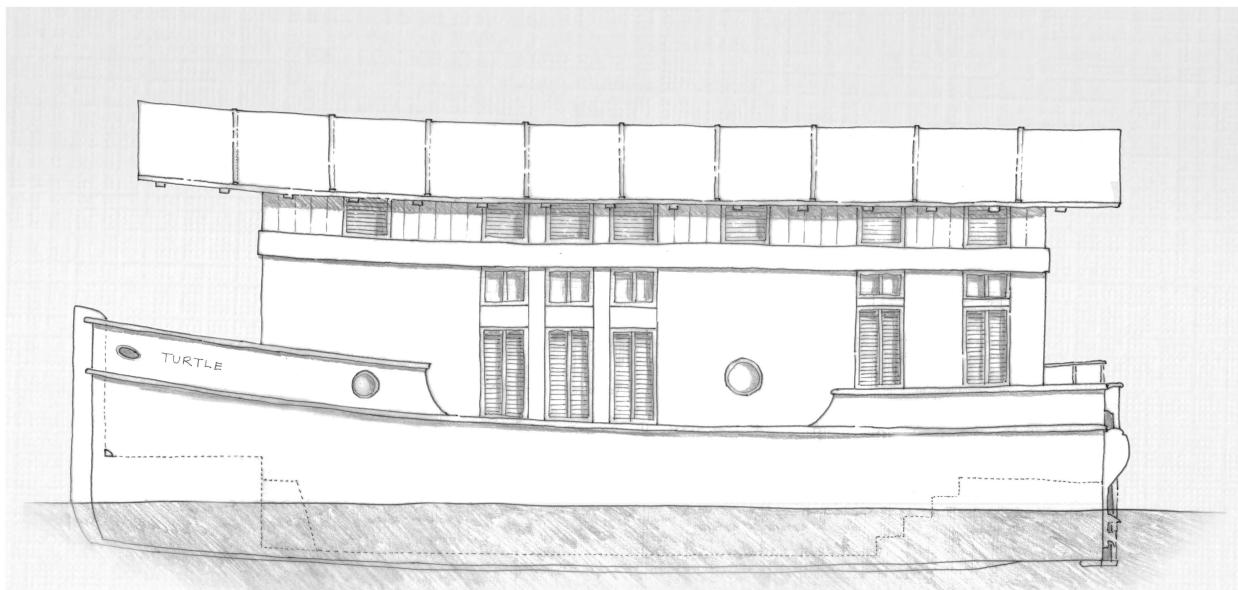
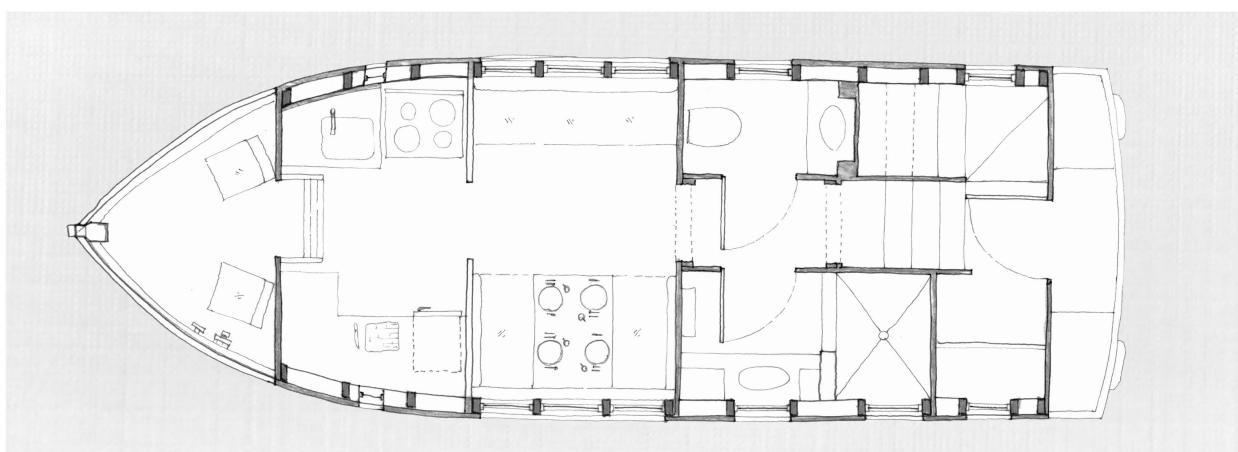

• TURTLE •

| LOA: 32'-6" | BEAM: 11'-0" | DRAFT: 2'-0" |



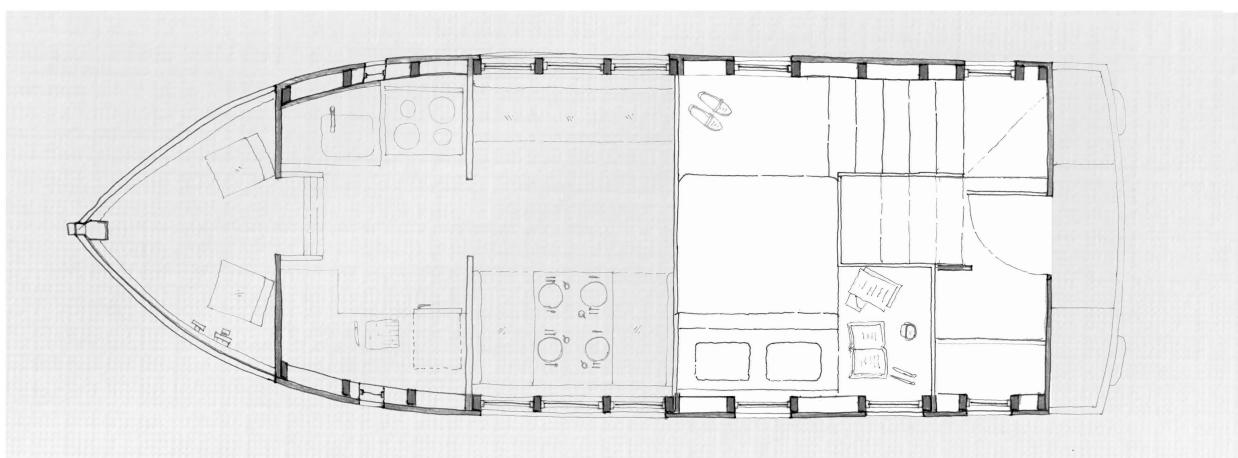
PROFILE

0' 10'



PLAN

0' 10'

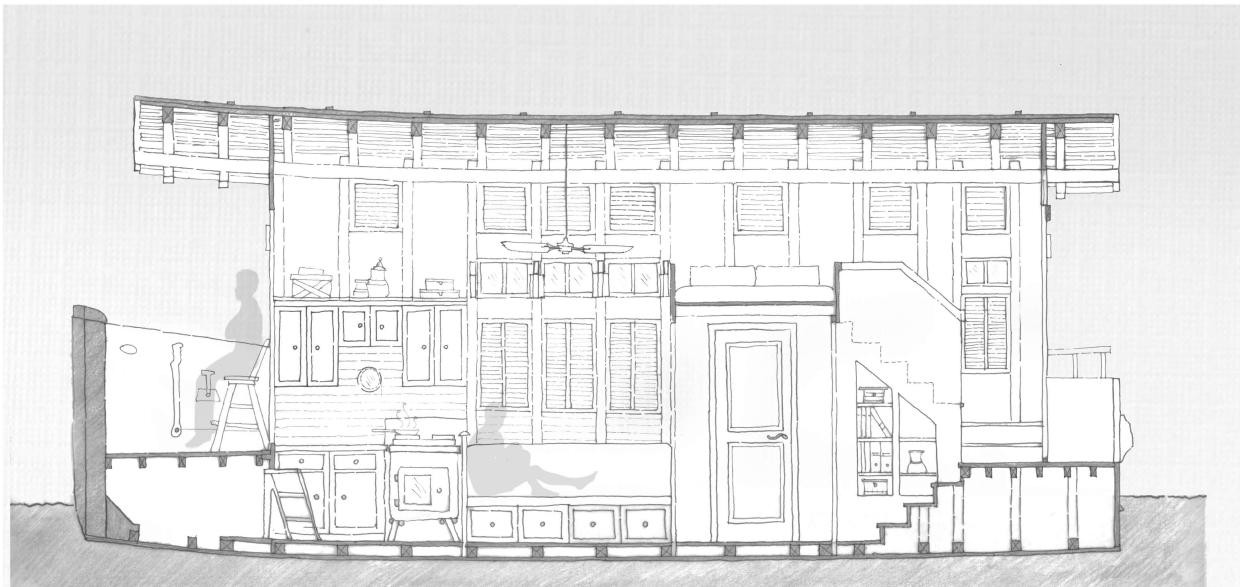


LOFT

0' 10'

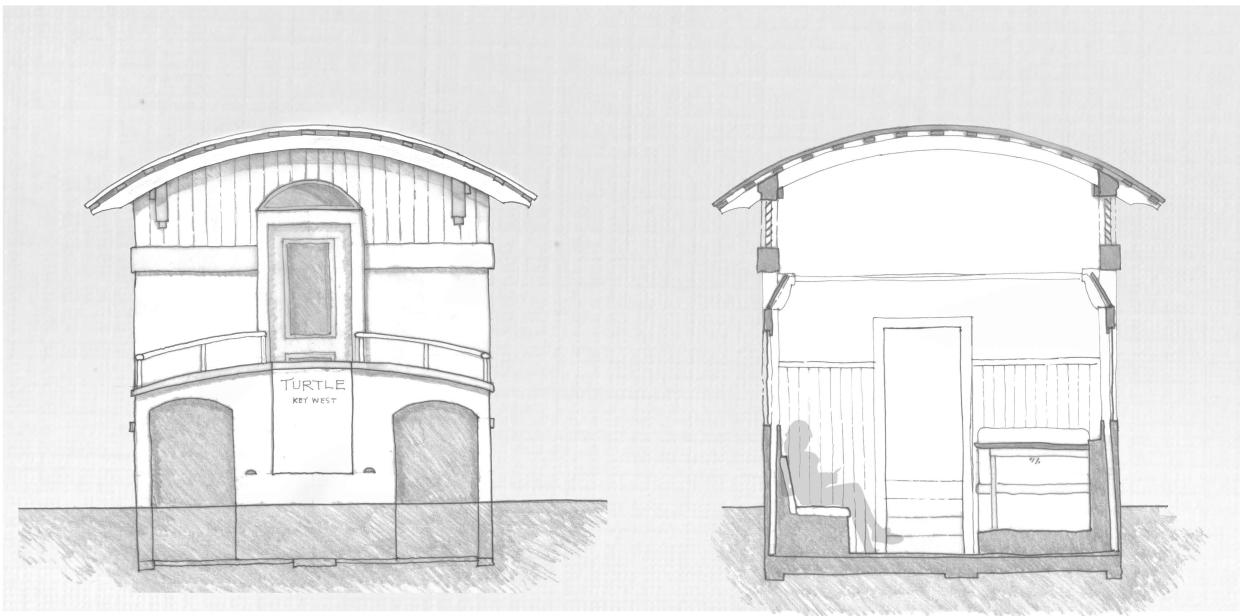
• TURTLE •

| LOA: 32'-6" | BEAM: 11'-0" | DRAFT: 2'-0" |



LONGITUDINAL SECTION

0' 10'



TRANSOM

0' 10'

CROSS SECTION

0' 10'

Patrick Beck and Madeline Gonzalez

We are two co-workers in an architecture office in Coral Gables. The idea sparked from the quality-of-life to cost-of-rent ratio in South Florida. We are both young professionals and buying a home or apartment is totally out of reach, for either of us. The natural setting (Biscayne Bay/The Keys) and climate were also driving points in the design.

TURTLE

A liveaboard houseboat for South Florida and the Keys

LOA: 32'-6"

Beam: 11'-0"

Draft: 2'-0"

This is a houseboat designed for living aboard full time in a warm climate, without necessarily relying on air conditioning for comfort. It combines lessons in the traditional local architecture of South Florida and the Bahamas with a shallow draft hull of simple lines, built with sheathed plywood. It sleeps 1 person or a couple in total comfort, 2 couples for a weekend, and entertains 9-10. Because this is acting as a residence, we proportioned the spaces more like a small apartment than a typical motor or sailing yacht. It might be the first boat design in its size range to have twelve foot ceilings. In warm, humid climates shade and ventilation are the top priorities for comfort; the tall ceilings and generous openings accelerate this. Most of the openings are louvered to allow for ventilation while still providing shade and protection from rain. We took a detail from the sardine carrier Grayling for the salon/dinette windows; the workboat style drop-down (sliding) windows work perfectly there. The majority of the interior would be painted an off white, with mahogany trim and a dark, bare wood for the cabin sole. The layout is fairly self-explanatory; galley forward, dinette and settees amidships, head/shower aft and a queen-size loft bed above. The settee is long enough to slide out for a guest double berth.

Propulsion is provided by twin outboards partially concealed in wells, while steering is a simple push-pull stick in the forward cockpit. Though she is somewhat large, systems and maintenance could be kept simple. No varnish on the exterior, all wood sealed with epoxy and painted. LED lighting and a solar array, combined with a good sized battery bank would go a long way in South Florida. The water heater and range would be propane. Perhaps a wind generator could be added as the budget allowed. Tankage would be underneath the forward and aft cockpit, along with an impressive amount of storage. Only two thru-hulls would be required, one for the galley sink and one for the head sink (head would composting).

We imagined the lower Keys being the far limit that the Turtle would travel; perhaps a two/three week vacation, meandering down in late February after the winter easterlies have subsided. Maybe a flat bottom sailing skiff would be towed, to satisfy the sailing urges and tender requirements. On a 70 degree January or February day in South Florida nothing would be more pleasant than sitting in the salon and feeling a nice cross breeze, while getting wafts of some bacon sizzling in the galley (and contemplating a sail in the skiff).

Inspirations

- Trumpy yachts
- Traditional Architecture of Key West and South Florida (The Barnacle, Audubon House, etc)
- The drawings of L. Francis Herreshoff
- Bill Garden (Mudlark) and his sketches
- Doug Hylan's powerboats and restorations, as well as his drawings (Tuva II, Deliverance, Grayling)