserve stability, whilst allowing reasonable performance with a modest sail area. “Dainty Lady” had a sail area of 120 sq ft, and no bowsprit (partly because of the foredeck) for ease of handling. Being traditionally built in robust fashion (the boat was planned to lie afloat to a mooring) the hull is quite heavy which further improves the forgiving qualities of the design with regard to handling at sea. The hull is not a planing shape, but the boat will “surf” downwind in strong conditions.

The boat's structural detail is chosen for good stiffness overall and to make the boat suitable for trailing and beaching, though it should be noted that the hull will lie well over on hard ground due to the depth of the keel and strong deadrise. The deck design is for a plywood deck with a curved coaming – which with the rig and sheer emulates some traditional American types. The design can be made with no foredeck and larger rigs of course and the plans give some choices. I am keen on the use of laminated gunwales for open clinker boats which impart stiffness and meld better with a deck (though a traditional approach can be used) and also the substantial flooring which is detailed in the plans.

The usual layout has ample sternsheets and sidebenches in traditional fashion. A foredeck makes the boat more suitable for open water, provides stowage space and a place for removeable buoyancy. With a traditional boat suitable removeable flotation bags/ foam blocks, etc can be installed – built-in buoyancy is not an option. The centreboard is wooden with a lead insert to lower it. The case is capped except for a tube where the uphaul exits which reduces the inflow of water if the boat is swamped. The rudder may be a sliding lifeboat type or lifting.

The Plans include lines and construction plans in IMPERIAL units on a scale of 1:4 (3ins = 1 ft) – large scale and easy to read. As well as the offsets there are sheets with a full size lofting of moulds, stem and transom. These sheets are photocopied so some builders might prefer to re-loft the boat for greater accuracy however for traditional clinker building they are adequate. The construction details cover both decked and un-decked fit-outs. There are 27 photocopied pages of instructions, specifications, help & hints & photos – these are seen as an aid over and above the many available texts for amateur boatbuilders. A smaller scale drawing gives details of 6 possible rigs

Please contact Fabian Bush for further details. Plan costs at present are £65 UK funds (post paid in the UK) – *FB – Nov 2007*