

GJOA

Design #96
Auxiliary Canoe Yawl
L. Francis Herreshoff

Owners History

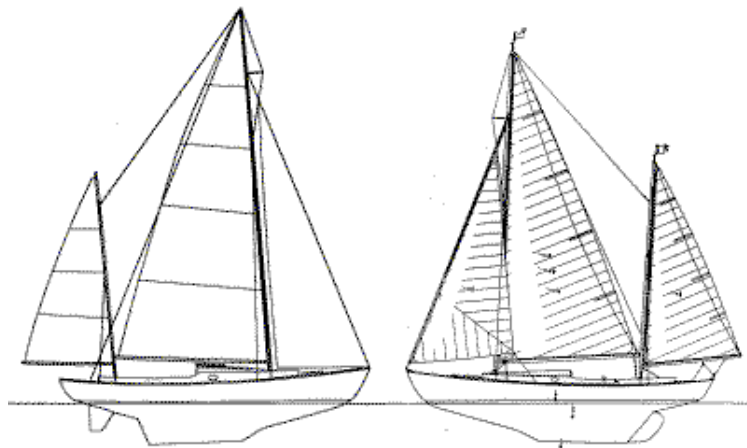
We are the second (1994 – 2005) and fifth (2021 - ?) owners of the boat. The design was originally commissioned for a Mr. McDonald but was never built. Mr. Gene Akre wanted a ROZINANTE (L. Francis Herreshoff design #98) but when lofting commenced it appeared to be a little small especially since Gene wanted to incorporate a small Palmer engine with a variable pitch prop. LFH suggested #96 and that is what was built by Ted Paasch, originally commissioned in 1970. As far as the name goes, *Gjøa* is a modern form of the Norse name *Gyða*, in turn a nickname for *Guðfríður*, a compound of *guð* 'god' and *fríður* 'beautiful'. I built a half hull for Gene in the late 70's and in return he gave me a copy of the sail plan drawn by LFH which we framed and hung on our living room wall for many years. He also decided that I should be the one to cut a hole in GJOA's cabin roof to install a water deck iron with a corresponding teak shim for his Shipmate stove. He then decreed that we would have the right of first refusal when the time came for him to sell the boat. We of course were churning through boats and hadn't given this much thought when Gene called offering GJOA to us as his health was failing which is how we ended up with her.



Time wasn't terribly kind to her, and Gene's health prevented him from doing much in terms of cosmetic maintenance. Structurally she was fine she needed some TLC. In the time we had her we chemically stripped the canvas covered decks, stripped the oiled cabin and cockpit to be finished with Cetol, wooded down the spars and brought the varnish back up, added a Camber Spar Jib as well as a light air 155% genoa for racing with main and jib fleet, rebuilt the Yanmar 1GM, replaced the three blade prop with a two blade feathering Maxprop, replaced the rudder with a NACA 0015 foil and lead the halyards aft for ease in single handing the boat. The inside of the cabin was never really finished, it was simply roughed in so we replaced the spartan interior with cherry.

Eventually we acquired the 30' trawler FINLADIA so GJOA had to go. Our good friend John Kuder purchased her and upon John's death she was bought by Dick Nagle who subsequently re-decked her by removing the canvas covering the wood deck planks and recovered them with a layer of plywood and Dynel set in epoxy. The aging Yanmar was replaced with a 48v electric drive system and refastened several of the planks. As Dick has another Herreshoff design (also Paasch built) she has been passed back to us.

GJOA is commonly thought to be a ROZINANTE, and at first glance it's difficult to tell the difference on the water. However, GJOA is ROZINANTE's older, (not by much), larger (not by much) sister. #96 has a balanced spade rudder and was designed for inboard power. The mizzen mast sits on the aft deck with the tiller located under the deck (the rudder post is aft of the mizzen mast step). These details can be seen on the construction plan under the SPECIFICATIONS image. Given the Sail Area/Displacement, Displacement to LWL and LWL to Beam ratios of the two boats it would appear that ROZINANTE should be a little quicker than GJOA.



Design #96
GJOA

Design #98
ROZINANTE

	#96	#98
LOA	28'-9"	28'-0"
LWL	24'-0"	24'-0"
Beam Max	7'-0"	6'-4"
Beam WL	6'-2"	5'-10"
Freeboard Forward	3'-2"	3'-0"
Freeboard Aft	2'-3"	2'-1"
Freeboard Minimum	1'-9"	1'-7"
Displacement	7840 lbs	6611 lbs
Keel Weight	3865 lbs	3360 lbs
Sail Area (actual)	370 ft ²	348 ft ²
Date Sail Plan drawn	Jan 1956	Apr 1956
Date Offsets drawn	Mar 1955	Oct 1956
Power (as designed)	Yes	No
Sail Area/Displacement	15	15.8
Displacement to LWL	253	213
LWL to Beam	3.4	3.8



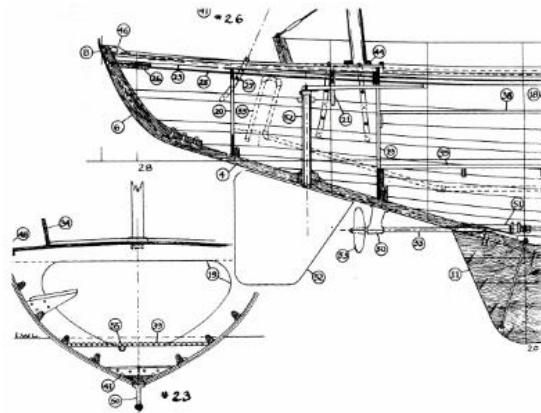
The current rig showing the Camberspar jib furling. Since the original jib needed replacement, consideration was given to putting a roller furling jib on the boat. While it takes a few minutes to take the sail cover off the jib, the convenience of not having to re-sheet the jib after every tack (which would have to be done with a roller furling sail) more than makes up for the aggravation of dealing with another sail cover. On the downside, a little sail area was lost by going to a non-overlapping head sail, though if the wind is that light to make the lack of the overlapping sail noticeable, we usually don't go sailing. Too much power boat slop on light air days to make sailing enjoyable. When the jib is covered, it lies neatly out of the way with the furling sail following the curve of the toe rail due to the curvature of the spar in the sail.

There is no sheet to trip over at the dock as the bitter end is unclipped from the pad eye on the starboard side and attached to the port side pad eye.

The main and mizzen are fully battened, one reef in the mizzen, two in the main. We have recently taken the reefing gear off the booms as the boat is used as a day sailor only. It's simply easier to drop the main (or not even put it up) if it is breezy.

One of the nicest features of the ketch rig is the ability to sit head to wind just as pictured, the mizzen sheeted flat on the centerline. With this configuration one can put up the main and jib at one's leisure without having to motor to windward or worry about the boat paying off and starting to sail on its own. When done sailing, sail to weather of your destination, sheet in the mizzen, ease the jib and main and take down these sails. All the time the boat sits very nicely head to wind with no one on the tiller. The sail covers for the main and jib usually get put back on the water, the mizzen only being dropped after the motor is engaged (you don't have to start and electric motor) and the boat headed back to the dock. A favorite pastime is to go out and only put up the mizzen. The boat then backs down at about one-half knot while the crew sits in the cockpit watching the world go by.

Most people will never get to experience the joys of the ketch rig as modern thinking disdains the ketch rig as old fashioned and not being as weatherly as the sloop. Besides, if it was such a great rig, wouldn't more boats be ketch rigged? They would be if economics wasn't the greatest driver in the sales of boats. The extra cost of the ketch rig is considerable compared to putting the equivalent sail area into the single stick rig. Another mast, boom, shrouds with turnbuckles, not to mention another sail (mizzens sails are expensive for their area, they still have three corners that need finished, battens, reefs etc.) and sail cover.



Specifications

Length:	28'-9"
LWL:	24'-0"
Beam:	7'-0"
Draft:	3'-9"
Displacement:	7840 lbs
Keel Weight	3865 lbs
Sail Area:	400 square feet
Power:	48V Electric Drive 12" 2 blade Maxprop

Hull - Double planked mahogany over white oak. Longitudinally framed. Bronze fastened.

No keelson as the garboards are let into a rabbit in the lead keel.

House - Teak sides, Mahogany with plywood & dynel covered house roof.

Deck - Mahogany and cedar, Plywood and dynel covered.

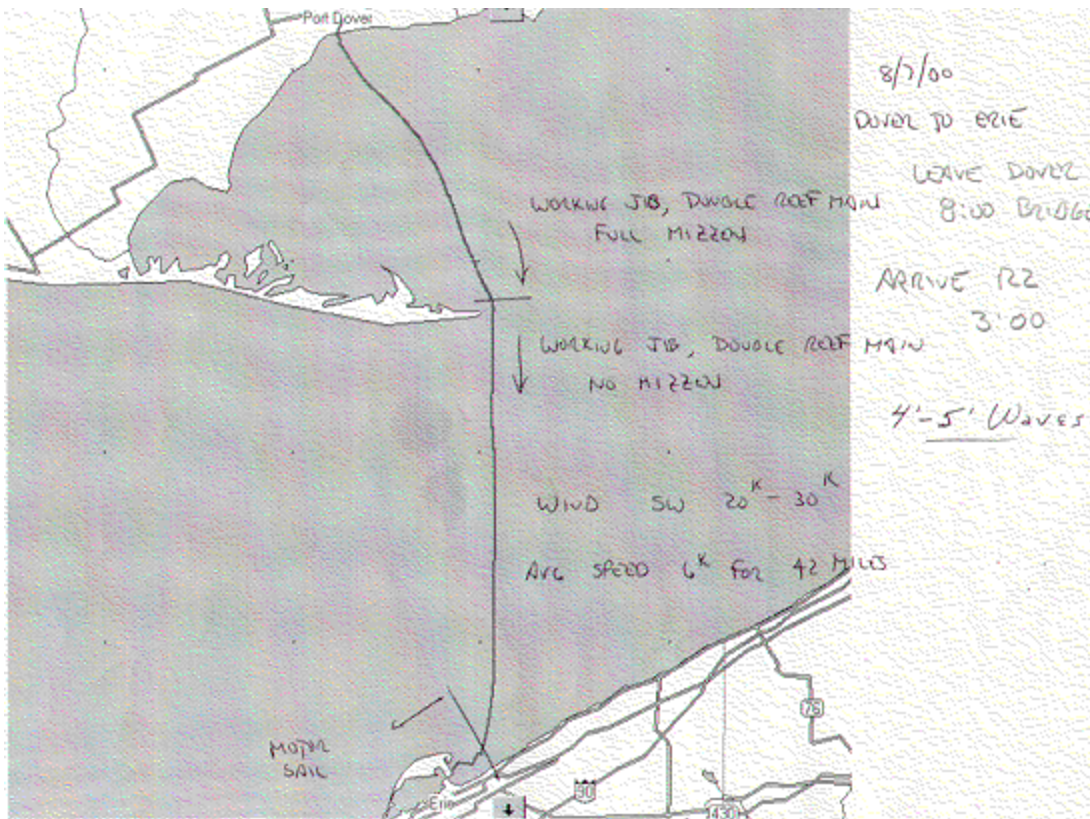
Cockpit - Non self-bailing (sole is below the waterline). Teak slats for sole and seats.

Spars - Masts are spruce (main mast is hollow box section), booms are Douglas fir.

The original rudder, as designed by LFH was made of stainless steel with sort of an airfoil section. The only problem was that it was subject to stalling and the original shaft/bearing assembly was worn. This was replaced with a plywood laminated (epoxy) foil that we shaped using a CNC router. The shaft is aluminum bronze with is stiffer than the original bronze and the bearing have been replaced with machined Delrin. The new rudder and feathering Maxprop have dramatically increased the relative performance of the boat.



Below is a GPS track of one of our Lake Erie crossings, in this case from Port Dover, Ontario to Erie, PA. The working jib note refers to the camber spar jib as we were using a 155% genoa for main and jib racing. The course sailed was a one tack beat across the main body of the lake.



Pictures of the interior of the hull, starboard side facing forward as well as a shot showing the general cabin arrangement. The web frames and longitudinals are clearly visible in the picture on the left. Bench seats port and starboard have inserts to span the area between the seats, converting them into a double berth as shown on the right



Is the interior normally this spartan? Almost. There is a blanket (for naps), and life jackets that usually live on the seats. Years of racing have taught me that the only things that should be aboard are the things needed while sailing. Since the boat is used only as a day sailor, this philosophy is followed as much as possible. It also makes maintenance much easier.

The cabin interior has the planking, frames and underside of the deck finished with Sikkens, the house and seats are varnished. The cabin sole is oiled mahogany. Sitting below with the oil lamps lit, in a snug cabin surrounded by varnished wood is an enjoyable way to spend some time. The cabin is a light sink at night. The dark wood reflects almost no light making the interior difficult to illuminate. If the boat got a lot of use after sunset, it might make some sense to paint the inside of the planking a light color. I can't bring myself to paint something that is natural, so painting isn't going to happen any time soon.

L.F.H. got a little too cute when specifying the construction method for #96. The web frames rob the interior of valuable space in a boat that is already quite narrow. The longitudinals are a constant source of aggravation, especially in the cockpit as it is a constant battle trying to keep the limber holes from clogging and trapping water on the top side of the longitudinals. On the plus side, it is a construction method that is incredibly strong.

When we originally owned her, she had a Yanmar 1GM diesel. When built she had a small Palmer gas engine with a variable pitch prop.



Current power is a 48 Volt Electric Drive. The batteries are under the electronic components in the region where the Yanmar was originally positioned. The batteries have a watering system to make that chore almost painless.

