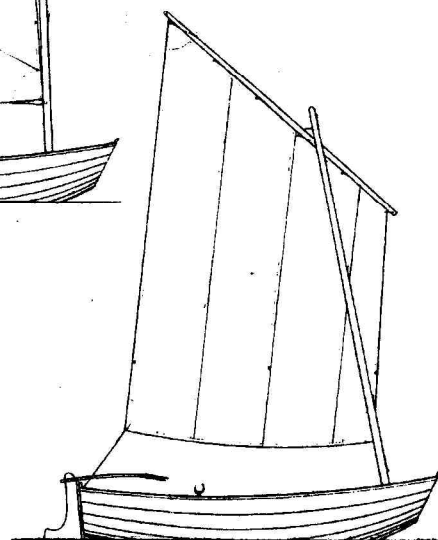
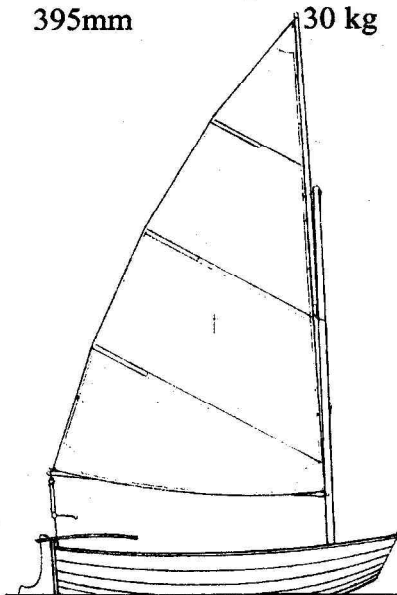
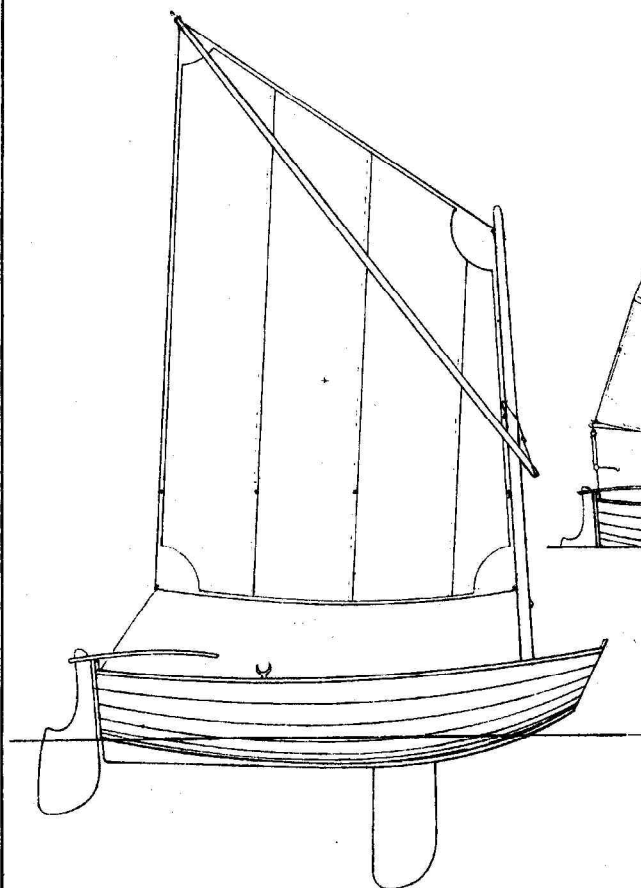


HUMBLE BEE

design

no. 63

LOA 7'-9"	Beam 4'-1"	Depth 15-1/2"	Weight 65 lbs	Sail Area 38 sq ft
2.36m	1.25m	395mm	30 kg	3.5sq m



Type: round-bilge pram

Optional rig: sprit, lug, gunter

Capacity: 1 to 3

BUILDING INFORMATION

Construction: glued lap clinker plywood

Options: trad. plank (construction plan included)

- strip plank - cold-moulded

Building time: 80 hours + rig 40

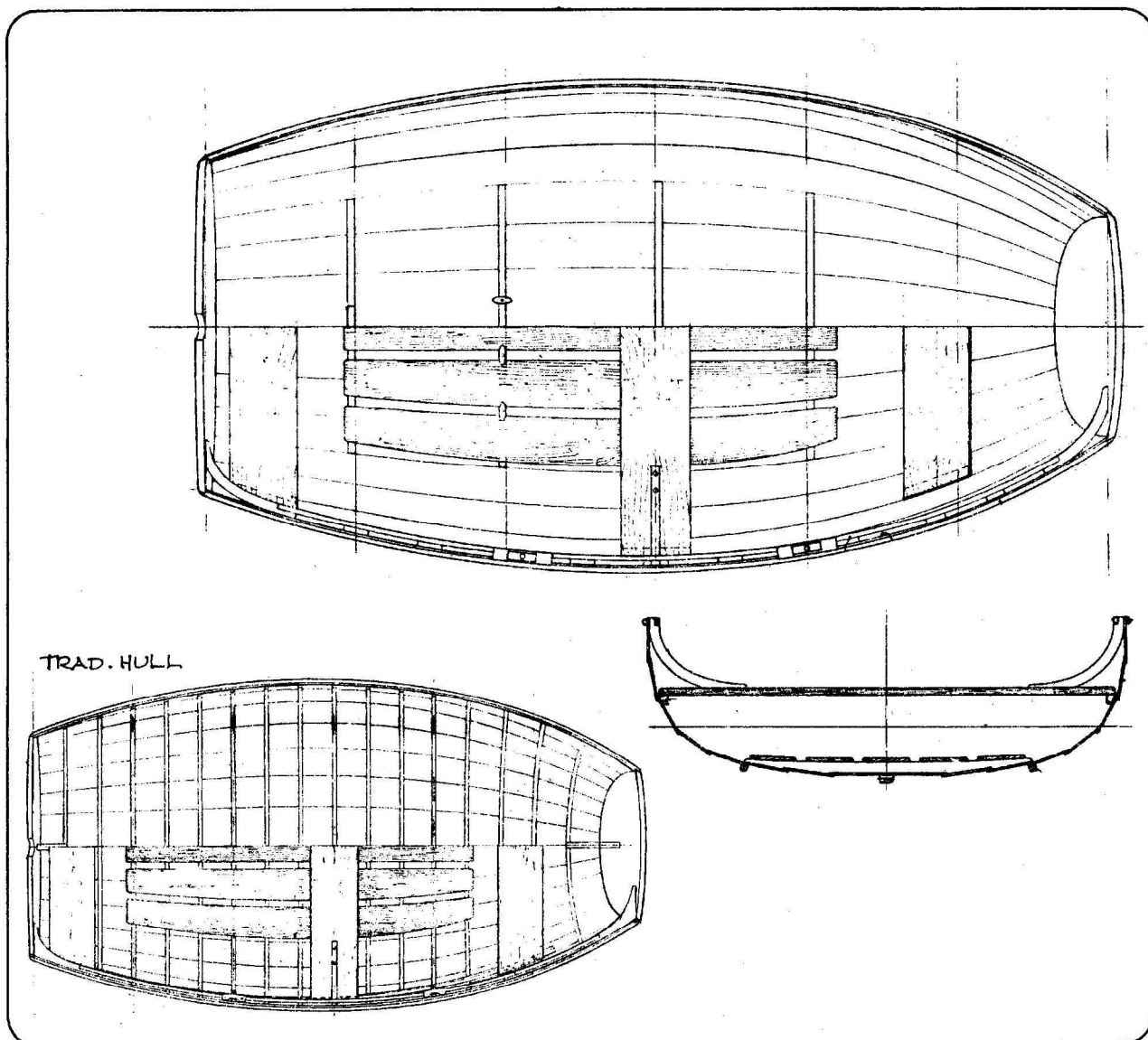
COST

Materials £400 Rig + 300

Plans: 5 sheets with instructions

The classic 8' clinker pram was traditionally one of the most popular of small boats, because of its combination of excellent carrying capacity within a minimum overall size. This makes it ideal for use as a tender to small and medium-sized cruisers. The old boatbuilders, working consistently with clinker construction, could turn out these hulls really fast, so the prams were also very economical.

The plywood planking makes the pram an even better tender, allowing lightweight construction in a tough and durable hull, which stays tight in all weather conditions. This is especially significant in long-distance cruising, where a tender is often stowed on deck in the hot sun, yet still is frequently soaked in salt or fresh water.



The HUMBLE BEE (- a fat one came buzzing in one summery day around the time I was wondering about a name) is carefully worked out to maximise the very demanding compromises implied in a design of this size. She performs very well, rowing or sailing, within a wide range of displacement: a crew of one to three, or the occasional 4th for the row out to the yacht in calm water. The bow transom is moderately small, and well above the waterline, so she can be pulled through a bit of choppy water without being stopped in her tracks by every second wave as some prams seem to - and staying remarkably dry.

The planking is 3/16" plywood - that's 5mm - or 1/4" - 6mm for a really strong hull that will stand a bit of rough handling. A full construction plan is also included for traditional construction; no detailed instructions for this, but a list of useful books and articles which explain the procedures in detail.

There are three optional sailing rigs: the simple sprit or standing lug are perhaps the most practical. They are very similar in performance and handling. The high-peaked gunter is a rig that was most popular in the traditional British yacht tender; the battens are inconvenient but the roach increases the sail area to 40 sq ft on spars of minimum length.