FERRO OCEAN CRUISER

Noted English yacht designer and magazine editor MAURICE GRIFFITHS presents his experience-designed 30 ft (9.14m) ferro cutter Blue Water.

BLUE WATER is the ferro cement version of a well tried design known as the Tidewater Class, of which 17 boats have been built in traditional wood construction in various parts of the world. The Tidewaters are roomy, sturdy, stiff cruising boats with a good turn of speed, and a proved ability to lie-to under storm canvas or ahull in hard weather conditions off shore.

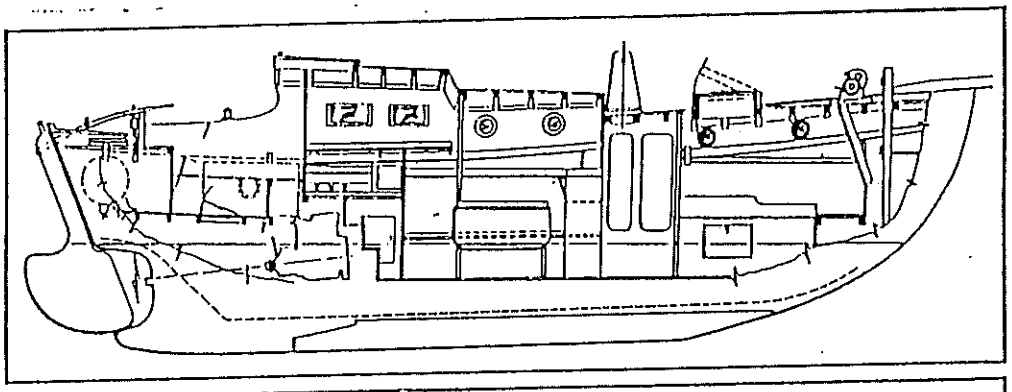
They will also sail themselves unattended with the tiller pegged, or held by shockcord, with the wind from forward to a point or so abaft the beam.

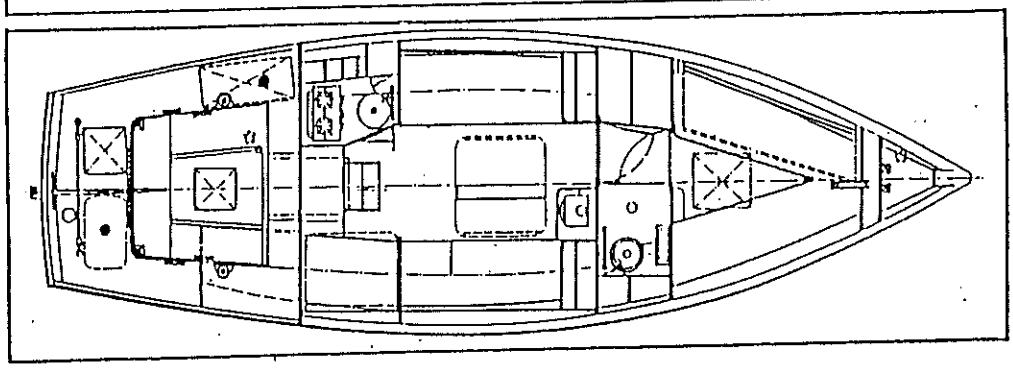
In the layout plan there are five fixed berths with space for a foldup chart table over the starboard quarter berth. Under the headroom given by the raised foredeck one of these boats, built for a family, has two extra roof berths (roll-up cots) for children over the two forward berths.

With the doghouse roof extended aft as a shelter for the cockpit and a slow-combustion or coal stove at the fore end of the cabin, comfort and warmth in harsh climates have been considered. The MG-type drip proof double-coaming fore hatch also helps to keep the berths in the fore cabin dry at sea. A dinghy up to 8ft 6in (2.590m) long is carried on davits, Baltic or old whaler fashion, athwart the stern where it is out of the way, but ready for instant launching if necessary.

Construction in ferro is of almost trad fashion with a framework of 1/2in (12.7mm) piping at 2ft (0.610m) spacing for both hull and deck - although builders who preferred it could substitute webb framing. Standard concrete reinforcing 1/4in (6.35mm) rods are spaced every 2.1/2in (50.92mm) fore and aft and athwartships, with three outside the framework of 1/4in (19.05mm) square welded mesh. Pockets inside the trough-type keel hold some 2.1/2 long tonnes of iron scrap/concrete aggregate ballast. The coamings and hatches are of timber, with the coachroof and bulkheads of marine ply.

The rig can be Bermuda cutter or gaff cutter, as shown, with a plank type bowsprit 4ft 8in (1.422m) outboard.





BLUE WATER
30FT Ferro Cement by Griffiths

LOA	30ft (9.14 metres)
LWL	26ft 6in (8.12 metres)
Beam	9ft 7in (2.92metres)
Draft	4ft 9in (1.45metres)
Displacement	14,500 lb (6577 kg)
Ballast	5780 lb (2620 kg)
TM	10 tons (10 tonnes)
Working Sail Area	
BM Cutter	498 sq ft (46.0 sq m)
Gaff Cutter	514 sq ft (47.3 sq m)
Builders	various
Designer:	Maurice Griffiths

The anchor and mooring cable fairleads are fitted 9in. (228.6mm) forward of the stem, avoiding the need for a bow fender, while the rod bobstay is protected by a polythene pipe from cable chafe and noise. The flat bowsprit forms a standing platform inside the pulpit for handling the jib, which can be either set on hanks on the fore topmast stay, or, on Wykeham Martin furling gear set aft 6 in. (152.4mm) to avoid fouling the stay when rolling up. The forestaysail works on a boom, or club, with a horse or deck track and the foresheet led aft.

From Seacraft, Sydney, NSW