



# Toulinguet



Toulinguet is a classic yacht of reasonable size, easy to handle and well suited for coastal cruising and even more.



*Olceni 2, Toulinguet home built by Jean-Marc Gilliocq*

A half century ago, construction of wooden classic yachts leave place to mass produced grp boats. To keep up these old boats is more and more difficult and costly. That is why I have designed Toulinguet, in the same spirit of yachts designed by Cornu in France, Alden in the USA, Laurent Giles in UK and many other reputed naval architects. In addition, Toulinguet takes profit of wood-epoxy modern techniques, giving a more comfortable – and dryer – boat, much more easy to maintain.

The elegant sheer, the stem profile, the counter stern, the low coach-roof and the varnished coamings give a beautiful and very classy look. The sturdy hull and the keel profile make Toulinguet very pleasant to steer and allow easy manoeuvring under sail as well as under power, much less sensitive to a gust than a modern light and high profile yacht.



My aim was to find on Toulinguet the sailing behaviour which distinguishes classic yachts : sensible steering, good course keeping, a bility to manoeuvre under sail, soft motion at sea... The long keel, with a lead ballast, contribute to that and allows Toulinguet to dry out easily on its legs. It makes also excellent windward ability.



*The long keel allows easy drying out. It is thin and fitted with a lead bulb, making the hull very efficient under sail.*

The rig, with a large mainsail, a masthead jumper and a moderately sized genoa allows the crew to tack easily and gives a lot of pleasure when sailing close to the coast. A roller reefing system may be fitted for the genoa. Mast and spars are anodised aluminium standard profiles and may be painted to give a more traditional appearance.



*Toulinguet under asymmetric spinnaker.*

*A symmetric spinnaker is also possible.*

*Note on the attached drawings that the coach-roof has been modified to give extra head-room, but keeping the same coaming profile.*

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Down below, there is a fore cabin with a large double berth. The toilet takes place between fore and main cabin. The galley and chart table are located aft, at sides of companionway, for easy access from cockpit. A removable part of the starboard berth allows to seat comfortably at the chart table, looking aft. Hull forms allows a 1.76 m headroom, keeping a low profile coach-roof. There is many large lockers, both inside and under cockpit seats.

The broad cockpit is very welcoming for the crew for day sailing.



Toulinguet is designed to be fitted with a diesel engine (9 to 15 hp). There is no cut-out into the rudder, to keep the manoeuvrability unaffected by the propeller.

The structure is made of criss-crossed plywood bulkheads, including the vertical keel. The bottom planking is made of one developed plywood panel per side. The bilges and sides are cold moulded with plywood. The overall hull thickness is 16 mm and very strong. The ballast is made of two lead half torpedo bolted trough the keel. Epoxy sheathing is moderately used in order to reduce sanding and fairing work. This technique allows easy construction for the home builder, working either from full size patterns printed on mylar polyester sheets or from a NC cut kit.



A first unit was launched in July 2010 by a home builder. Other ones are under construction.

The boat may also be built professionally by Icarai in Cherbourg (France) or an other boat-builder agreed by the designer.



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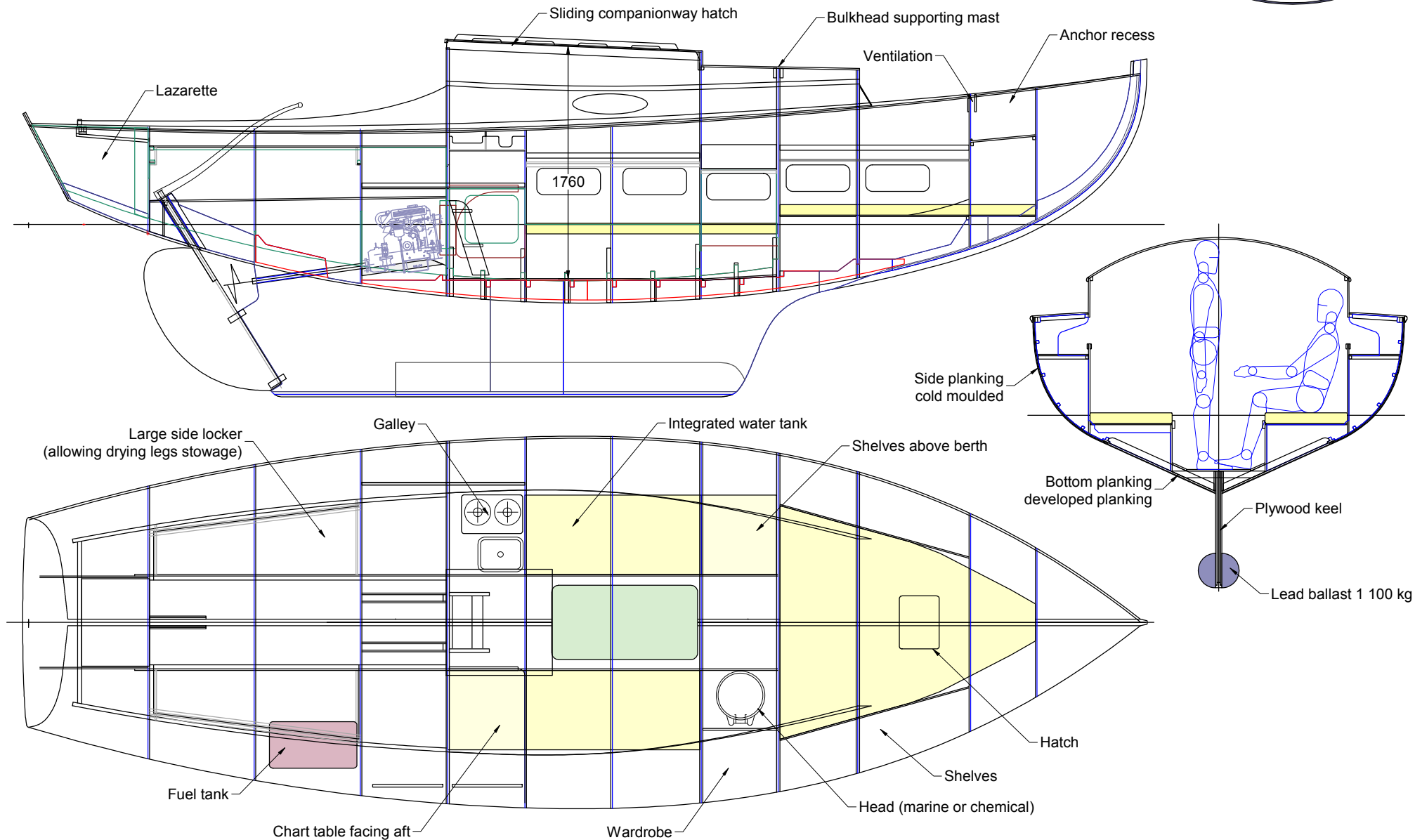
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Hull length	8.48 m
Waterline length	6.95 m
Breadth	2.80 m
Draught	1.30 m
Light weight	3 000 kg
Ballast	1 100 kg
EC category	B/C 4/7 pers.

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