

# IAIN OUGHTRED DESIGN

## *Tirrik and Arctic Tern*

by ROBERT AYLIFFE

The two Oughtred design pieces this month have been inspired by orders for the first of their design as plans and kits, the Tirrik for Ken in Australia, and the Arctic Tern for Julian in New Zealand.

Both boats are double enders, and have similar construction, though the Tirrik has four planks a side, while Arctic Tern has six.

Arctic Tern  
Gunter Sloop Rig



Tirrik Rigs  
Gunter Sloop  
Balanced Lug



THE TIRRIK IS SOME 400MM SHORTER THAN Arctic Tern, yet carries the same beam as the longer Arctic Tern.

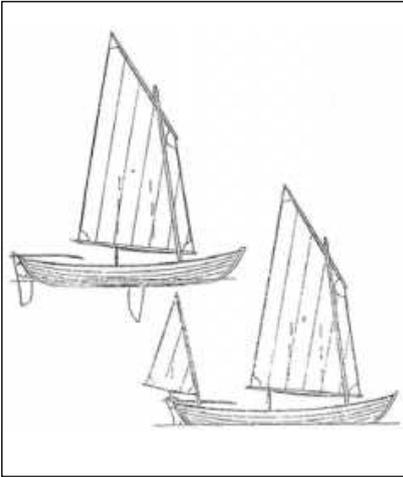
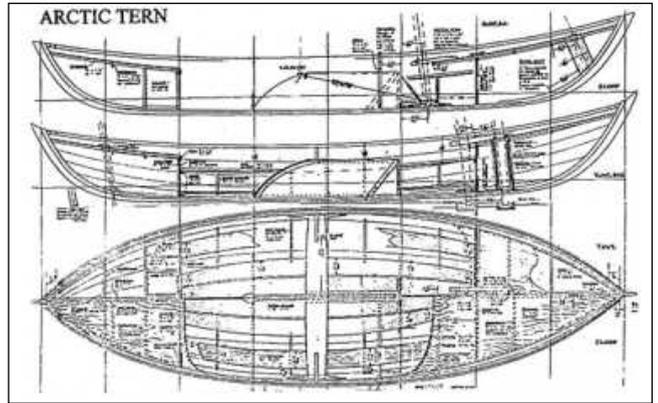
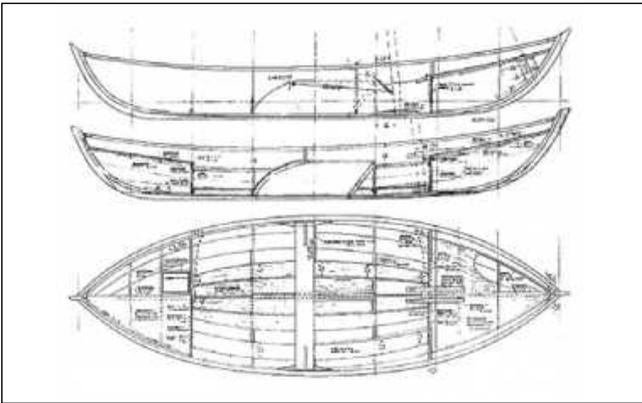
For her length, then, the Tirrik is going to be stiffer and a bit slower than the rakish Arctic Tern. The Arctic Tern's predecessor is *Jeanie 2*, named after Iain's late mother, and is famous for winning a number of raids in Scotland over the past years. The bilges have been firmed in the Arctic Tern for a bit more stability, but the speed will remain. She is pretty good under oars, too.

By comparison the Tirrik will be more sedate, but no less striking in appearance, on the water or alongshore. She also has nice comfortable side benches, and there is no split rig option.

I was looking at a photograph the other day of Paul Atkins' nearly 20-year-old 4.5m 'Whilly Boat' with a load of people in her down at Goolwa, in South Australia. I was struck by the loading capacity of these small boats, and by comparison how capable the two boats under review here will be. It's true that you lose some boat space in the taper at the canoe sterns, but the gain is that there is no transom drag.

Heavily loaded they just sit lower in the water, and in motion, the water just closes effortlessly around the stern. A transomed boat, by comparison, heavily loaded, often sees the transom settle into the water, and in motion the water curls up, noisily and energy sapping, aft.

In addition, the canoe stern vessel, in the right hands, can make easier work in heavier following seas.



Both boats will be a joy to build, not least because the shapes of the hulls, and the planks that go on them are of such elegance that the hardest heart softens a little, and there is real pride in that.

Plans immediately available; Kits within 10 working days within Australia, three weeks to the Pacific.

**Special deal**

Freight Free to capital cities within Australia, and surface freight to New Zealand major ports if any

Oughtred plans and kits are ordered from NISBOATS before January 21, 2010.

*Ask for quotes on:*

- Solid timber and Bote Cote epoxy/fabric packs .
- Sails and rigging materials.
- Ongoing building support as needed.

**NIS Boats**  
**PO Box 843, Mt Barker, SA 5251**  
**P : 08 8391 3705**  
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Paul Atkins Original Whiily Boat, at 600mm shorter than Tirrik, and a metre shorter than Arctic Tern, this pic shows just how roomy the newer boats will be.

TIRRIK SPECS:

LOA	5.13m
Beam	1.64m
Weight	95kg
Type	Double Ender Beach Boat.
Sail Rig	Balanced Lug Sail area: 9sqm, Gunter Sloop
Sail Area	10sqm. (Yawl Rig Option on request)
Capacity	1/4 people. Suggested hull build time 260 hours, plus 80 for the rig.
Plans	<b>\$256.82</b>
Precut Okuome (Gaboon) Kit	<b>\$2854</b>

ARCTIC TERN SPECS:

LOA	5.52m
Beam	1.64m
Weight	110kg
Type	Double Ender Beach Boat.
Sail Rig	Balanced Lug Sail area: 9.48sqm, Gunter Sloop
Sail Area	11.5sqm. (Yawl Rig Option on request)
Capacity	1/4 people. Suggested hull build time 260 hours, plus 80 for the rig.
Plans (inc pack and Post)	<b>\$304.27</b>
Precut Okuome (Gaboon) Kit	<b>\$3871</b>