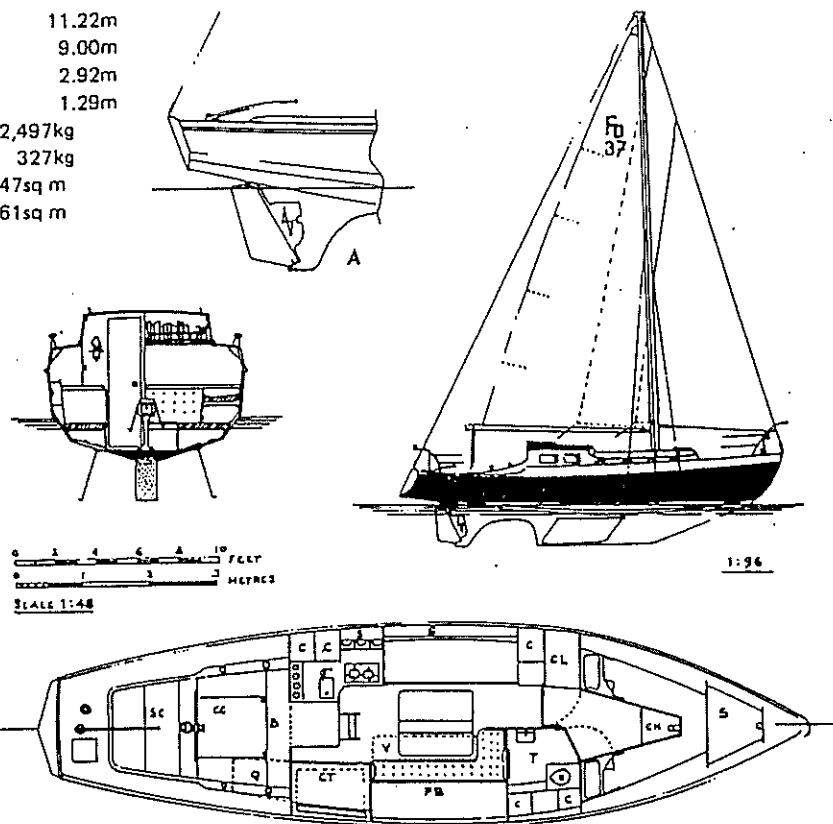


FRANCIS DRAKE 37 - in Steel

LOA	37ft	0in	11.22m
LWL	29ft	5in	9.00m
Beam	9ft	7½in	2.92m
Draught	4ft	3in	1.29m
Ballast	5,500lb		2,497kg
Bilge keels	720lb		327kg
M'sail & Nol jib	506sq ft		47sq m
M'sail & genoa	656sq ft		61sq m
Designer	Maurice Griffiths		



C	Cupboard	CH	Chain Locker	PB	Pilot Berth	B	Bridge deck
CL	Clothes hanging locker	CT	Chart table, folds above qt'r berth	SC	Sailing cockpit	S	Shelves
T	Toilet room			CC	Crew's cockpit	V	Extending settee berth
		A	Alternative Stern, Optional				

One of the most popular of the Griffiths range of shoal draught cruising yachts has been the *Golden Hind 31*, which is produced both in marineply and in GRP by Terry Erskine Yachts at Plymstock, Plymouth, Devon. Over 220 of these double-chine twin bilge keel sloops have been built to date, and the records of ocean voyages made by boats of this Class speak for themselves: 38 Atlantic crossings (six of them single-handed), six voyages to New Zealand, and many other long distance cruises.

The GH 31 design is exclusive to the Builders only, and the plans are not available for others to build but, following many requests for a somewhat larger boat on similar lines with berths for six, the designer has produced the *Francis Drake 37* shown here. The lines of this rakish-looking cruiser are developed largely from those of the GH 31, but extended both forward and aft into a forward sloping (*rétroussée*) counter stern in the modern idiom. For those who would prefer it, however, a more traditional type of counter raked aft, also rounded on an 8ft 6in radius, is offered as an alternative.

Rising costs of all boat building materials have caused many home builders to consider the savings that can be made by building a boat in the 30ft-40ft range in steel. Given welding equipment, or better, the services of any good local welder, and an acceptable amount of experience in working with steel, the home builder can produce an all-steel hull with no more shipwrighting skills than are needed to build a plywood boat of the

same type. The *Francis Drake* hull, which like the GH 31 is double-chined, has accordingly been designed for steel construction, with 4mm ($\frac{5}{32}$ in) topsides and bottom, 6mm sides and base to the trough keel which carries 2.5 tonnes of iron/concrete ballast, tubular sheerstrakes, flat bar longitudinals (stringers), and angle bar frames at 24in spacing. The 12mm plate which forms the aft extension of the ballast keel and rudder skeg is cut away to reduce some weight and surface friction without, it is estimated, detracting from the yacht's inherent self-steering qualities which are such a good feature of the *Golden Hind* yachts. The decks and cockpit sole are of thinner steel plate and covered with ply or teaklay decking. The coachroof coamings and hatches are built up of mahogany (to be epoxy resin-glassed over if required) with 16in wide side decks.

The layout below decks has a two-berth forecabin with 6ft headroom in the hatch, a very spacious toilet compartment with hanging locker opposite; the saloon with 6ft 6in headroom in the deckhouse has two settee berths, together with pilot and quarter berths sleeping six in all, a roomy gallery and a folding chart table over the quarter berth. The engine, a Volvo-Penta 2-cyl diesel of 25 rated bhp or similar diesel, is installed beneath the bridge deck flat, while the crew's cockpit, with sheet winches handy, is divided from the helmsman's cockpit by the mainsheet horse and binnacle mounting. Wheel steering could be fitted in place of the tiller if preferred.