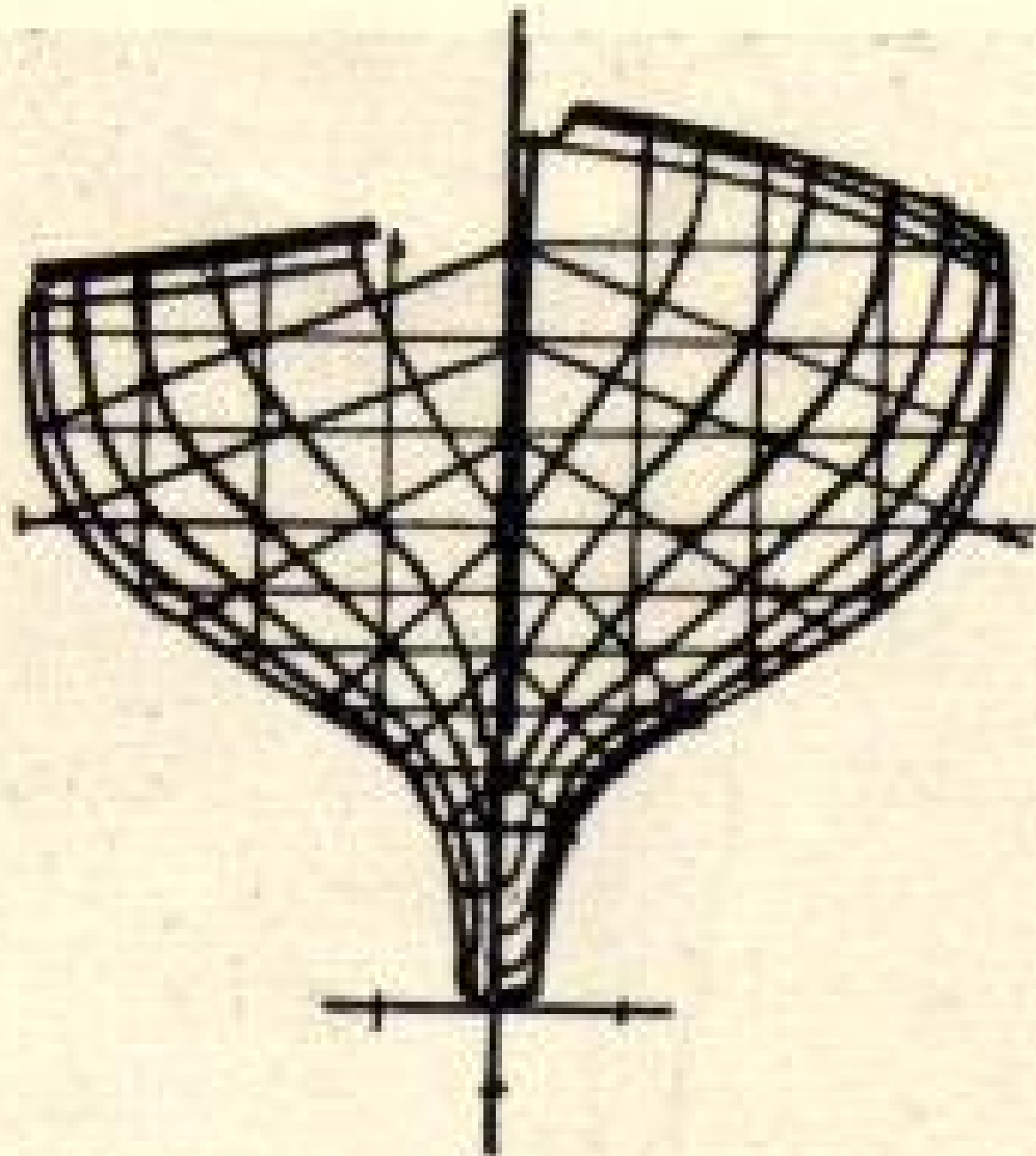


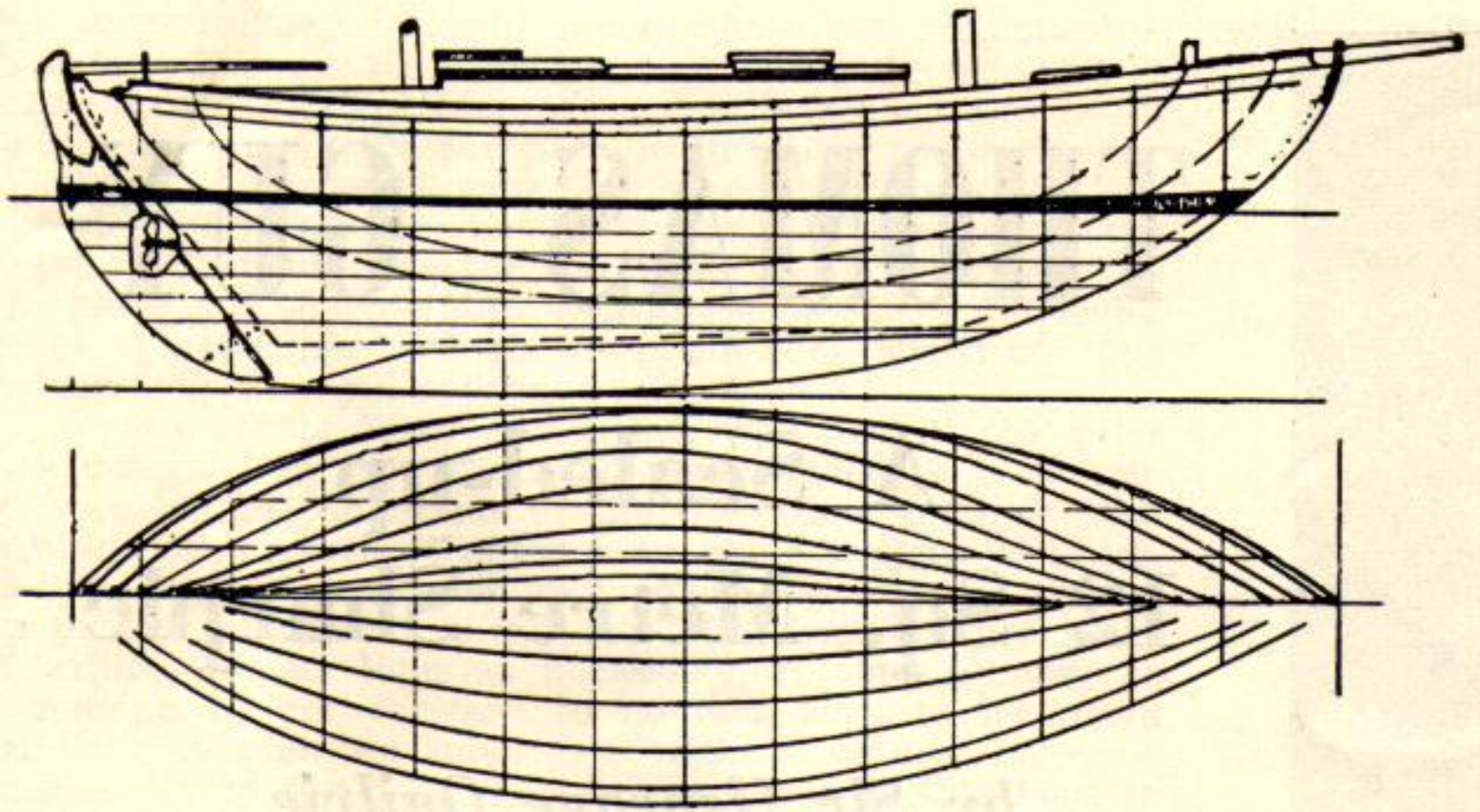
<i>Jib</i>	162 sq. ft.
<i>Staysail</i>	123 sq. ft.
<i>Main</i>	346 sq. ft.
<i>Mizzen</i>	185 sq. ft.

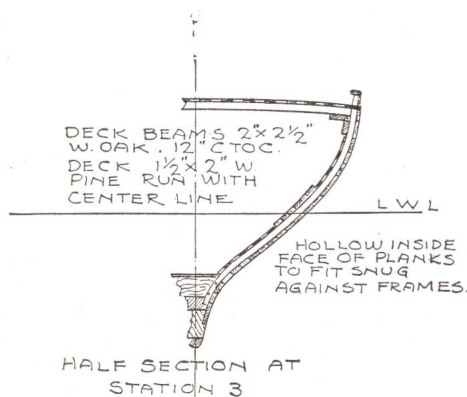
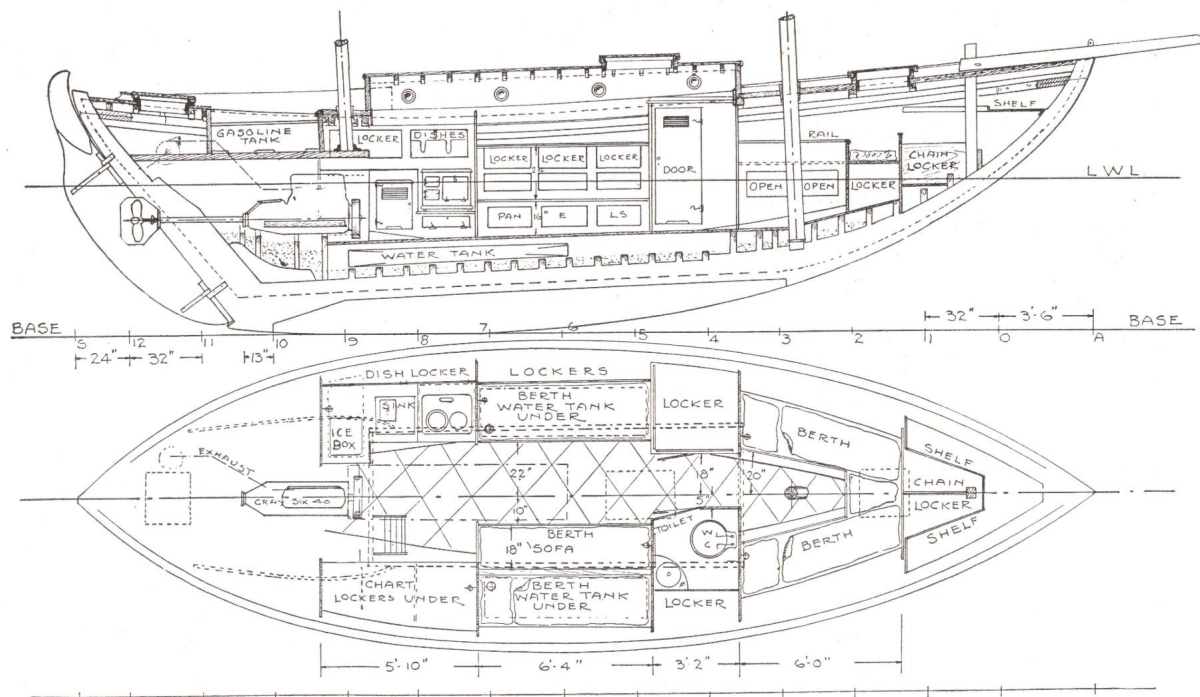


Opposite page: The inboard profile and arrangement plan for double-ender Ingrid. Below: Outboard profile, sail plan and deck arrangement

And such is Ingrid, this latest member of MoToR BOATING's honorable family of boats.







A Colin Archer Type

Double-Ender,

INGRID

Designed Especially for
MoToR Boating by

WILLIAM W. ATKIN

INGRID is a big boat. She has all the characteristics usually associated with seagoing ability. She is the kind of boat that behaves in rough water. She can be depended upon to sail herself. She is ableness personified. And equal to any situation. Ingrid is the reply to ever so many requests for an enlargement of the double-end Thistle whose plans appeared several months ago. And for a ketch-rigged auxiliary.

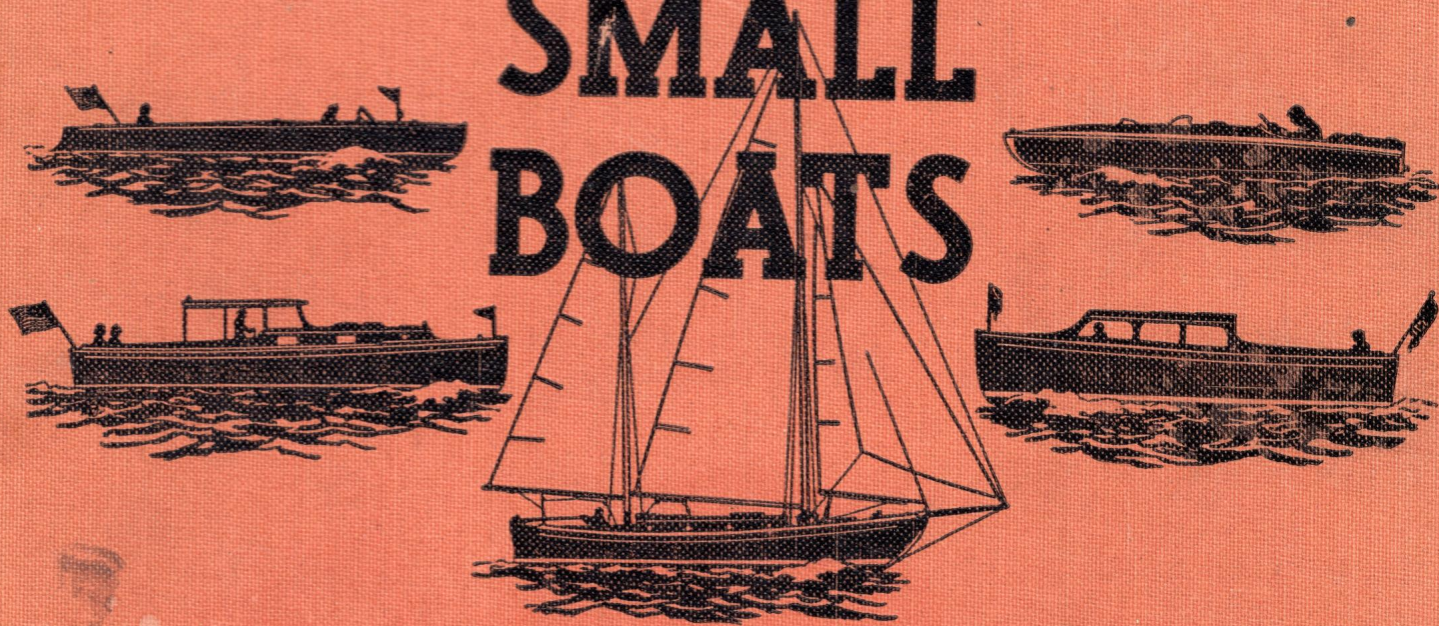
There has been retained in Ingrid practically the same beam as that of Thistle. The draft, however, has been increased to 5 feet 6 inches. Ingrid, then, is 37 feet 6 inches in overall length; 30 feet on the water line; 11 feet 4 inches beam; and 5 feet 6 inches draft. Her displacement is 25,000 pounds. There is 9,000 pounds of iron on her keel with 3,000 pounds inside ballast. The sail area is 816 square feet and distributed as follows: jib 162 square feet; staysail 123 square feet; mainsail 346 square feet; and mizzen 185 square feet.

There is always a difference of opinion about the weight of sails. It seems to me (and it has been borne out by practice) that it is best to use extra fine quality cotton duck, keeping this light in weight; being sure that the sails are made in the finest manner. Your well made fine quality sails will outlast heavier and less expertly made sails. Eight-ounce Wamsutta duck or its equivalent in quality is the proper thing to use. Now since sails are the power plant of a sailing yacht don't skimp this very important item.

The Editor will be glad to recommend expert sail-makers, qualified to do this work. The cloths should run across the sail. There should be two rows of reef points in the mainsail, one in the mizzen, none in the headsails. Have pockets for battens in main, mizzen and staysail.

The lines show a genuine redningskoite—life boat of the North Sea. As nearly perfect in form as any boat can be. It may be well to mention that man has never built any kind of vessel that will ride out any kind of sea. The sea is a tremendous thing. It smiles today; tomorrow scolds! All of which holds true of water anywhere—lake, river, harbor, bay or pond. Men who find a liveli-

BUILDING PLANS FOR FORTY-THREE SMALL BOATS



Volume 17

Published by

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