

One of my favorite all time hull shapes is the Grand Banks Dory. It had a flat bottom, generous sloped sides, and an ample length to width ratio, with good cargo capacity, and was relatively easy to construct. After many years of designing, and building, small portable boats of unique but rather rectangular shape, I decided to delve into a miniature GB Dory hull design. The end result is an 11 foot long, 3 foot wide, 3 module hull, capable of a 400 pound load, and aptly named **The DORY**.

After I completed the basic drawings and assembly instructions, prototype construction was to be the next design phase. Unfortunately, a medical condition prevented me from doing so. As a result, I posted the concept on the website as a new plan, without a build, just to see what the reaction would be. Sure enough, I had potential builders contact me. The rest of this story is about the detailed construction of The DORY prototype, by **Quincy Maxwell of Temora, Australia**.

DORY – Utility Boat

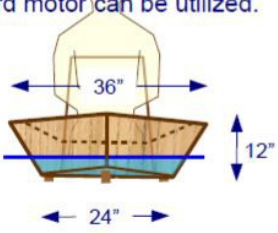
Traditional maybe, but not in construction, and this 11' DORY can be transported in any Truck or SUV. Row, paddle or small motor powered, with seating for two !

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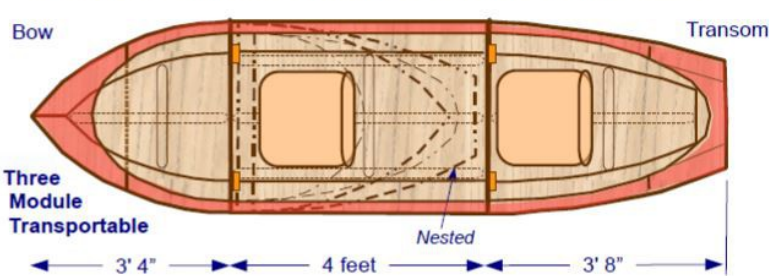
Print in Landscape Mode with 1/4 inch borders.

“The name Dory usually brings to mind the Grand Banks Dory, with its straight sides, flat bottom, narrow transom and characteristic straight bow. Relatively light and simple to build, and stackable, they were used as fishing dinghies. And, there are still many of the dory type boats in the world today.”

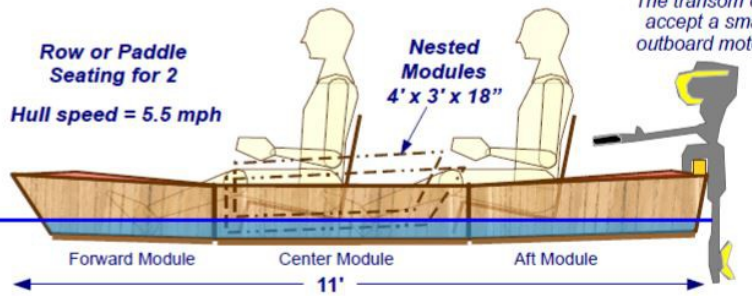
This design is modeled as a three module transportable, which can also be built and configured in a shorter version, each utility based. The model defined on this page is the basic DORY, with capacity for two, can be rowed or paddled, and with minor modification, a small outboard motor can be utilized.



Using a modified hull outline for build simplicity, this DORY will satisfy the needs of many boaters, whether fishing, hunting, camping or just for pleasure !



As shown, the safe capacity of the DORY is for 2 people and some gear, for a maximum load of 400 pounds. Seating type is builders option. See page 3 for hull options and variations.



The design has been optimized for easy assembly at the water, and stability when under way.

a ken simpson design
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This is an experimental design drawn up by an untrained amateur. The Designer accepts no liability for any loss, harm or damage sustained during construction or use. Builders may use these plans to construct a small quantity of boats for their own use only. Commercial manufacturers must ask the Designer for permission.

We had never conversed before, and I am sure there was trepidation on both our parts regarding the new build. That was short lived, however, as the first questions, and photos, proved that The Dory was in very good hands. Quincy has a long history of boat construction, and woodworking projects, so tools and materials were not to be an issue. In only a few short days, he had plywood purchased, panels cut and construction started. Oh yes, he also had to convert the dimensions to metric in the process. The first photo, next page, is of the initial bulkhead assembly, of which there are four, and all are identical. They must be kept flat during assembly, to minimize hull warp.



Note that all 1x2 edge supports are glued and clamped to the plywood bulkhead. Screwing them in place is a builders option. Further refinement of the bulkhead assemblies is to round all internal edges, 1/2" radius, to make them more friendly to the touch.

Basic Module Construction



Now things are starting to take shape. The 4 foot long center module is about as simple as it gets, a rectangular assembly, as shown above. The critical aspect here is to keep the assembly flat, and the shape true. Allow the assembly to cure while on a flat surface, and make sure the module diagonal measurements are near identical. This method is detailed on the plans.

The DORY

Basic Module Construction

Insuring that the base is well bonded to the hull chine edges is most important, and Quincy has developed a method of sanding smooth and level those edges. A 3 foot 2 x 3 with course sandpaper stapled to one end levels each side, as shown below. Perfect !



The end result is shown below. The base panel fits nice and flat, and the assembly is rigid. To make sure of this, he has added temporary weights on each bulkhead to hold the assembly flat to the floor while curing. Note also the added inside chine supports on the inside edges, for additional security.



These assembly steps would be repeated for all three modules, with some minor modifications. The picture on the next page demonstrates the relevant hull shape, after the forward and rear modules were semi-finished. The base panel on each end module rises slightly , requiring additional clamping.



Above and below are good views of the overall hull configuration, 3 modules with deeply slanted sides, good length to width proportions, providing the stability that the GB DORY was famous for.



The hull nearly complete. Final sanding and waterproofing are the next challenges. To say the assembly went without any hiccups would be a false statement. The original base thickness was specified as 1/2" plywood, but bending it to conform to the upswept bow was almost impossible, and with Quincy's recommendation, all base panels were then changed to 3/8" thickness. Later water tests would prove this to be most acceptable, as he intentionally overloaded the hull without any degradation of the seals or materials.

The DORY

Hull Features

Certain specified materials, like the Ultra-Thin Fiberglass Tape, are not available the world around. It was Quincy's challenge to find equivalent materials in his country of Australia. I am sure others may have this same problem. But please note, the basic design is flexible enough to withstand the use of other materials and processes without assembly complication.



It's also very important to show why this is a portable boat. All 3 modules nest to form a travel package only 4' long, 3' wide and 18" high. Small enough to fit in most small SUV's and all trucks and motor homes. Yes, you can take it with you, without car-topping.



Of course, the final result is what interests us the most, in the water pictures. The following are of the initial test outings, and Quincy did a great job of that as well. At first it was he and his dog "Rivet" in the above picture. Other test would include family members and friends.



Here, Mrs. Maxwell is going along for a casual ride, with Rivet on her lap.



And finally, a good friend joined in the testing phase, to determine the load capability of The DORY.

The DORY

In Water Pictures

Needless to say, The DORY met the design criteria quite well. Quincy reports that the hull is quite stable, and shifting weight from side to side does not disrupt it's handling, nor did it take on any water. There was an observation that when a single occupant is aboard, the aft of the craft sits a little low in the water, with the bow lifted. To minimize this condition, the transom drawings have been modified to provide additional buoyancy aft, creating a more level gunwale in all load conditions.

And it's important to mention that The DORY can also become a vey capable single occupant SKIFF. Just eliminate the center module, and the Skiff version is born. No additional components required.

The following two pictures illustrate that quite well.



Quincy Maxwell



Mrs. Maxwell

Note too that a 30 pound thrust trolling motor has been employed. It travels well with the motor, but the Maxwell family enjoy paddling the Skiff just as much. However, Quincy wishes he had a larger trolling motor for the 3 module DORY hull, as the 30 pounder weighs almost as much as a 40 pound thrust motor which would provide better performance under load.

Overall, the Dory performed without any major difficulties. More buoyancy in the aft, as previously mentioned, will certainly improve capacity. The real test here was for Quincy, to construct a prototype boat in record time, for which I am very grateful. The end result is more than I expected, and The DORY, as proven by Quincy, will be a wonderful addition to my Portable Boat Plans portfolio.

Thank you again Quincy, and the entire Maxwell family.

Ken