

GOOD HOPE

Maurice Griffiths
Shoal draught
diesel ketch for
East Coast yachtsmen

Pat Wilkins

TO accommodate a family of five children, three adults and two Labrador dogs, Dr Stevens asked the designer for a boat to be built within a strict price limit which would not be too big or heavy for himself and his wife to manage between them. With a draught not exceeding 4ft 3in so as to permit cruising through all Continental inland waterways, and a good performance under sail while able to make something near her maximum speed under power, fuel and fresh water capacity must also be sufficient for some long distance offshore cruising planned for a later date.

The owner, who had crossed the Atlantic with Alan Villiers as seaman-surgeon aboard the replica *Mayflower* in 1957, also asked that all gear and rigging should be strong but simple to work, and the stern with its three-berth cabin should be adaptable for the addition of stern windows some day.

Good Hope was built at Woodbridge to a strong and good specification by Claud Whisstock. Planking is 1½in iroko copper fastened to 1in by 1½in Canadian rock elm frames spaced every 7in. Stem, deck beams, knees and other parts are laminated.

The hull has a long straight keel profile without centre-board or bilge keels, and with a clean flat run to the broad transom and a partially balanced rudder. The saloon for family living is on the open plan, and includes the galley with a large Taylor's Para-fin cooker and plenty of space for the navigator and his charts. With only one flap of the table raised the children can amuse themselves on the starboard settee with their games in wet weather, leaving a passageway clear through to the heads and the forecabin. Outboard of this settee a pilot berth offers a snug and safe place when underway, while to port there are fittings to permit an extra root berth to be rigged to sleep a ninth crew member when required.

The owner wanted no doghouse, but only a low and level coachroof. The helmsman can sit at the wheel with left arm crooked over the cockpit coaming, therefore, and see where he is heading; it is only when the dinghy is carried on its davits athwart the stern that he has to stand up to look right astern.

Under coachroof beams there is 6ft 5in headroom, and the white-painted interior is light and airy. The stern cabin, fitted with a double and one single berth and hanging locker, has 5ft 4in headroom. The quadrant steering-gear is simple and accessible, and the head of the rudder stock carried above deck enables the ship to

be steered by tiller when preferred.

Through a watertight trap in the self-draining cockpit floor and by removable companion steps and bulkhead in the saloon the Parsons Pike diesel of 22/36bhp rating and the ship's batteries are fully accessible. Under full power *Good Hope* makes just over 7 knots, while on passage under power a cruising speed of 6.8 knots is maintained.

Side decks 2ft 2in wide with an 8in high footrail and guard rails give safety to the children, while taffrails with carved pillars around the raised poop deck are a favourite perch in fine weather. Fuel and water tanks are installed on each side of the engine-room and hold 95 gallons each. The forehatch is of the usual Griffiths double coaming pattern.

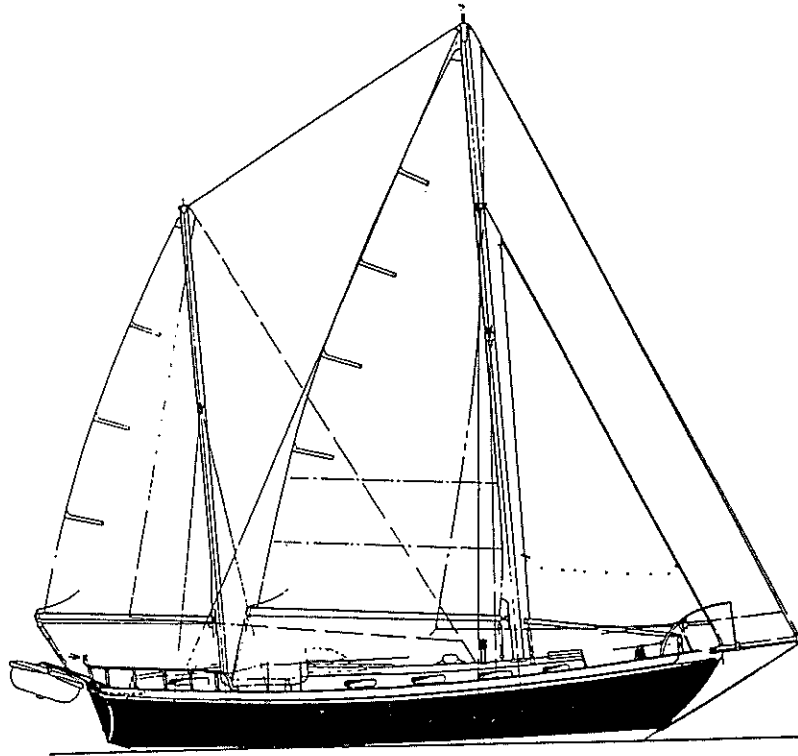
With working jib set on hanks on the fore topmaststay led to the 5ft plank bowsprit, and forestaysail working on a boom, *Good Hope's* sail plan is divided into handy units. The mainsail is 255sq ft, and a 360ft genoa plus a 240ft mizzen staysail could be set when required. Spars are light alloy and sails by Jeckells are of tan-dyed Terylene. 'The children' says Dr Stevens, 'can set or stow any sail in the ship.'

Despite her long straight keel *Good Hope* has shown herself surprisingly handy on the helm. The wheel is finger light at most times, and the ship will sail herself almost without attention on most courses even with the wind abaft the beam. She has also been sailed under every combination of rig—mainsail alone, full or reefed, mizzen and one or both headsails.

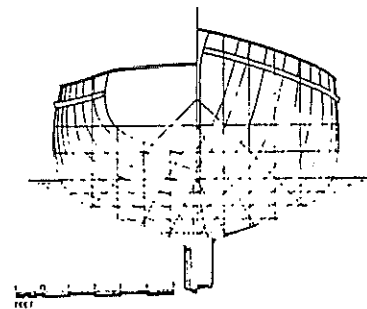
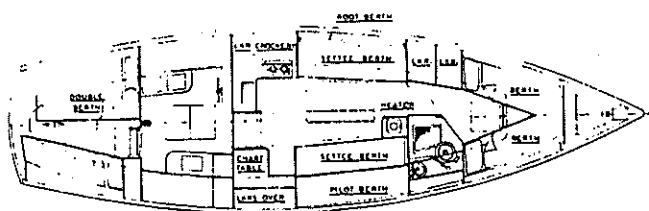
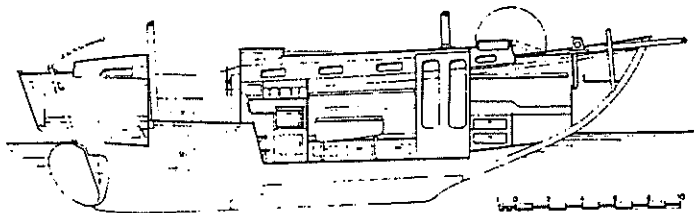
The hull form owes much to previous Maurice Griffiths shoal draught designs, notably *Lone Gulls I and II*, *Sixpence* 12 tons, *Sequence* 10 tons, and the *Cockler* class 6 ton centreboarders. All these yachts have been notably steady on the helm and with something of the Slocum's *Spray* faculty of sailing unattended with helm or wheel pegged for hours on end.

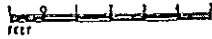
Good Hope was lent for a three-weeks' cruise to Mr David Stogdon, an RNLI inspector, who sailed her four times across the Channel and North Sea between Ijmuiden and Boulogne. He wrote: 'She never failed to come about in any wind. When running dead before Force 8, with jib, foresail and main (unreefed) only, she steered herself with a heavy confused sea on her stern. I was amazed! . . . She looks right, and to me her stern is a perfect mixture of practical accommodation with a lightness and run which is a delight to see.'

GOOD HOPE

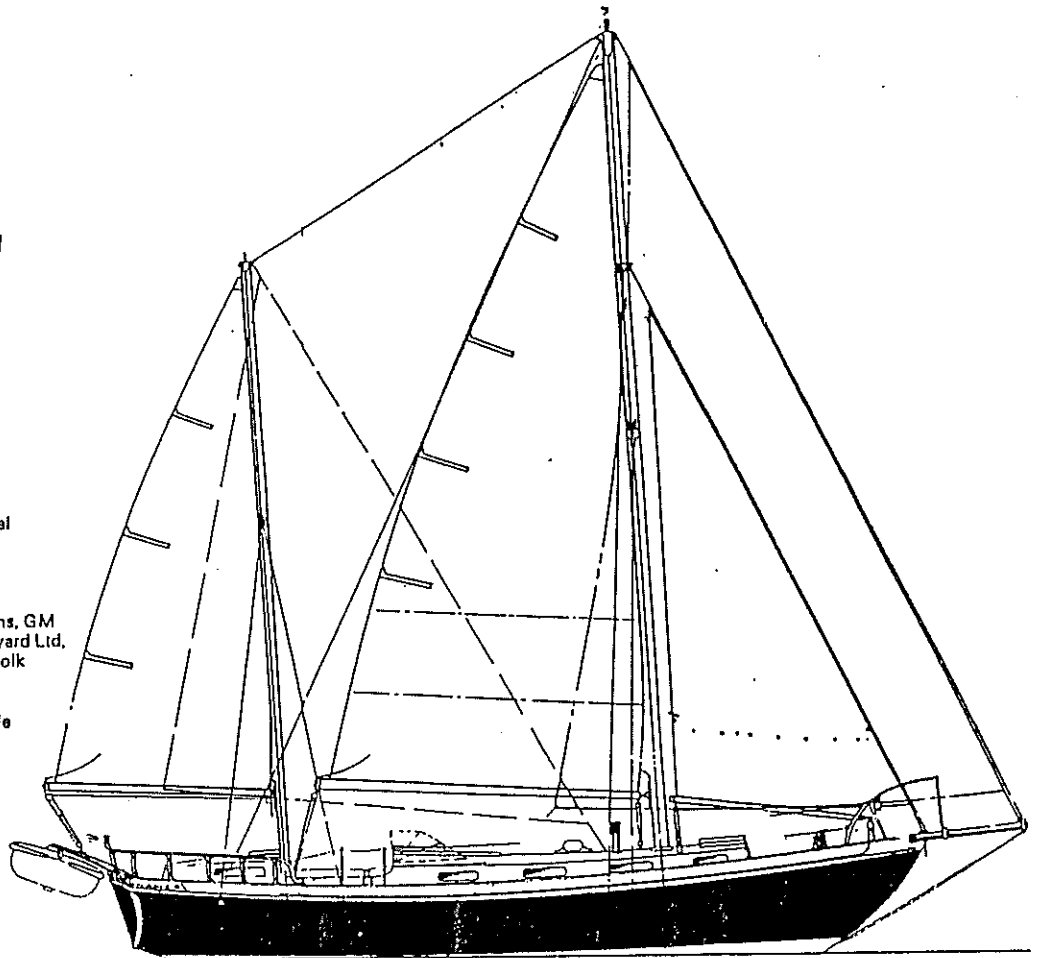


| | |
|---------------|------------|
| LOA | 38.5ft |
| LWL | 30.5ft |
| BEAM | 11.0ft |
| DRAFT | 4.3ft |
| DISPLACEMENT | 10.67 tons |
| IRON KEEL | 4.0 tons |
| WKG SAIL AREA | 732 sq ft |
| THAMES M'MT | 16 tons |





LOA 38-5ft
 LBP 38-1ft
 LWL 30-4ft
 Beam (moulded) 11ft
 (at WL) 10-4ft
 Draught 4-26ft
 Displacement 10-50 tons
 Iron keel 8,000 lb
 Thames Measurement 16 tons
 Power Parsons Pike diesel
 22/36bhp
 Fuel capacity 95 gals
 Fresh water capacity 95 gals
 Sail area (four lowers) 826sq ft
 Designer Maurice W Griffiths, GM
 Builders Whisstock's Boatyard Ltd,
 Woodbridge, Suffolk
 Owner Dr John Stavens,
 Aldeburgh
 Home Port Slaughden, R Alde



| SAIL | LUFF | FOOT | LEECH | AREA |
|-----------------|-------|-------|-------|-------|
| | ft in | ft in | ft in | sq ft |
| Mainsail | 34 0 | 14 6 | 35 6 | 253 |
| Mizzen | 24 0 | 10 0 | 25 0 | 130 |
| Forelaysail | 26 6 | 10 9 | 23 0 | 125 |
| No 1 jib | 29 0 | 10 6 | 23 4 | 116 |
| No 2 jib | 20 0 | 7 8 | 15 3 | 53 |
| Genoa | 38 6 | 21 0 | 35 0 | 360 |
| Spinnaker | 34 0 | 18 0 | 33 10 | - |
| Mizzen staysail | 30 0 | 20 0 | 24 3 | 240 |

Mainsail—two rows of reef points and cringles at 4ft and 8ft
 Jibs and genoa to hank to stay
 Forelaysail to work on boom, sheet to have track and slide to work as horse
 Main and mizzen masts to rake about 1in in the foot.

BARRIER REEF,

Ferro version of Good Hope with increased draught, sail area &c.
 38.4' x 31.2' x 11.0' x 5.3' dr't, 16 tons TM,
 six-plus berth layout. Examples of this class have made lengthy trans-ocean voyages.

