

Scandinavian Dory 18 ®

The new Scandinavian Cruiser 18 combines beautiful classic clinker/lapstrake dory lines with the latest high performance sailing and rowing functionality.



History of the Dory:

No matter where the dory boat got its start, it has been in use for hundreds of years. One source reported that the dory boat could be traced back as long ago as 300 AD, when dory boats were used as surfboats on the Arabian Sea.

Another story traces the origins of the dory boat to a type of boat used many years ago along the Mosquito Coast of Nicaragua and Honduras.

In the late 1700's the dory boat became a boat of choice for fisherman in New England and Nova Scotia. The Portuguese had been using a type of dory boat for fishing for many years.

There are two stories as to how the dory boat became popular in the United

States. One theory is that they are descendents of the "bateaux" which was a type of boat being used by the French in the waterways in the north. The other story is that they are based on the Portuguese fishing boat. No matter how they came to be, the dory boat became the preferred vessel for fishermen in New England in the late 1700's and beyond.

Where did the name dory come from? One theory is that the name came from the John Dory fish that was plentiful in Nova Scotia. The other theory is that the name came from the Douro River in Spain and Portugal where the original dory boats were used.



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The origins of the dory are lost in the mists of time. Many maritime cultures independently discovered the virtues of keel less craft with narrow flat bottoms and flared sides that would tend to slide down the face of a breaking sea instead of capsizing. The convenience of handling such craft on beaches and ships decks together with their rough water ability have insured a special and enduring place for this type in the tradition of the sea.

Wind and waves have changed as little as the rocky cliffs of the lands where the dory types were born. The dynamics of water that make boats of this shape so worthy of the trust people place in them are immutable. What has changed, however, is man's understanding of the subtle and invisible forces around sails and centerboards which now let us apply the energy of the wind with power and efficiency that would have seemed like magic to men struggling to wrest a living from the sea years ago.

Scandinavian Dory 18 is bringing to boaters a craft that connects wisdom from the deepest roots of our relationship with the sea to the possibilities of modern materials and aeronautical engineering. The hull shape that carried French Canadian lumbermen through raging rapids and brought generations of fisherman safely home from their labors in turbulent winter seas will stand by the modern boater caught by the capriciousness of the sea. A thoroughly modern rig and

high performance underwater foils will surprise other boaters who think they are looking at a staid and old-fashioned craft.

Ashore, the Scandinavian Dory 18's owner will still experience the time-tested advantages of a type rooted in the practical experience of people whose boats were their livelihood. The flat bottom will let her sit flat on a beach and be easily pulled up from the water. She can be carried on a simple, flatbed trailer that is useful for other purposes than hauling a boat.

Eclectic naval architect Roger Long, whose designs have ranged from elegant and traditional wooden craft to square rigged sail training ships and sophisticated oceanographic research vessels contributed the hull. He started with the bow and hull sections that are primarily responsible for the dory's timeless reputation for seaworthiness. Another equally classic and time tested shape was then married to the stern of the dory hull to produce greater power to carry sail and cleaner lines when heeled so as to realize the potential of the modern rig. The result is a boat that would have been a traditional classic if boatmen of old needed to do what recreational boaters do today.

The Scandinavian Dory 18's stern also provides a place for a gas or electric outboard motor and there is room on the other side of the transom to deploy a ladder for swimming or retrieval of a

person who has fallen in the water. A stern storage locker is shaped to exactly fit a standard battery if the quiet electric option is chosen.

Nis Peter Lorentzen of Scandinavian Cruisers brought his extensive boating experience to the design with a unique cockpit that will accommodate both the demands of performance and the need for relaxation. The cockpit is automatically self-bailing even when the boat is at rest so that it can be left at a mooring uncovered without the need to bail out after an unexpected rain. Water shipped during sailing will drain out through a drain in the centerboard trunk, which is completely below the cockpit floor leaving the interior open and unobstructed.

Noted yacht designer Eric Sponberg powered the Scandinavian Dory 18 with a rig more modern and efficient than that of many racing craft. The fine lines of these traditional craft need only the power that can be developed with modern rigs to produce startling performance and challenging sport.

The Scandinavian Dory 18 incorporates another feature from the wisdom of nautical tradition that will greatly increase her utility for families and make her appealing to a broader range of sailors. Modern materials permit the construction of a light hull that will be easy and convenient to transport and handle ashore. This light weight will make for sailing and handling as exciting as any high performance sailor could ask for. Less experienced or older

family members or sailors may prefer more docile handling as may the skilled sailor on a pleasant day.

The Scandinavian Dory 18 will incorporate a storage compartment under the cockpit floor with a watertight cover. This may be used for storage or it may be filled with water to add ballast and bring the boat's weight up closer to that of a traditionally constructed craft. If caught out in a sudden blow, the Scandinavian Dory 18 owner can also fill this compartment with the readily available ballast that surrounds the boat and then easily dispose of it when taking the boat out of the water.

If more ballast is desired, water, sand bags, or any other heavy objects can be carried in the compartment. The great amount of reserve buoyancy provided by the cockpit and deck configuration will keep the boat afloat if it should capsize while ballasted. This ability to customize the boat to the tastes of individual users, quickly converting as desired, will make her unique among small craft on the market today.

Finally, the Scandinavian Dory 18 will excel at the form of propulsion most central to the dory heritage and most beneficial to modern boaters, rowing. Her unobstructed cockpit will accommodate either sliding seat rowing rigs for maximum cardio vascular exercise or fixed seat oars for use in rough water or exploring interesting shore lines. She is long enough for two rowers to row with fixed seats in tandem

and can be quickly converted between all configurations as desired.

The Scandinavian Dory 18 has been grown from the deepest roots of nautical

Design brief:

Combine the classical elegance and practicality of the Dory boat with modern boating technology and multiple functionality.

Create a unique, beautiful and high-level boat in terms of design, quality, performance and functionality.

18 feet is an ideal size for a small boat that is fast yet stable, can both be rowed and sailed very well, support an electric engine, and comfortably carry 1-3 people.

Provide a rudder and leaded centerboard with a modern high-aspect design profile for maximum lift and minimum drag.

Provide a swinging centerboard and swinging rudder for safe and easy shallow water access and easy trailering. Most people regard swinging boards as safer in shallow water.

tradition to the highest branches of modern materials and aeronautical engineering to bring you the most unique and useful small craft available on the market today.

Provide an electric motor, which is attached and stored permanently on the transom.

Design a boat for experienced water sports families and individuals who want a high performance multi-use boat with beautiful classical lines, to go out for a few hours with friends or family members, and to bring the boat up on the sandy beach, or anchor in a shallow-water cove for a picnic. For some owners this is the second or third boat, or it is the only boat for those who want to downsize to a less expensive and more casual boating lifestyle.

Design a beautiful high-quality classic lapstrake/clinker boat, which will turn heads at the mooring, on the trailer, and when it overtakes much larger boats from the same yacht club. It will be much faster, both under sail or oars, than most people expect – a real “wolf in sheep’s clothes”.



Dimensions:

Length: 17.5' (5.35 m)

Width: 50" (1.3 m)

Weight: 240 lbs (110 kg)

Sail area: 110 sqf (10 sqm)

Capacity: 1-3 people

Specifications:

Swinging centerboard:

This is probably the only small boat in the world with an invisible swinging centerboard. Using the latest technology, we are able to make a leaded high-aspect centerboard. This allows us to conceal the entire swinging centerboard below the cockpit floor. The advantages of this are significant. We can install the removable sliding rowing seat on double tracks directly on the cockpit floor, and when the seat and tracks are removed

and folded, the cockpit floor has no obstacles that the crew can trip over.

The cockpit floor is a few inches higher than "normal" which allows us to make it self-draining through the centerboard well, which is another benefit. A pivoting UHMW centerboard pin is resting on two UHMW side plates, which slides down from the top and into the centerboard well, and provides a waterproof installation. The well has a long inspection hatch on top for easy access to the centerboard, and there is a rubber

gasket and rubber bumper inside the well to protect the swinging centerboard.

The swinging centerboard can be lifted and lowered with two control lines that are cleated and can be released in the event of an accidental grounding. Finally, the centerboard well is closed off at the bottom with two PVC side-strips to provide a smooth water flow.

Swinging rudder:

The transom rudder is attached with two hinges and a snap-lock plate. The tiller is located just above the upper transom edge, with preventer blocks on each side to prevent the rudder from turning too far and hitting the electric motor propeller. The rudder is a classical design above the water line. When lifted, the rudder blade is completely out of the water, and above the skeg line for easy beaching and trailer handling. When lowered, the rudder goes as far down as fully vertical.

The rudder blade can be lifted and lowered with two control lines that are cleated on the tiller. The rudder downhaul line can be released in the event of an accidental grounding. A carbon fiber telescopic tiller extension is fitted to the varnished ash/teak composite tiller.

Half wishbone boom:

In a tack or jibe there is nothing more pleasant and safe than a high sail foot, and an even higher boom without a vang! The half-wishbone boom design is ideal for a family friendly boat, and it

takes up only half the storage space of a conventional wishbone boom.

Seats:

In the bow the boat has high gunwales, which gives the kids a protected platform, like in a bow-rider, which they love. There are also two curved seats just behind the mast. In the middle of the boat there are narrow side decks, with only a small vertical edge for more comfort for anybody who would like to hike out. In the helmsman area there is a curved double seat.

Handholds and hiking foot straps:

While sailing the stored oars function as grab handles, and the boat has 3 hiking straps and 8 foot straps in the cockpit floor for additional safety, while rowing and sailing.

Storage:

Just below the curved seats by the mast there are 2 inspection ports, which allow the owner to store the two-part mast, or the oars.

In the bow there is a recessed sealed insulated storage hatch for ice packs, cold drinks and sandwiches. In the stern there is a recessed sealed storage hatch with a dual-level bottom designed to fit an optional external battery for an optional electric trolling motor. The hatches have self-draining gutters and hinges.

Water ballast:

There is an inspection hatch in the cockpit floor, which serves as waterproof access to a water or sand ballast storage tank below the cockpit floor just in front of the centerboard. At full capacity, the additional ballast is 40 kg (85 lbs) of water or 60 kg (130 lbs) of sand. This ballast tank can also be left empty for a sportier setup, or used for storage.

Mast hole:

The mast hole is of the same tube design as on a Laser.

Traveler and boom:

The traveler is a simple bridle installed in the stern. The main sheet is attached at the end of the half-wishbone boom. The main sheet is cleated on the lower block by the bridle. This keeps the cockpit clear of any sheets.

Cat rig:

The boat has a fully battened big roach cat rig with a wishbone boom. There is enough boom angle to have sufficient vang effect when the outhaul and downhaul are pulled. The mast is made of carbon fiber and is a very light and flexible tapered 2-part mast with a composite luff track. The single reef position works by attaching the downhaul and the outhaul to the reefing points.

Flotation:

The cockpit inner liner is sealed and water proof, and has very significant

reserve buoyancy, which will keep the boat floating in case the cockpit is filled with water.

Electric motor:

The boat has an optional electric trolling motor bracket on the side of the transom. The waterproof ventilated battery storage is located below the tiller.

Deck and cockpit:

The deck and cockpit is made of a fully cored fiberglass composite, with two-toned non-skid gelcoat pattern.

Clinker/lapstrake composite hull design:

The hull is made of fiberglass composite in a classic clinker/lapstrake design with reinforcements. The clinker/lapstrake design provides additional longitudinal stiffness.

Deck/hull connection:

The deck is glued to the hull with Plexus on a wrap-around hull flange, on top of the inner centerboard well, and at the bottom of the mast tube. The centerboard well has two bulkheads to absorb side pressure from the centerboard.

Rowing arrangements:

There is an ergonomic sliding seat with ball bearings and tracks mounted with finger-bolts in the cockpit floor. The seat can be removed when not used for rowing. There are two recessed footpads in the floorboard that can be raised and locked on an angle. Two

removable and adjustable Concept II oarlocks are installed on stainless steel outriggers on the side decks.

Optional removable fixed rowing seat “stools” are available.

Deck cover:

An optional full deck cover with hull overlap is available. The deck cover can be fitted with or without the mast in position.

Color options:

Hull color options are white, dark blue, dark red, black and dark green. The deck color is cream white. The side decks, cockpit floorboards and cockpit seats have a light-brown or grey color non-skid surface, which is molded in the deck and cockpit.

SD 18 in sailing mode:

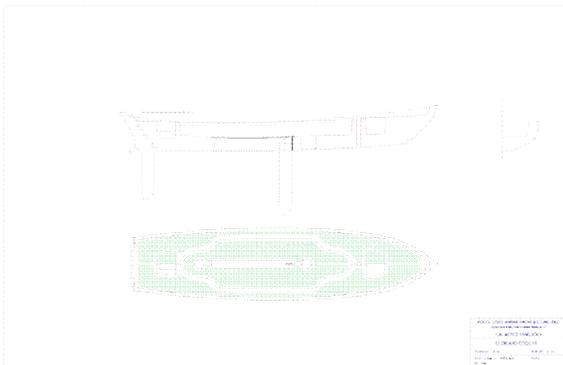


Design inspiration:

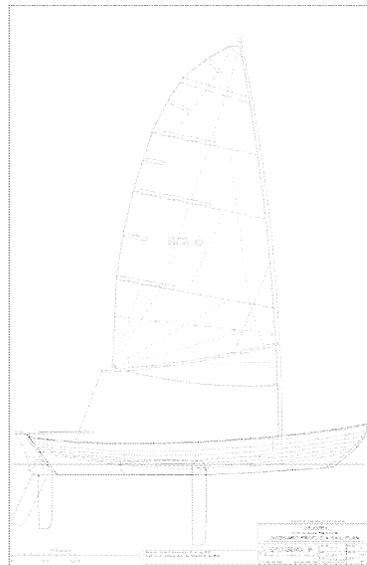


Traditional wooden clinker dory boat.

SD 18 interior layout:



SD 18 outboard profile and sail plan:



Co-designers:

Roger Long

Co-designer of the Scandinavian Dory 18 hull and interior based on his original Yawldory design.

Roger Long is one of the United States' foremost designers of vessels for educational and research missions. Seven of the vessels deploying oceanographic equipment in Atlantic waters are of his design.

Roger Long is an internationally recognized expert on the stability of large sailing vessels. He was principal researcher and co-author of papers used to develop US Coast Guard stability regulations for sailing school

vessels and served as expert witness for the British Government in the inquiry into the capsizing of the school ship MARQUES.

Roger Long Marine Architecture was founded in 1986 but Roger Long's experience with research and commercial vessels goes back to the days when a whole design office would line up to use the single, four function, electric calculator with neon bulbs.

Roger Long is a Private Pilot and published author on aviation and boating topics as well as the Harbormaster of Cape Elizabeth, Maine.

Eric W. Sponberg

Co-designer of the Scandinavian Dory 18 rig and blades.

Swedish-American Naval Architect & Designer, Eric W. Sponberg, is an award-winning designer of the free

standing rig and numerous high performance yachts, with proven abilities to bridge the classic design aesthetics with the latest yacht design concepts, technologies and superior racing performance.

Equipment packages

Sailing package:

S1: Carbon two-part mast, alu. boom, sheet, lines and halyard, tri-radial cut mainsail, rudder, leaded centerboard, 3 hiking straps.

Rowing packages:

R1: Single sliding rowing seat, 2 footrests, pair of outriggers, pair of carbon fiber oars, pair of Concept II oar locks.

R2: Two fixed rowing seats, 2 pairs of outriggers, 2 pairs of carbon fiber oars, 2 pairs of Concept II oar locks.

Optional equipment:

- Coppercoat antifouling
- Complete deck cover
- Bow and stern cushions
- Anchor
- Fenders
- Compass
- Electric trolling motor
- Launch trailer or road trailer

List of optional equipment and retail prices:

Please contact your national distributor/dealer for retail prices in your own currency.

Optional equipment:

Scandinavian Dory 18 boat:

Equipment packages:

S1: Carbon mast, alu. boom, sheet, lines and halyard, tri-radial mainsail, rudder, leaded centerboard, 3 hiking straps.

Dealer installation

R1: Single sliding rowing seat, 2 footrests, pair of outriggers, pair of carbon fiber oars, pair of Concept II oar locks.

Dealer installation

R2: Two fixed rowing seats, 8 foot straps, 2 pairs of outriggers, 2 pairs of carbon fiber oars, 2 pairs of Concept II oar locks.

Dealer installation

Combine R1+R2

Dealer installation

Optional equipment:

Bottom paint

Factory option

Full deck cover

Owner installation

Stern cushion

Owner installation

Bow cushion

Owner installation

Anchor

Owner installation

Fenders (2)

Owner installation

Compass

Owner installation

Engine bracket

Dealer installation

Launch trailer

Owner installation

Electric motor

Dealer installation

Road trailer

Dealer installation

Additional information:

Web site:

http://scandinaviancruisers.ssp.sienn.com/The_Scandinavian_Dory_18_1_4.html

Facebook:

<http://www.facebook.com/pages/Scandinavian-Cruisers/135638388229?ref=ts>

Flickr:

<http://www.flickr.com/groups/sd-18/pool>