

# TOULINGUET

## TECHNICAL FILE

FRANÇOIS VIVIER – ARCHITECTE NAVAL

Toulinguet is a classical pleasure vessel of minimum size that provides a good navigation on coastal trips and beyond.

The choice of a classical line with a beautiful sheer and roof comings in varnished wood does not only have an aesthetic purpose. We have desired Toulinguet to have the qualities of equilibrium at tiller, movements at the sea, manoeuvrability, proximity to the sea surface, that are not found in modern sail boats any more.

The long keel provides easy beaching, resistance to hitting the bottom, and possibility to release the tiller during navigation if necessary. The centerboard performs well even at low speed, which allows steering accurately while sailing (and while navigating by engine as well).

Two versions of rig are offered, sloop of bermuda having a modern realization (unless required otherwise with metallic mast) but classical proportions with a mast with jumper stay, and a medium size jibsail which will provide the pleasure of sailing windward at the mouth of a river. The rig of coaster is more traditional. Its wooden mast and spar can be realized by an amateur. The front sails lifted to the hound of stay level, avoid complexity of rig (no backstay) while providing excellent performances at all speeds. We have associated this rig with a small bulwark which partially hides the deck house and improves the comfort on the deck.

The hollow forms of the hull provide a fair height of 1 m 70 under the beam, without creating a heavy silhouette. Note that it is possible to choose a deck house in two volumes, providing more height at the back. Large and multiple stowage are provided both inside and in the large cockpit for the pleasure of navigation.

Its layout offers the minimum for a crew of four: a front cabin with couchettes of fair length, a place for the toilet, a kitchen placed near the descent very practical at the sea, a real map-table where one can work seated.

Installation of a 10 hp diesel engine is projected, and we have avoided cutting the rudder blade to maintain the steering qualities of the boat. As a variant, it is possible to install an electric engine or an outboard in the motor well of the back casing.

The frame of the boat has an original design which provides an easy assembly for the individual boat builder. The axial structure consists of multiple-fold plywood. Longitudinal and transversal bulkhead overlap to form a rigid skeleton. The bottom planking, as the complete exterior fold, is made of moulded plywood. The lead ballast of fair weight consists of two identical half-shells bolted transversely. Epoxy stratifications are avoided as much as possible in order to avoid long sandpapering works and the need for a heated locale. The boat can be built either through real-size polyester templates provided by the architect, offered by **Classic Boats-Turkiye**.

L.O.A.	8,48 m
L.W.L	6.95 m
Beam	2.80 m
Draft	1.30 m
Weight	2800 kg
Balast	1000 kg
Motor	1GM10 YANMAR 9.9 HP
KATEGORİ	“CE” B/C 6 / 8 PRS



