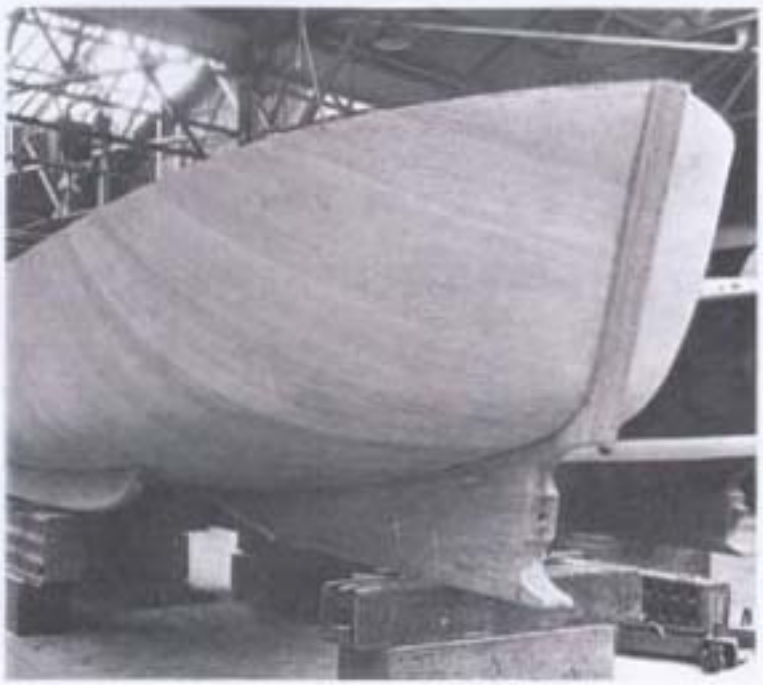
Why Fairey Marine Hot Mould their Boats



Fairey Marine found in 1946 that by adapting and improving a method of hot-moulding wood veneers used during the war for producing such outstanding aircraft as the Mosquito, a boat hull could be produced which would fulfil these criteria better than one built by any other process. When glassfibre resin-laminates came along a few years ago as practical materials for boatbuilding, the Fairey Company examined carefully the advantages claimed for them. In each case the hot-moulded wooden boat was found to be superior.

Building boats by hot-moulding them under pressure is a technique which takes advantage of modern production methods while retaining the classic aesthetic and functional values of the boat that is hand-built in wood by craftsmen. It produces hulls that are stronger and stiffer than those of comparable weight built in glass fibre or any other plastic material, and just as durable.

There are five basic criteria which any hull must meet. These are: High strength combined with low weight; Good rigidity and thickness; Low specific gravity; Inherent stability of the hull material; Economy of production.

Hot-moulded ply is stronger, in that for equal weight it is many times as rigid as glass fibre. At a figure of 0·7 its specific gravity is less than half that of a glass fibre material. It is easier to repair. And it has a much higher abrasive resistance than glass fibre particularly at speeds in excess of 20 knots. Standards of production are far more consistent since shrinkage in the curing of glass fibre hulls frequently causes the exposure of glass fibres which can act as capillaries when immersed in water.

Hot-moulded wooden hulls sprayed with polyester resin paint require no more maintenance than a glass fibre, boat and for those owners who want a craft with the indefinable appeal and sparkling attraction of varnished wood, Fairey Marine can now supply a clear polyester varnish finish.

The success of hot-moulding is shown in that Fairey Marine are now the largest boat builders in Europe in terms of numbers built and types available. Their output is exceeded only by one or two builders in the U.S.A.

Fairey Marine

A SUBSIDIARY OF THE FAIREY COMPANY LIMITED

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Fairey Marine

HOT MOULDED HULLS

27 ft. FISHING BOAT SHELL

This hull is manufactured by the special Fairey Marine hot-moulding technique of laminated Agba, with seven laminations of 2½ mm.

The hull is built around a laminated mahogany stem scarfed into a mahogany keelson. If required anti-roll bilge keels, deadwood and a 1100 lb. cast iron keel can be fitted.

A hot-moulded, round bilge hull with spoon bow and canoe stern, generous sheer and freeboard provide a very suitable foundation for use in building fishing boats, motor cruisers or motor sailers and has been used as the basis of the well-known 'Fairey Fisherman'.

Suitable for installation of engines up to 30 h.p. Maximum economic hull speed 7½ knots.

L. O. A.	27' 5"	8.37m
Beam	8' 6"	2.59m
Depth fwd	5' 0"	1.52m
midships	3' 11"	1.19m
Hull thickness	11/16"	17.4mm
Weight	800 lbs	362 Kgs.