

Two Iain Oughtred designed Prams for home building. Plans available now. Precut plywood planking kits and MDF building molds soon to be available : NIS Boats PO Box 843 Mt Barker, SA 5251  
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# Feather Pram

2.03m x 1.145m 18kg / sail area 2.42sqm

# Humble Bee Pram

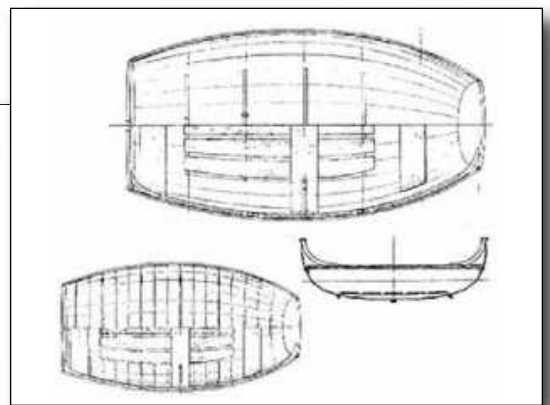
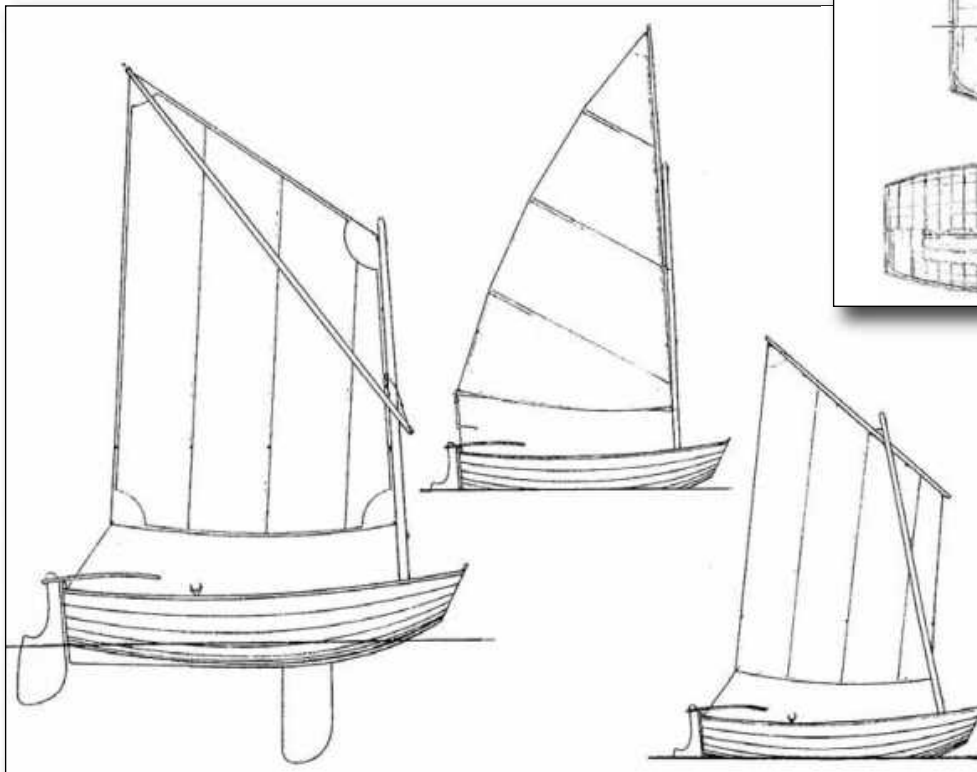
2.36m x 1.25m x 30kg / sail area 3.5sqm

by ROBERT AYLIFFE

**T**HE PRAM TYPES HAVE BEEN USED AS quickly built work boats and tenders for aeons; some are gruesomely ugly and little more than boxes, with their ends deep in the water, and others are real gold platers, as

pleasing to look at and light on the water as any boat you will see.

They can carry more, length for length and hull depth, than their pointy sisters because they carry their buoyancy well forward.



## Humble Bee

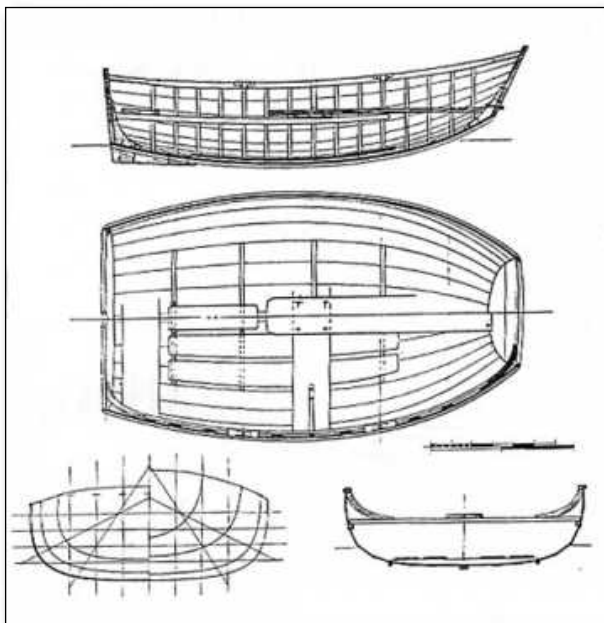
LOA	7'9" / 2.36m
Beam	4'1" / 1.25m
Depth	15 <sup>1</sup> / <sub>2</sub> " / 395mm
Weight	65lbs / 30kg
Sail Area	38sqft / 3.5sqm

Type: round-bilge pram  
Optional rig: sprit, lug, gunter  
Capacity: 1 to 3

They are also easier to build, because the fitting of the planks to the forward transom is easier, and involves less twisting than the pointed stem boats.

Poorly designed prams do have some drawbacks, which include the tendency of the forward transom to push water if too heavily loaded or the transom is too steep or the towing point is set too high.

Fortunately, both the Feather Pram, and the Humble Bee are in the well designed category! They have nicely pitched forward transoms, which give good lift, and the lower turn of the transom on both boats is set high above the intended loaded waterline. The underwater section from the fishes' perspective looks more like a skimming dish, easily sailed, rowed, towed or hung in davits behind a



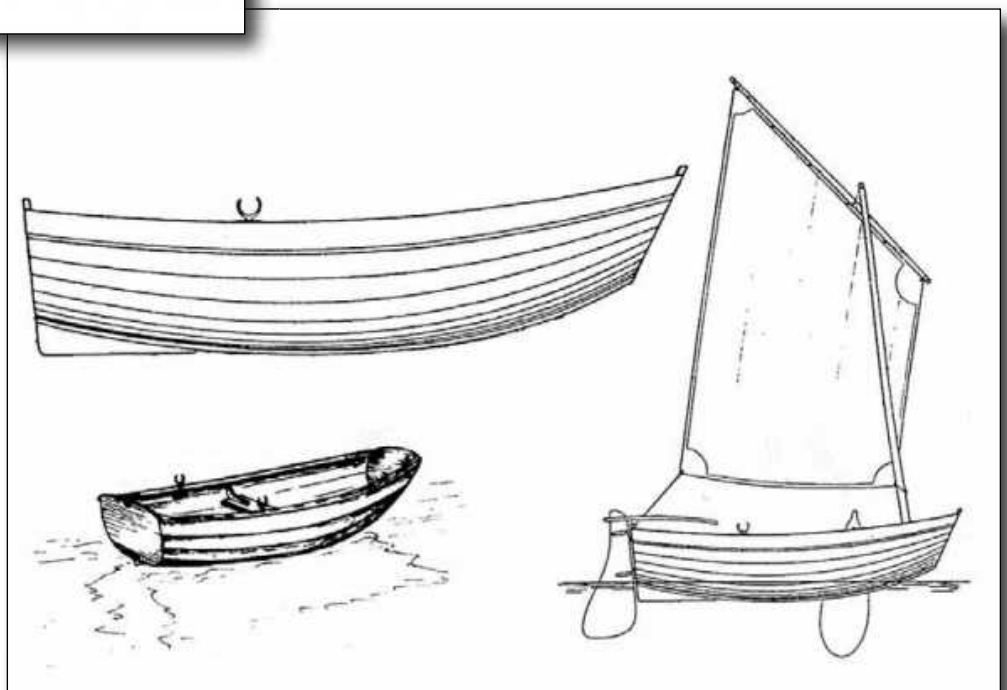
## Feather Pram

LOA	6'8" / 2.03m
Beam	3'9" / 1.145m
Depth	15" / 380mm
Weight	40lbs / 18kg
Sail Area	26sqft / 2.42sqm

Type: round-bilge pram

Optional rig: standing lug with leeboard

Capacity: 1 or 2, sometimes 3



larger boat. I have been involved in the building of several Feathers over the years.

The great Viv Hood here in Adelaide built four of them in my Jam factory builders' group in one year as I recall. All were commissions, and all had towing points made from dinghy chain plates bolted to the keelson plank, in sheer to the towing load and just under the turn of the forward transom. I think he also built one Humble Bee, as a tender boat for Joe Manning's 12m Phil Bolger designed *Wyoming* back in the mid 90s.

This low towing point has the effect of lifting the bow unde tow, and easing the boat over the top.

I think these designs are ideal for young people having their first go at the interesting carpentry of ply clinker boat building. The joy of the process, the speed with which these boats can go together are factors. The pleasure that comes from having participated in building a fully functional boat that has real beauty on the land and on the water is inspirational beyond boat building.

You could buy a little tinny of course for similar cost and no effort, but you won't enjoy rowing it, it will be too heavy to pick it up and carry it to you car and no one will care anyway.

And this way you will have all learnt something.

Now, that's gold! ■

### CORRECTION:

In the last issue we printed the dimensions for the Auklet as 4.87m x 1.6m. It should be 2.2m x 1.2m. No precut kit yet available.