

Tamarisk 19 by North Sea Craft

OUTLINE SPECIFICATION

Concept

The Tamarisk 19 is designed and built to the quality and standard following the Tamarisk tradition started with the design of the Tamarisk 22 in 1971 - the first of the popular GRP gaff cutters. The Tamarisk 19 is an ideal small coastal cruising boat which can be towed by a family car and launched at a marina/slipway of your choice providing the ability to cruise and explore coastal estuaries, rivers and creeks.

Maintenance is kept to a minimum without compromising the attractive appearance by the use of heavily coated and varnished teak rubbing strake, and grab rails with gel or colour painted (option) hull finish to owners choice.

The Tamarisk 19 is exciting to sail, exuding confidence and quality of build throughout her 19 foot length.

Hull

The GRP hull is constructed of hand lay up chop strand mat and woven rovings, using isophthalic resin providing good resistance to osmosis with a bilge laminate 3600gs. The high strength keel area is filled with lead ballast after bonding in the GRP center plate box.

All main structural bulkheads and joinery are bonded to the hull using chop strand mat and polyester resin providing additional hull stiffness.

Outboard Well

The moulded GRP well is bonded to the hull and deck providing a strong watertight well for ease of operating and handling the outboard.

Rudder

Constructed of marine ply with hardwood side cheeks epoxy glued and screwed. Attached to the hull with stainless steel bead blasted gudgeons and pintles.

Deck

The deck is constructed of sandwich laminate on horizontal areas using 12mm (1/2") mm end grain balsa core with areas of high stress including foredeck, coamings, grab rails and jammer areas on the coach roof fitted with ply core providing a very stiff and high strength moulding.

The deck is both bonded and mechanically fastened to the hull throughout the perimeter.

Deck Fittings

The foredeck is fitted with a quality aluminium framed opening hatch for ease of handling anchor and sails, and also provide for better ventilation when sleeping in the forward bunks. The foredeck is also fitted with stainless steel bowsprit housing and stem head fitting together with alloy fairleads and cleats. The mast is mounted in a stainless steel tabernacle for ease of raising and lowering, through bolted to 38mm (1 1/2") ply pad at the mast plinth. Halyards are led aft by turning blocks on the coach roof to cam jammers for ease of handling. The GRP sliding main hatch is fitted with stainless steel runners and plywood drop boards are provided.

Cockpit coamings are fitted with twin sheeting winches, jib sheet track with sliding fairlead each side and 2 cleats. A gas locker drains directly overboard is fitted into the cockpit locker together with a large hinged sail locker port side, which can be used to safely stow the outboard.

The centre plate controls are led via blocks to the cockpit enabling rapid raising and lowering of the galvanised steel centre plate.

The mainsail sheet is controlled by a traveller on a track to enable careful main boom angle adjustment optimizing performance to windward in different wind conditions. The varnished hardwood tiller is provided with tiller stops by the recess in the aft coaming.

General Arrangements and Fit out

The fit out is to high quality with varnished timber and hardwood veneers with deck head soft lined, providing a high quality and well insulated hull interior.

Surprise is often expressed at the size and openness of the interior fit out, having due regard to the large cockpit. This is achieved by careful design of the accommodation particularly in way of the bridge deck.

General arrangements comprise settee berths port and starboard, with mast pillar supporting the internal table (optional) sliding frame. A galley area is fitted to port with two burner gas cooker, work top areas, lockers and stainless steel sink. A portable toilet is stowed under the seat to starboard (option). A hardwood step ladder is provided to the companion and a roomy quarter berth is fitted to starboard. The internal structure is supported with a GRP moulding, giving an easy to clean sole and bunk front areas.

Shroud plate loads are supported by locker webs bonded to the hull both port and starboard. The centre plate is carefully designed into the bridge deck area thus providing a totally open cabin without the intrusion of a centre plate box.

Cushions are provided to the seat berths with 4inch foam giving best comfort sleeping aboard.

Care has been taken to maximise the use of space with fitted lockers and shelves along the topsides.

Rig and Sails

The spars are constructed of best quality sitka spruce with the mast cut and glued to provide added strength and resistance to warping. The spars are then heavily coated with varnish. The bowsprit, for increased strength, is constructed of Oregon pine.

All spar bands and fittings are constructed of 316 stainless steel welded and bead blasted. Standing rig is of 5mm, 7x7 stainless steel, with swaged ends and rigging screws for tensioning. The jib is provided with a rod furling gear (for ease of handling at the cockpit.

Sails are of 6.4oz tan Dacron, mainsail 13.3m² and jib 7.5m². In addition a Genoa and topsail are available (optional extra). The mainsail is fitted with two lines of reef points.

Engine

The Tamarisk 19 can be provided with outboard well for a 6hp, 4 stroke petrol outboard (standard) or (option) Yanmar 10 hp diesel inboard with cockpit engine controls and instrumentation complete with water lock and muffler on the exhaust and insulated engine box. The deck for the inboard version is moulded with a special flange and hinged engine box to enable ease of access to the engine from the cockpit. The area used by the outboard well is replaced by a large locker forward of the transom.

General

Because each Tamarisk 19 is hand built, certain variations and extras can be incorporated in the build as indicated on the order form.