

ROYAL CRUISING CLUB /YACHTING MONTHLY DINGHY DESIGN COMPETITION

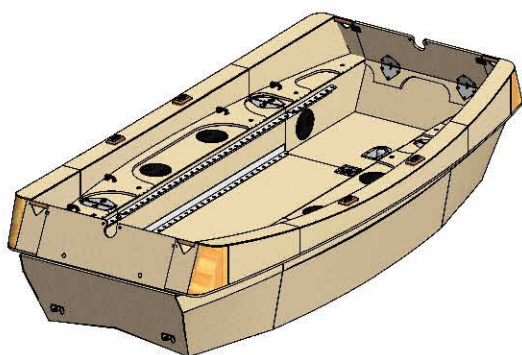
REPORT OF THE JUDGES

Five entries were received by the closing date on 1st October 2012 and have therefore been considered by the judges. In alphabetical order they were as follows:

FRANKTON by Martin Walford and Michael Howard.

This was a very detailed design for a folding dinghy 10 feet in length and constructed in plywood joined primarily by means of epoxy fillets. The judges were impressed by the quality of the presentation with excellent three dimensional representations of the overall design and the inclusion of much well thought out detail. One judge described FRANKTON as 'an intelligent piece of engineering'.

However, a number of concerns were raised. It was felt that although it might have attractions for volume production perhaps as a kit, it would be extremely complex and expensive for one-off amateur construction. Although when folded the dinghy only required approximately 5 feet by 5 feet of deck space, the box created would stand about 3 feet high the consequence of the hull folding rather than nesting. Finally, there were general concerns about FRANKTON'S appearance and potential handling qualities. Comments included 'once again we seem to have more of a sophisticated raft than a dinghy', 'confrontational looks', 'won't look attractive in service and it won't melt into my coachroof when it's collapsed'.



FRANKTON
Stripped and folded



THE MULE by Gordon Davis

This design has the benefit of having been constructed and demonstrated in use, it was developed specifically for the designer's 31-foot sailing yacht and is intended for stowage in a cockpit locker. The consequence is that as presented, it will only carry a maximum load of 150 kg and is not suitable for an outboard. The design was well presented with good photographs to explain the details. The dinghy is constructed in ply using jointing techniques that include stitching with nylon fishing line and the waterproof integrity is obtained by an outer skin of PVC cloth.

Whilst the judges recognised the stated success of the design for the specific requirements on the designer's yacht, there were major concerns about its wider applicability. The chief of these were the robustness of the MULE as a serious yacht tender, its inability to cope with any degree of choppy sea and its load capacity. The design brief states 'the standard load will be the two owners plus shopping' the owners together are given a weight of 125 kg combined including waterproof clothing and life-jackets. Unfortunately as was repeatedly pointed out the majority of the judges do not conform to this specification. As one judge put it 'While this is a delightful day dream, I fear that for many of us the reality is somewhat different. Taken alone, I weigh in at 110 kg, never mind the lifejacket'.



THE MULE
Loaded and unloading



