



**North Quay Marine**  
*New Traditions in Boatbuilding*

## NORTH QUAY GAFF CRUISERS

### NORTH QUAY 19ft & 22ft GAFF RIGGED CRUISERS



#### DESIGN PHILOSOPHY

These gaff cutters are designed by Ted Spears and are based upon the successful NQ19 Dayboat. The brief was for a safe trailer sailer that the owner could use to explore lakes, rivers and estuaries. The appearance and ease of handling were of equal importance. A traditional concept with regard to the rig and hull shape was the natural solution.

The hull shape is evocative of 18th century naval cutters and gigs and has an easily driven shape with fine entry having the transom tucked up. Reserve buoyancy in the hull will make for a very stiff vessel able to stand up to her canvas. Plenty of sheer gives a jaunty appearance and helps to keep the crew dry. The rig offers plenty of sail area for light conditions or a good thrash with a heavy crew. The ease of handling and reefing a gaff sail together with the traditional appearance works well with the hull shape. The mast is approximately the same length as the hull to facilitate trailing the craft with safety. The bowsprit "unplugs" and everything stows onboard. The self-draining cockpit is laid out to enable three large adults to enjoy the cruise or with everything to hand for a single-hander. The accommodation is simply laid out with a

pair of bunks, a portable WC, a galley and a navigation station. The use of the cedar epoxy method of construction lends itself to economical series production with the possibility of some customisation. Cedar epoxy is lighter than GRP and in fact much easier to repair.

#### SPECIFICATION

##### **Hull Structure**

The shell is constructed of 12 mm Western Red Cedar tongued and grooved strips glued together. The hull is sheathed with 210 g/SqM woven glass and epoxy resin externally and internally. The hull is stiffened with a laminated hog and stem. The beam shelf and carlin is of Douglas fir. Transverse partial bulkheads are fitted at 500-mm centres of 18mm marine plywood. The transom and coamings are usually of solid Mahogany, other materials can be utilised. The remaining furniture is of 12 mm and 18-mm marine plywood and all contribute to the stiffening of the hull. Internal trim is Mahogany.

##### **Adhesives and Fastenings**

Epoxy resins are utilised throughout the construction and are produced by Wessex Resins (West System). Stainless steel (A4), solid copper or silicon bronze fastenings are utilised below the waterline and stainless steel (A4) or brass above.

##### **Deck Structure**

The deck is 9-mm marine plywood sheathed as for the hull and supported on laminated deck beams and knees. The coamings are usually varnished Mahogany and twin Teak rubbing bands are fitted. A Teak toe rail is fitted just inboard of the deck edge.

##### **Lifting Keel**

A stainless steel plate keel is fitted through the timber keel and is operated by a rope winch from the aft cockpit. The keel is pivoted on a stainless steel bolt that is fitted through the ballast keel.

##### **Rudder Tiller and Skeg**

The rudder is constructed with Mahogany cheeks and marine plywood blade. The tiller is Ash cut to shape and fitted to the rudder head mortise. The extension to the aft end of the keel is designed to support the rudder and protect the outboard leg from ropes and grounding.

##### **Ballast**

The permanent ballast is fitted externally.

##### **Engine**

Provision is made for the installation of any outboard up to 6 HP (not included) and the aperture in the hull and deck will be tailored to suit the unit chosen.

A neat modification is possible in the 22 footer to include the installation of an inboard diesel engine and sail drive unit at additional cost.



### **Fit out**

Lockers are formed in the benches with top opening lids between frames 3-4, 5-6, 6-7, 10-12 and 12-13. The cabin is laid out with front access cave lockers and a space for a 2-burner Camping Gaz hob (not included) to port and a chart table to starboard. Two berths including upholstered cushions are installed under the foredeck. The forward locker between the bunks is large enough to stow a Portapotti (not included), which will slide out to a usable position. The aft cockpit seat tops and cockpit sole have raised non-skid panels. A well is formed for an outboard engine having the controls easily accessible and the propeller protected by the extended keel. The inboard version has a removable panel let into the deck which closes the engine compartment. The front of the aperture is left open to allow ventilation. Slots are formed in the transom to allow air to circulate around the engine. A diaphragm type bilge pump is fitted to draw from the lowest part of the bilge and to discharge overboard. 80mm cushions covered in sailcloth are made to fit the forward end of the vessel held in place with press-studs. The tabernacle and stem head fitting are bronze and are fitted using stainless steel bolts. The stem head fitting is to have an eye to accept the tack of a sail when required. The tabernacle has a bronze pin rail bolted to the aft face with bronze belaying pins set in. A bronze horse is mounted on the aft deck. A samson post in Iroko is fitted through the foredeck and onto the forward bulkhead by at least 500mm and is fastened with stainless steel bolts and epoxy resin. Substantial cleats are fitted on the aft deck and on the foredeck with the decks stiffened in way.

### **Spars and Sails**

The mast is hollow with the remaining spars solid Douglas fir and the fittings are bronze. Terylene sails are supplied by an approved maker in either cream or tan to be selected. Cutter rig is the standard configuration for both vessels

### **Rigging**

The standing rigging is 5mm 7 x 19 flexible wire tensioned with bronze rigging screws. The running rigging consists of jib/genoa, peak and throat halyards and a topping lift. All are 12mm braided polyester and the sheets are 12mm 16 plait. The blocks are all by Barton Marine Equipment.

### **Coatings**

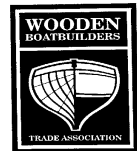
The paint finish is an AwlGrip 2-pack over epoxy high build and polyurethane base coats. The spars, rudder, tiller and coamings only have a minimum of 5 coats of 2-pack varnish. The rubbing bands, samson post, toe rail and seat slats are left bare. The underwater area is coated with antifouling in a colour to choice.

SEE SEPARATE SHEET FOR PRICES AND OPTIONS

We reserve the right to alter the specifications of our craft in pursuance of our policy to improve our products following improved technology and availability of proprietary fittings and/or materials.  
Contact us for a quotation.



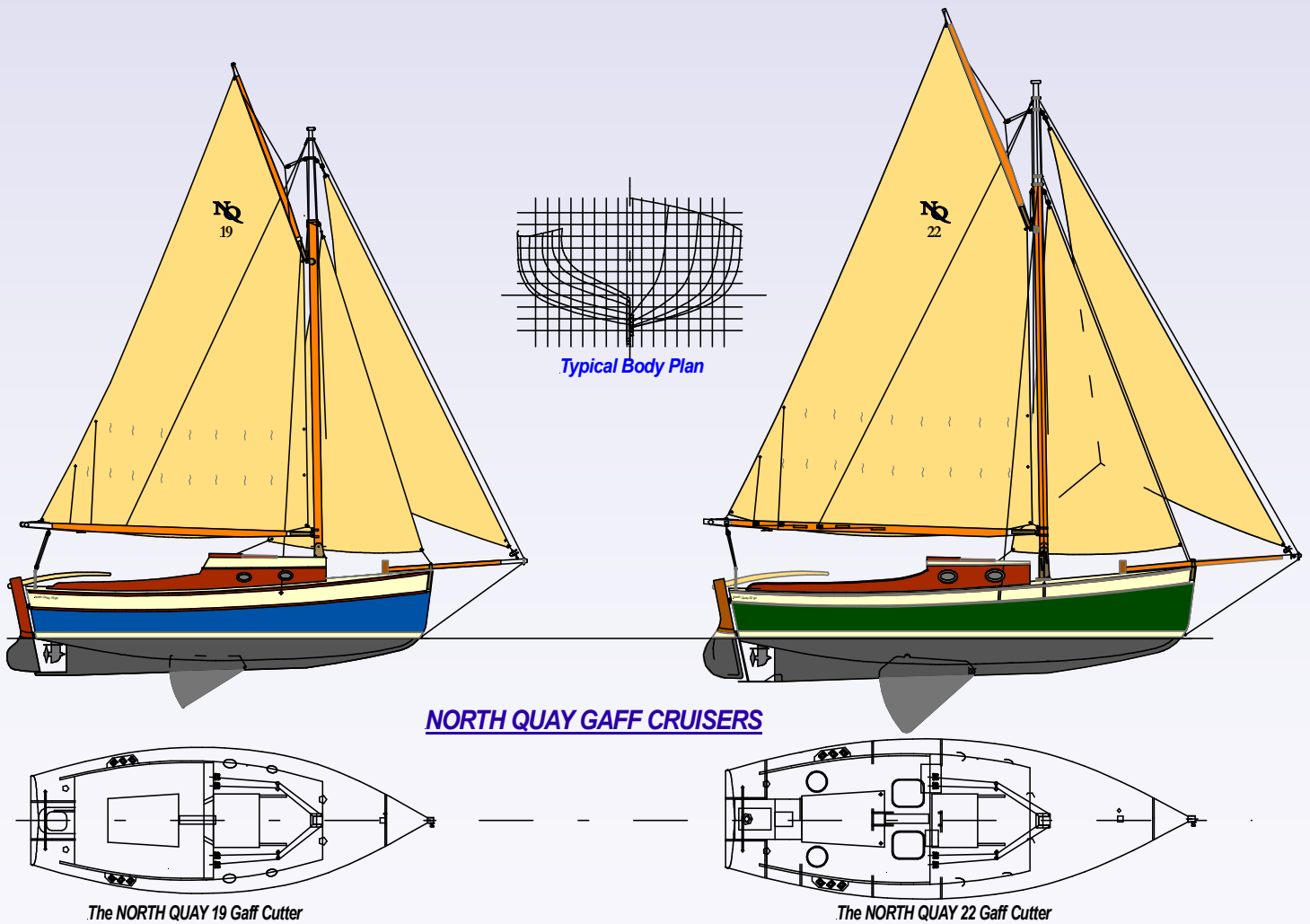
Building Contract as per BMF Standard Terms



# DIMENSIONS AND DATA

	North Quay 19		North Quay 22	
Length Overall inc. rudder & bowsprit:	7.20 M	23ft 7"	8.10 M	26ft 7ins
Length Over Deck:	5.85 M	19ft 3"	6.62 M	21ft 8ins
Length Waterline:	5.55 M	18ft 2"	6.30 M	20ft 8ins
Beam:	2.16 M	7ft 1"	2.30 M	7ft 6ins
Draught - plate up:	0.55 M	1ft 10"	0.62 M	2ft 2ins
- plate down:	0.85M	2ft 11"	1.11 M	3ft 8ins
Sail Area:	22.50 SqM	242 Sq ft	29.6 SqM	318 Sq.ft
Trailing Weight: (approx.)	975 Kg	2150 lbs	1,320 Kg.	2,910 lbs
Displacement - to designed waterline:	1,335 Kg	2943 lbs	1,745 Kg.	3,847 lbs
Ballast	250 Kg	550 lbs	320 Kg.	708 lbs

Winners of the Classic Boat Professional Boat Builders Trophy 1997



[www.northquaymarine.co.uk](http://www.northquaymarine.co.uk)  
E-mail [info@northquaymarine.co.uk](mailto:info@northquaymarine.co.uk)

North Quay House, Conyer, Nr. Sittingbourne, KENT ME9 9HL  
Telephone 01795 521711

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