



## Shan Tung (3.0m)

The Shan Tung dinghy was designed to act as a lifeboat and tender for a yacht embarking on a Pacific cruise. In the event, the trip extended eastward round the world but, sadly, the dinghy was stolen in Turkey after just five years of hard tender use!

As a general purpose dinghy capable of handling rough water and surf, Shan Tung tows well and rows easily even when heavily laden. In smooth waters she carries up to six people, with ample room for the oarsman in the bow due to the unusual seating arrangement. Motors of up to 3-4hp send her along at good speed.

The sail arrangement detailed uses short spars and she sails well even in very shallow water.

Shan Tung's sewn construction results in a tough and long-lasting dinghy

### Drawings (US\$55.00)

#### Drawings covering the basic boat:

- ST 1 Study plan
- ST 2 General arrangement with key dimensions
- ST 3 Ply cutting arrangement
- ST 4 Panel dimensions

#### Supplementary Drawings

- HT 1, 2 & 3 Building instructions
- HT 4 Wheel - wheel case - forefoot shoe
- HT5 Daggerboard and case
- HT 6 Rudder details
- HT 7 Sailing gear - mast, spars etc.
- HT 8 Balanced lug sail
- HT9 Central and side seats
- HT 10 Hinge details
- HT 11 Ply splicing
- HT 12 Gunwale detail-towing painter arrangement



shangtung

LOA 3.0 9'10"  
LWL 2.620 8'9"  
Beam 1.4m 4' 7"





## Shan Tung Study Plan

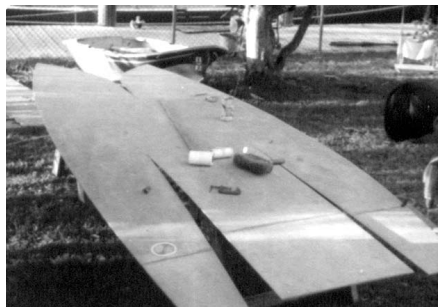
MATERIALS LIST FOR THE BASIC DINGHY		
3 SHEETS 24 x 12 x 9.7mm 5 PLY	SKIN	
1 SHEET 2.0 x 1.4 x 12mm 7 PLY	SEATS	
2 PIECES TIMBER 2.5m x 50mm x 7mm	1/2 GUNWALE	
2 " " " 2.5m x 50mm x 7mm	1/2 GUNWALE	
6 " " " 3.1 x 40mm x 7mm	1/2 GUNWALE	
1 " " " 2.5m x 100mm x 18mm	TRUSS	
1 " " " 3.2m x 60mm x 25mm	1/2 GUNWALE	
1 - 1.2m LENGTH 316 ST. STEEL TUBE 127.05 x 12mm		
1.5m x 10mm CHOPPED STRAND GLASS-FIBRE MAT		
2 UTRECHT SPUNN BUSH + THICKNESS + THINNESS		
(ACROSS 25mm)		

THE SHAN TUNG DINGHY WAS DESIGNED TO ACT AS A LIFEBOAT AND TENDER FOR A YACHT THAT WAS EMBARKING ON A PACIFIC CRUISE. IN THE EVENT THE TRIP EXTENDED EASTWARD ROUND THE WORLD BUT THE DINGHY WAS STOLEN IN TURKEY HAVING SERVED FIVE YEARS OF HARD TENDER USE. AS A GENERAL PURPOSE DINGHY CAPABLE OF HANDLING ROUGH WATER AND SURF, SHE TOWS WELL AND ROWS EASILY EVEN WHEN HEAVILY LOADED. MOTORS OF UP TO 3-4 H.P. WILL SEND HER ALONG AT A GOOD SPEED. THE SAIL ARRGT. SHOWN USES SHORT SPARS AND SHE SAILS WELL EVEN IN VERY SHALLOW WATER. UP TO SIX PEOPLE CAN BE CARRIED IN SMOOTH WATER WITH AMPLE ROOM FOR THE OARSMAN IN THE BOW. THE SEWN CONSTRUCTION RESULTS IN A TOUGH AND LONG-LASTING DINGHY. THREE SHEETS OF 7mm 5 PLYWOOD ARE NEEDED FOR HULL, SEATS AND BULKHEADS. THE DRAWINGS COVERING THE ABOVE ARE - ST 2 GENERAL ARRGT WITH KEY DIMENSIONS ST 3 PLY CUTTING ARRGT. ST 4 PANEL DIMENSIONS. IN ADDITION TO THE ABOVE, WHICH COVER DETAILS OF THE BASIC BOAT THERE ARE SUPPLEMENTARY DRAWINGS COVERING SPECIFIC DETAILS. HT 1 BUILDING INSTRUCTIONS (1) HT 2 " " " " (2) HT 3 " " " " (3) HT 4 WHEEL - WHEEL CASE - FOREFOOT SWOE. HT 5 DAGGERBOARD AND CASE. HT 6 RUDDER DETAILS HT 7 SAILING GEAR - MAST, SPARS ETC. HT 8 BALANCED LUG SAIL. HT 9 CENTRAL AND SIDE SEAT DETAILS HT 10 HINGE DETAILS HT 11 PLY SPLICING HT 12 GUNWALE DETAIL - TOWING PAINTER ARRGT.

LOA 3.0m  
LWL 2.65m  
BEAM 1.40m  
WEIGHT 400-500kg  
SCALE 1:25 1" = 2' APPROX.

SHAN TUNG  
GODWIN DESIGN DINGHY DIVISION NEW ZEALAND DWG ST 1

Dinghy under construction showing cut outs of panels prior to sewing together, 3rd image shows hull beginning to take shape





## Buttercup (2.72m)

Designed as a tender for Buttercup, a 26' Lungstrom-rigged cruiser kept on an exposed mooring, the compact Buttercup dinghy needed to regularly deal with a nasty chop and handle landing duties on an exposed beach. It excels on both accounts. A further requirement was that it tow well and here again the flared bow and sloping sides enable it to tow dry.

### Drawings (US \$55.00)

#### Drawings covering the basic boat:

BC 1 Study plan  
BC 2 General arrangement key dimensions  
BC 3 Ply cutting arrangement

#### Supplementary Drawings

HT 1, 2 & 3 Building instructions  
HT 4 Wheel case etc  
HT 11 Zig-zag splice arrangement  
HT 12 Gunwale details  
HT 14 Tools and techniques  
HT 15 Cutting instructions  
HT 24 Epoxy resin and its use  
HT 25 Flooring notes  
HT 26 Rowlock and fender details  
HT 27 Transom details



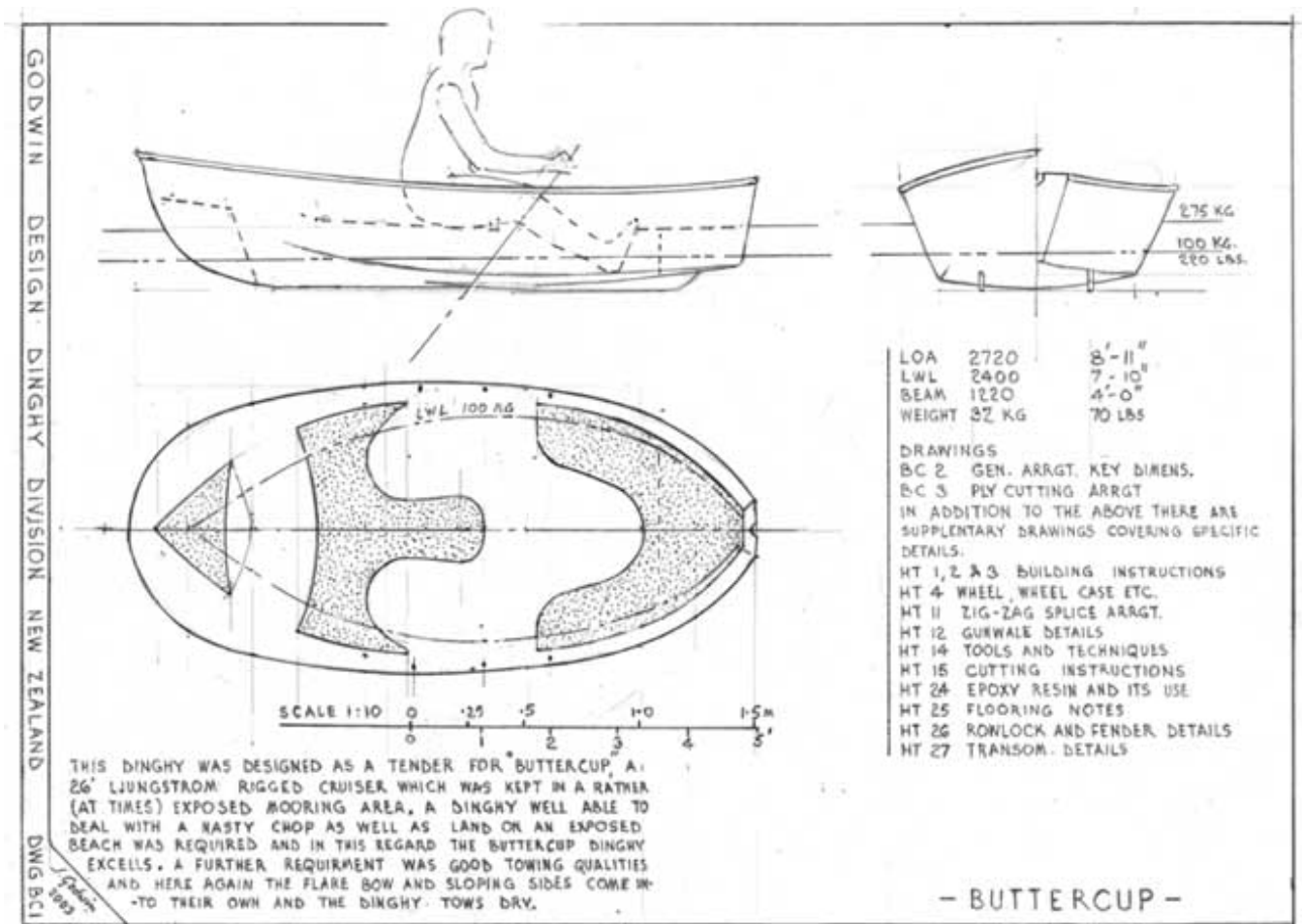
\_\_\_\_\_buttercup

LOA 2720 7'11"  
LWL 2400 7' 10"  
Beam 1220 4' 0"  
Weight 32kg 70lbs

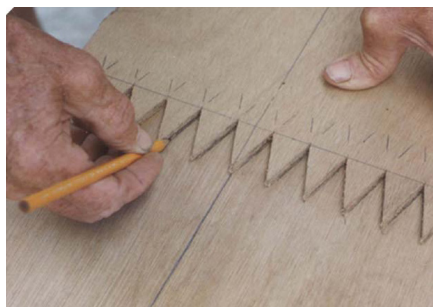




## Buttercup Study Plan



Example of zig-zag splicing





## Crackerjack (1.82m)

First designed in 1968 to gain as big a dinghy as possible from one sheet of ply (with seats and transom separately sourced) the Crackerjack performed so well that variations of the basic design have since been built with overall lengths up to 4m (15').

In smooth water Crackerjack carries, at a pinch, three average-size people. In choppy conditions she comfortably carries two people and her short length allows her to niftily deal with large waves.

Restricted leg-room is the usual bugbear in a short dinghy. However, tall people rowing alone in Crackerjack will have no trouble getting the trim right if they simply place a heavy toolbox on the stern seat. The stern has been kept deep to boost load capacity, accommodate an outboard motor and help the dinghy plane smoothly when being towed.

As with other Godwin dinghies Crackerjack has built-in buoyancy, in this case a water-tight box at the stern and a polystyrene slab under the rowing seat.

There are two versions: MK I uses one 8' x 4' sheet of ply with dimensions measured in feet and inches; MK II uses a 2400 x 1200 sheet of ply with the plans in metric dimensions.

After 34 years of regular use, the original Crackerjack continues to give good service and on occasion enjoys outings on a classic keeler during passage races.

### Drawings (US \$45.00)

#### Drawings covering the basic boat:

- CJ 1 Study plan
- CJ 2 General arrangement key dimensions
- CJ 3 Ply cutting

#### Supplementary Drawings

- HT 1,2,3 Building instructions
- HT 11 Zig Zag splice
- HT 12 Gunwale details
- HT 14 Tools and techniques
- HT 15 Cutting instructions

- HT 24 Epoxy Resin and its use

- HT 25 Flooring notes
- HT 26 Rowlock and fender details
- HT 27 Transom details



crackerjack

#### MK 1

LOA 1824 6'1"  
LWL 1774 5' 11"  
Beam 1092 3' 7"

#### MK 11

LOA 1976 6'8"  
LWL 1922 6' 6"  
Beam 1092 3' 7"





## Crackerjack Study Plan

GODWIN DESIGN DINGHY DIVISION NEW ZEALAND DWG. CJ 1

MK III IS A LONGER VERSION AND IS RECOMMENDED IF -

1. PLYWOOD SUPPLY IS NO PROBLEM.
2. THE BUILDER IS TALL AND LANKY
3. THERE IS NO PRESSING NEED FOR SUCH A SHORT DINGHY I.E. STOWAGE ABOARD YACHT.

	MK I (IMP.)	MK II (METRIC)	MK III (IMP.)	MK IV (METRIC)
LOA	6'-1"	1824	6'-8"	1976
LWL	5'-11"	1774	6'-6"	1982
BEAM	3'-7"	1092	3'-7"	1092
WEIGHT	17.5 lb	7.9 kg		

SCALE 1:20

CRACKERJACK WAS DESIGNED TO BE THE BIGGEST DINGHY THAT COULD BE MADE FROM ONE 8'x4' SHEET OF THREE PLY. SEATS AND TRANSOM WERE TO BE SEPARATELY SOURCED. THE RESULT PERFORMED SO WELL THAT OVER THE YEARS VARIATIONS OF THE BASIC DESIGN HAVE BEEN BUILT WITH OVERALL LENGTHS UP TO 4.4 (15') IN SMOOTH WATER, AT A PINCH, CRACKERJACK CAN CARRY THREE NORMAL SIZED PEOPLE AND IN CHOPPY CONDITIONS SHE WILL CARRY TWO, HER SHORT LENGTH ALLOWING HER TO DEAL WITH LARGE WAVES. THE MAIN DRAWBACK TO SUCH A SHORT DINGHY IS THE RESTRICTED LEG-ROOM SO THAT TALL PEOPLE FIND WHEN ROWING ALONE DIFFICULTY IN GETTING THE TRIM RIGHT THOUGH WITH A HEAVY TOOLBOX ON THE STERN SEAT THERE IS NO PROBLEM. THE STERN HAS BEEN KEPT DEEP TO BOOST THE CAPACITY, TO CARRY HEAVY LOADS, COPE WITH AN OUT-BOARD MOTOR, AND HELP THE DINGHY TO PLANE NICELY WHEN BEING TOWED. CONFORMING TO OUR USUAL POLICY, CRACKERJACK HAS BUOYANCY BUILT IN, A WATER-TIGHT BOX AT THE STERN AND A POLYSTYRENE SLAB UNDER THE ROWING SEAT. THERE ARE TWO VERSIONS, THE ORIGINAL MODEL, WHICH BACK IN 1968, USED 6'x4' SIZED PLY WITH DIMENS. IN INCHES, AND THE METRIC VERSION (MK II) WHICH UTILISES A 2.4 x 1.2 SHEET OF PLY AND THE PLANS HAVE METRIC DIMENSIONS. CRACKERJACK 34 YEARS ON CONTINUES TO GIVE, ON A REGULAR BASIS, GOOD SERVICE AND ON OCCASIONS ENJOYS OUTINGS ON A CLASSIC KEELER DURING PASSAGE RACES.

Various dinghies during stages of production





## Seagull (3.1m)

Designed as a general purpose knockabout and sized so as to get the biggest dinghy possible using just two sheets of ply for the skin, the Seagull dinghy has proved to be a good load carrier - a load of 500kg still leaves at least 150mm of freeboard. She rows easily thanks to a raised stern, and her well-flared bow and sides make her dry in choppy seas. Seagull performs nicely with low-powered (2-4hp) outboard motors, and under sail can really get up and go.

### Drawings (US\$55.00)

#### Drawings covering the basic boat:

SG 1 Study plan  
SG 2 General arrangement key dimensions  
SG 3 Ply cutting arrangement

#### Supplementary Drawings covering specific detail:

HT 1,2&3 Building instructions  
HT 11 Ply Splicing  
HT 12 Gunwale details etc.  
HT14 Tools and techniques  
HT 15 Ply cutting instructions  
HT 24 Epoxy and its use  
HT 27 Transom details



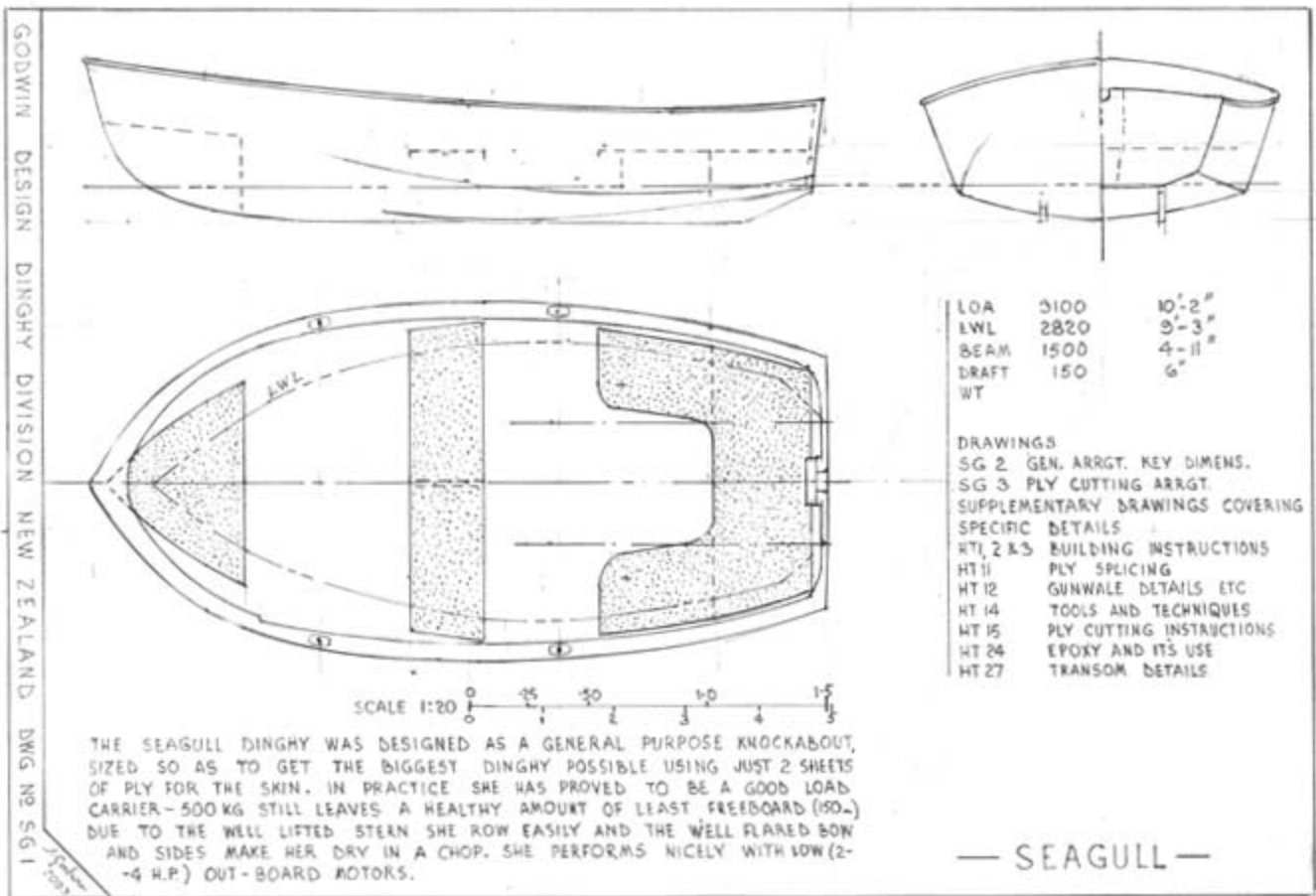
seagull

LOA 3100 10'2"  
LWL 2820 9'3"  
Beam 1500 4' 11"  
Draft 150 6"





## Seagull Study Plan



Joining the zig-zag splicing. 2nd image shows examples of splicing, stitching and the various hand tools needed.







## Flarebow (2.24m)

The Flarebow dinghy was designed as a tender for Odtaa, a 29ft Fin Keeler. Flarebow's distinguishing feature is its ample forward flare which enables it to cope well with the steep chop that often occurs in the vicinity of Odtaa's swinging mooring. A wide and well-immersed transom boosts carrying capacity and improves the dinghy's planing ability under tow or when lightly loaded under power.

### Drawings (US\$55.00)

#### Drawings covering the basic boat:

- FB 1 Study plan
- FB 2 General arrangement key dimensions
- FB 3 Ply cutting arrangement

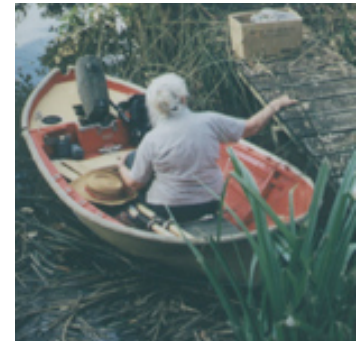
#### Supplementary Drawings:

- HT 1,2,3 Building instructions
- HT 11 Zig Zag splice
- HT 12 Gunwale details
- HT 14 Tools and techniques
- HT 15 Cutting instructions
- HT 24 Epoxy Resin and its use
- HT 25 Flooring notes
- HT 26 Rowlock and fender details
- HT 27 Transom details



flarebow

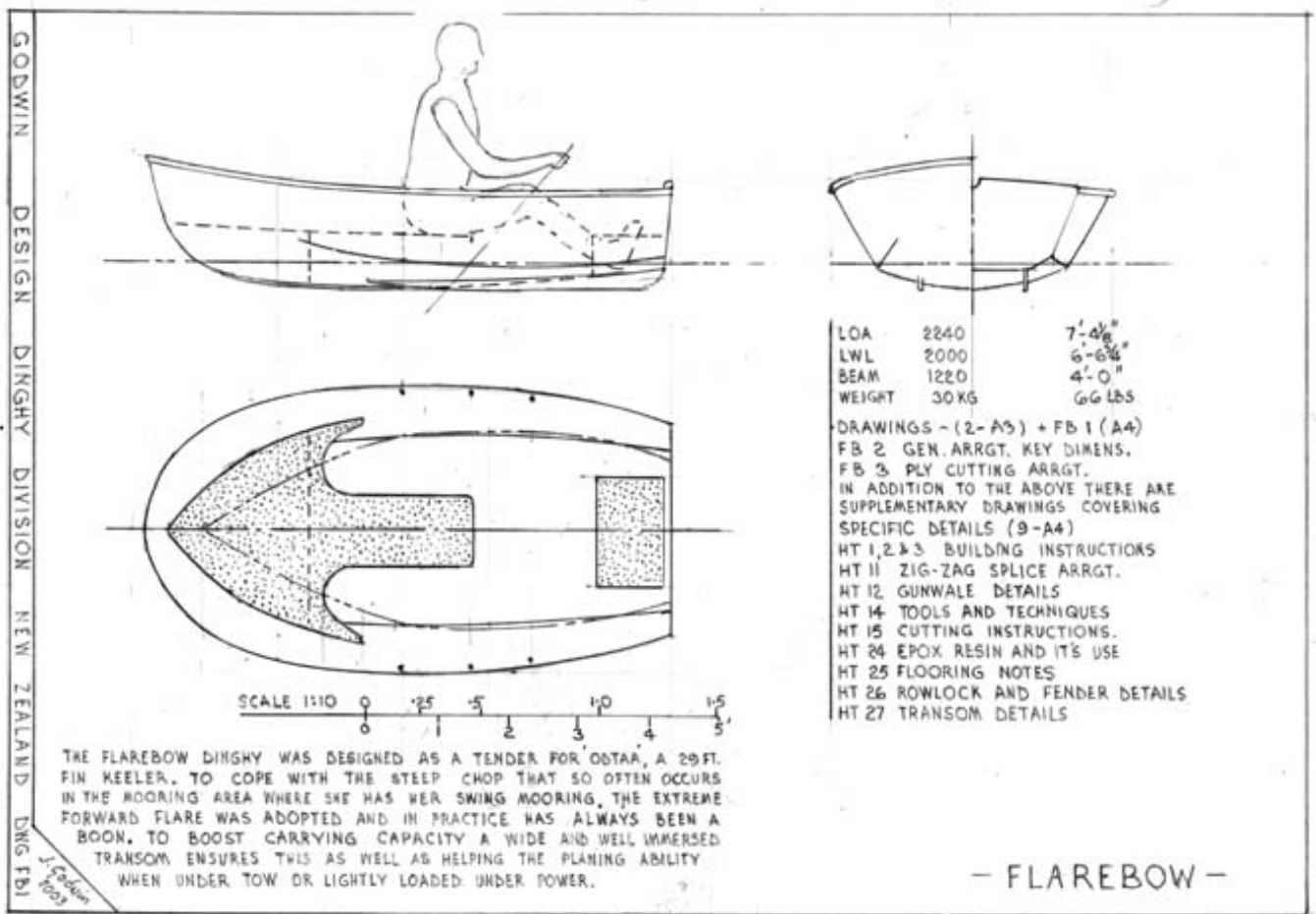
LOA 2240 7'41/8"  
LWL 2000 6' 63/4"  
Beam 1220 4' 0"  
Weight 30kg 66lbs



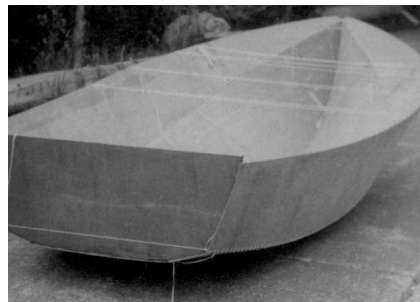
*"Odtaa" with her flarebow tender - this flarebow has a custom made extension which clips on and off the stern, housing the outboard and beaching wheel*



## Flarebow Study Plan



Construction showing the 'shell' of the dinghy being pulled and stitched into shape with edges butted together.





## Streaker (3.65m)

Streaker is a head-turner, a particularly handsome craft no matter what the viewing angle.

The original Streaker was designed as a recreational rowboat that could be car-topped, hence the modest size. She turned out to be an ideal craft for exploring rivers, lakes and estuaries, doing all that was asked of her while keeping the rower, a companion and a picnic basket thoroughly dry. Streaker rows readily with a pair of 2.25m-oars but for those occasions when time is pressing, the transom takes a low-hp outboard motor.

The wheel option has two functions - it acts as a fin in the water and makes launching and retrieval a pleasure. It is no problem to wheel Streaker along pavements to launching ramps and beaches and the large-diameter wheel also works well on sand and pebbles.

Streaker's construction requires a minimal toolkit and can also be built in the sailing version.

### Drawings (US\$65.00)

#### Drawings covering the basic boat:

- RR1 Study plan
- RR 2 General arrangement key dimensions
- RR 3 Ply cutting arrangement
- RR 4 Panel dimensions

#### Supplementary drawings

- HT 1, 2 & 3 Building instructions
- HT 4 Wheel and wheel case
- HT 11 Ply splicing
- HT 14 Gunwale details



streaker

LOA 3650 12'0"  
LWL 3400 11' 2"  
Beam 1220 4' 0"  
Draft 150 6"  
Weight 39kg 85lbs





# Streaker Study Plan

GODWIN DESIGN DINGHY DIVISION NEW ZEALAND DWGRRT

WHEEL - ALTERNATIVELY THIN SKEGS

LOA	3650	12'-0"
LWL	3400	11'-2"
BEAM	1200	4'-0"
DRAFT	150	6"
WT.	39 KG	85 lb.

**DRAWINGS**  
 RR 2 GEN. ARRGT. KEY DIMENS.  
 RR 3 PLY CUTTING ARRGT.  
 RR 4 PANEL DIMENS.  
 IN ADDITION TO THE ABOVE, WHICH COVER THE BASIC BOAT, THERE ARE SUPPLEMENTARY DRAWINGS COVERING SPECIFIC DETAILS.  
 HT 1, 2 & 3 BUILDING INSTRUCTIONS  
 HT 4 WHEEL & WHEEL CASE  
 HT 11 PLY SPLICING  
 HT 14 GUNWALE DETAILS

SCALE 1:20 0 0.25 0.5 1.0 1.5m

THE STREAKER WAS DESIGNED AS A RECREATIONAL ROWBOAT THAT COULD BE CAR-TOPPED, HENCE THE MODEST SIZE, SHE WAS TURNED OUT TO BE IDEAL FOR EXPLORING RIVERS, LAKES AND ESTUARIES., WITH A PICNIC BASKET AND A COMPANION SHE IS DRY, AND WITH A PAIR OF 2-25 OARS, ROWS EASILY. THE TRANSOM ALLOWS FOR A LOW R.P. OUTBOARD MOTOR FOR THE OCCASIONAL USE AT THE END OF THE DAY OR WHEN TIME RUNS OUT. THE WHEEL OPTION HAS TWO FUNCTIONS - TO ACT AS A FIN IN THE WATER AND TO MAKE LAUNCHING AND RETRIEVAL A PLEASURE, IT IS NO PROBLEM TO WHEEL HER ALONG PAVEMENTS TO REACH LAUNCHING RAMPS AND BEACHES THE LARGE DIA. WHEEL WORKS WELL EVEN ON SAND AND PEBBLES. THE STREAKER IS PARTICULARLY HANDSOME FROM ANY ANGLE AND CONSTRUCTION REQUIRES A MINIMAL TOOLKIT - SEE HT 14

**STREAKER**

Example of stitching and dinghies under construction

