

After studying Geology at Warsaw University, Andrzej Ksiazyk worked as a renewable energy specialist. Made redundant in March 2011, he decided to make his hobby, Salmoboats, his occupation.

My Salmo 15-S Lugger was designed specially for my friend, Olek, a young but experienced cruising sailor. After I built and start sailing my first real project, the 15' (4.6m) Dory-Skiff – see www.salmoboats.com – I sent pictures and details to several people and Olek was very interested. He and his friend Bartek came to see the boat on their first free weekend and sailed her for a couple of hours. Olek found it is very nice and fun to sail on such a small and light boat. Two weeks later he called me to say he wanted a similar boat and wanted to build her himself.

We met again in the autumn and established the basic criteria of the project. We decided that the boat should be:

- The same length as the Dory-Skiff with the same simple rig.
- Easy to build, with a simple non-pivoting dagger-board.
- More stable and capacious than the Dory-Skiff.
- Arranged so that two adults can sleep aboard under a tent.
- And last but not least, be able to accommodate four hermetic aluminum military containers, available from the Bundeswehr army surplus store. These small containers can be stowed under the central thwart and I can honestly say I developed the design around them!

Olek told me that the next season, he planned to go to Norway with the boat to sail the fjords. So I started work and in late November we had the design and the CNC-cut plywood hull panels. By the end of July the boat was nearly finished but Olek's holiday was upon him. He painted the boat and next morning put her on the trailer – with the paint still wet – and drove to Norway and happily made his fjords trip.

The Salmo 15-S Lugger is designed to be built using the stitch and glue technique from a pre-cut kit of 8 and 10 mm (5/16" & 3/8") plywood parts. Almost all the hull components, including the stem and skeg, are CNC cut, which makes the building process easier and quicker. The hull panels and bulkheads have pre-drilled holes along their edges to align and stitch all the parts with the minimum of effort. Additional holes locate the bulkheads and frames. However, there is the option to order only the plans and make everything by oneself.

The fixed rudder does not kick up but it's shaped to lift when it hits the bottom and will ride up the sloping transom on its long pintle. I like this simple and effective system but it only works when the dagger-board is raised. A dagger-board is not ideal for shallow waters but it has the advantages of simplicity, stealing less space in cockpit and generating less turbulence. And fitting the dagger-board trunk to the flat central bottom panel is quite easy.

Olek is quite a tall man but even finding a comfortable, flat sleeping space for two adults of average height is not easy on a boat this size. My answer: the aft plywood bottom board can be lifted and locked into the space between the side benches to create a generous 7'3" x 5'2" (2.2 x 1.58m) sleeping platform. For sleeping onboard, I also designed a tent which covers whole boat and is supported by the yard or a separate spar. The lug rig has an unstayed mast, easy to make,



inexpensive and quite effective in my opinion. Spars are made of pine; gunwales and tiller of sapele or oak.

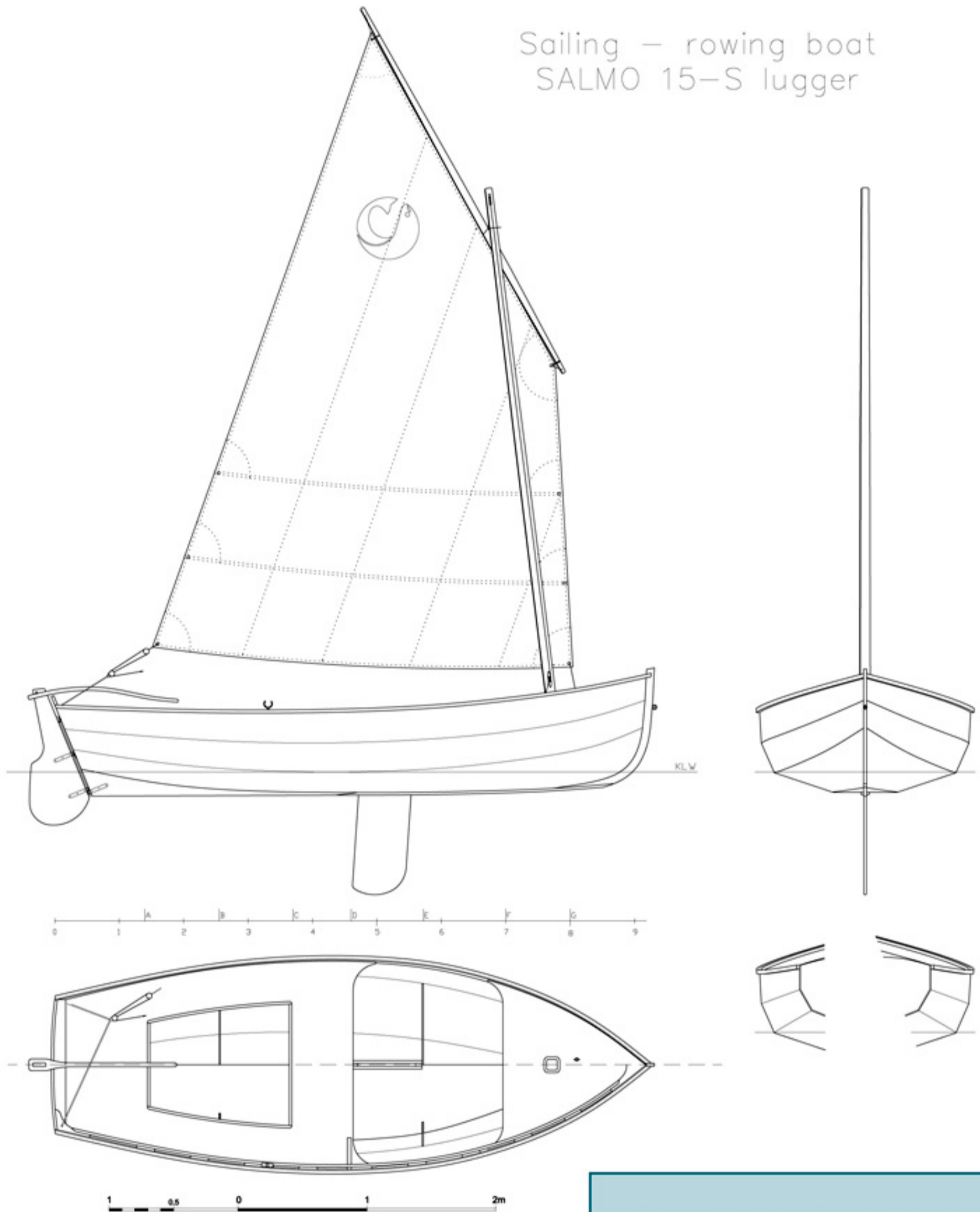
If the boat is used for ambitious cruises, I recommend internal ballast to improve the initial stability. The type of ballast depends on the load and the owner's preferences. For most conditions – especially for singlehanded day-sailing – I prefer to use three 5.3 gallon (20 litre) plastic cans filled with water to give a total weight of 132 lbs (60 kg). Ideally they are stowed on the bottom under the centre thwart. With additional crew or lots of luggage, the water ballast can be reduced to two cans. This will not prevent capsize but it will reduce its likelihood and the boat will be also less tender. In case of capsize, the water ballast does not reduce the buoyancy and is easy to fill and empty, which helps with launching.

For really serious sea sailing, like the Baltic passage, we decided to instal six pigs of lead with a total weight of 165 lbs (75 kg). They are removable but securely fixed to the boat frames. The advantage of the lead ballast is that it steals the minimum of space and has a low centre of gravity. However, with 64 gallons (290 litres) of built-in buoyancy, the boat is still unsinkable.

A pair of oars will propel the boat pretty well but for longer distances when sailing is impossible, a small 2-3.5 hp long shaft outboard is recommended. However, the Salmo 15-S was primarily designed for Category D sailing on sheltered waters. I'll admit that when I heard Olek and Filip, owner of another Salmo 15-S, were planning to cross the Baltic, I was a little bit scared! But we thought it through and discussed how to prepare the boats to enhance safety. The most important improvements were installing well-fastened lead ballast, a good bilge pump and compass and securing the mast so that in a capsize, it could not float free to damage the hull. Ultimately, it turned out that crossing the Baltic is possible and it was not any kind of extreme experience. Of course, a good weather forecast and proper trip planning is absolutely essential! .

Plans for the Salmo 15-S cost E95 and the basic hull kit in waterproof pine or birch plywood costs E1000, not including postage or shipping. Other types of plywood can be offered, and various other kits are available to finish the boat.

Sailing – rowing boat
SALMO 15-S lugger



SALMO 15 SPECIFICATION

LOA: 15'2" (4.68m)

LWL: 14' (4.27m)

Beam: 5'5" (1.64m)

Draft: 7"/2'11" (0.18/0.9m)

Est weight ex-ballast: 750 lbs (340kg)

Sail area: 102 sq.ft (9.5m²)

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