

Design Section

The NOON TIDE 32 is again from Maurice Griffith's board and for steel construction, but of clear contrast. She is chine-hulled and aimed primarily at the home builder.

The designer comments:

Given the equipment together with an acquired knack of welding, the home boatbuilder has every reason to choose steel construction for a cruising yacht. The various methods of anti-rust treatment available, which can be applied during the building, are so effective that steel has come to be rated as one of the best, and certainly the strongest, of materials, for yachts of, say, nine metres length and upwards.

In a few years' time it may be that aluminium, with its desirable saving in weight and its non-rusting qualities, will become an even more attractive material for both professional and amateur-builders. But the greater skill needed in welding techniques and aluminium and its relatively high price stand in its way as the ideal boatbuilding material at present.

Whether deciding on steel or aluminium, however, there are many yachtsmen capable of building themselves a boat for family and long-distance cruising, who have become more and more sickened by the gymnastics of so many contemporary yachts with narrow fin keels and separate rudders. The trend back towards 'long keel yachts' is very noticeable in manufacturers' advertisements in American as well as British yachting magazines.

The Noon Tide 32 has been planned therefore as a purely traditional type of shoal draft cruising yacht for owner construction in steel, in which comfort below, dryness on deck in a chop and seakindliness are the principal aims. This design could be described as an enlarged and improved version of the Eventide 24 plywood sloop, of which several hundreds have been cruising around many parts of the world over the past 25 years. But the Noon Tide has a full length keel profile and considerably greater weight and power,

and of course more comfort below.

Construction has been devised to be as simple as practicable for the home builder, and all outside parts of the hull with the exception of the hatches and rail cappings are of steel. From the sides of the keel to the hollow tube rubrail (or sheerstrake) the single chine has 4mm plating, with 3mm plates for the upper strake, the footrails, main and coachroof decks, and cabin and cockpit coamings.

The hull skeleton is built up with flat bar transverse frames at 610mm (24in) spacing, and four flat bar stringers and chine bars aside, giving the hull good longitudinal strength against hogging and flexing in a seaway. Beams for the main deck and coachroof are angle bar edge welded to underside of deck, and spaced generally 305mm (12in) apart.

With 5mm sides and 10mm baseplate the trough keel has flanged floor plates spaced at every pair of transverse frames. In the appropriate compartments between these plates iron scrap ballast is set in cement, the whole aggregate is topped over with mastic, having a general slope down to the bilge pump well. Empty keel pockets aft are filled up with polyurethane foam, unless part of this space is to be used as an extra fresh water tank, or as a sludge tank fill to meet some USA and other harbour regulations.

On deck, four Dorado type (box trap) ventilators and two mushroom vents at bow and stern take care of the ventilation below. This designer feels strongly about the almost total lack in many of today's production yachts of strong belaying points on deck for warps, which are needed for harbours, locks and marinas all over the world. As a consequence the Noon Tide 32 has four steel bollards, a pair each side of the foredeck, and another pair on the quarter deck, in addition to a substantial 254mm (10in) high sampson post with crossbar for the anchor cable.

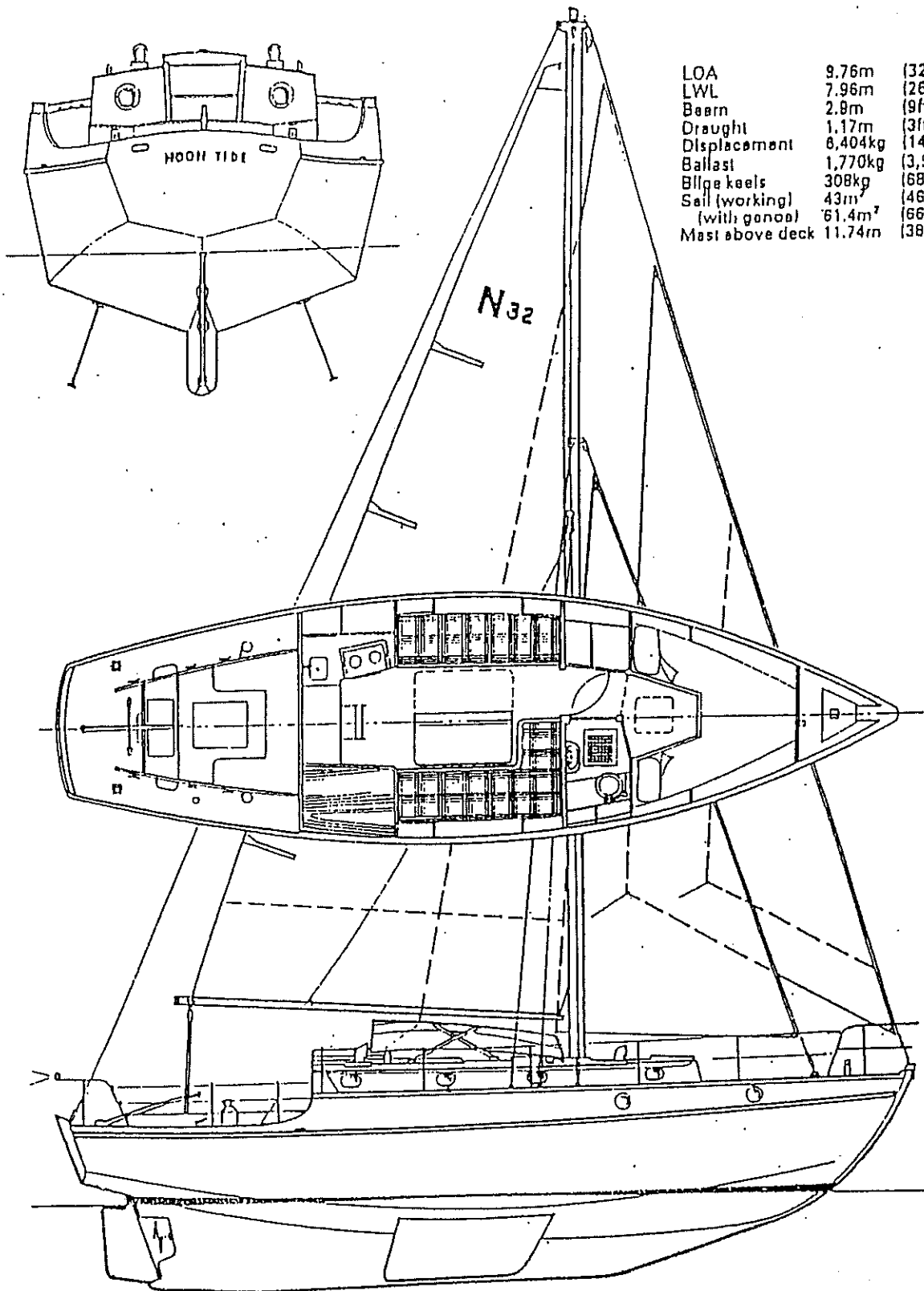
There is space abaft the mast for a small dinghy, such as a pram design of not much more than 8ft long, to be carried under gripes when on passage. The cockpit is self-emptying with large size drains, and while tiller steering is shown (with helmsman's seats atop the coamings for a clear view forward in breezy weather), pedestal wheel steering gear can be fitted, together with the necessary modifications to the cockpit layout.

Below decks the accommodation plan owes nothing at all to contemporary ocean racing fashion. It is essentially traditional with well tried features aiming for comfort and convenience for short or lengthy periods afloat. Berths are from 1.91m to 2.03m (6ft 3in to 6ft 8in) in length; the forecabin berths could be built as a double, and the starboard settee in the main cabin can also convert to a double on occasion. The cabin sole is 1.17m (3ft 10in) in width, and headroom under coachroof beams is not less than 1.83m (6ft).

For power, the layout has been arranged to take a Bukh DV20 diesel of 20bhp, but a choice of marine diesels from 15 to 35hp could substitute with the necessary adjustments in layout. The stemhead cutter sail plan with its two forestays and twin backstays has proved its practical side for shorthanded sailing over the years, and is unexceptional.

Although the twin bilge keels (of 12mm plate with flanges) are not an essential part of this design, experience has shown that they are highly useful when hauling out, settling upright on hard ground, and when acting as effective roll dampers in downwind sailing. When sailing close-hauled the bilge keels also become noticeably effective as fixed leeboards. MG

NOON TIDE 32



LOA	9.76m	(32ft)
LWL	7.96m	(26ft 1in)
Beam	2.8m	(9ft 6in)
Draught	1.17m	(3ft 10in)
Displacement	6,404kg	(14,120 lb)
Ballast	1,770kg	(3,900 lb)
Bilge keels	308kg	(680 lb)
Sail (working)	43m ²	(463sq ft)
(with gonoal)	61.4m ²	(661sq ft)
Mast above deck	11.74m	(38ft 6in)