



SPECIFICATIONS

LOA	17' - 2"	5.24 m
Max Beam	7'	2.14 m
Power - Recommend/Max	50 HP	
Hull weight*	650 lbs.	285 kg
Hull draft at DWL	8"	20 cm
Displacement DWL	1500 lbs.	682 kg
PPI at DWL	350 lbs.	159 kg
Material	Plywood Cored Epoxy Composite	
Building Method	Stitch and Glue	

** All specifications are approximate and subject to changes in function of the mood of the designer and the skills of the builder.*

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DESCRIPTION

The C17 is a compact cruiser with a seaworthy classic style hull similar to the C19.

The hull is based on our C19 design: generous volume, ample freeboard, well defended bow. In proper hands, this boat can take bad weather safely. The deadrise is 45 degrees at the cutwater progressing towards 11 degrees at the transom. This an ideal hull shape that will run smoothly in



bad weather but moderate enough to provide good stability at slow speed without the wild roll typical of deeper vee hulls. This boats transom is designed for a standard 20" shaft. The transom can easily be modified to accept other shaft lengths. The cockpit is self-bailing at DWL. The 8" wide gunwales and the coaming will keep the crew dry and safe. The deep cockpit is not only safe but gives that "big boat" feel particular to our Classic designs series. Despite all that volume, the hull is surprisingly light and does not require large engines to plane. The C17 is a very economical boat especially when fitted with a 4-stroke outboard. The cabin roof is approximately 48" above the sole (height varies with camber). This gives a safe unobstructed view from the wheel. The addition of a canvas enclosure and windshield or even a hardtop shelter will provide complete protection from the elements and standing headroom in the cockpit. Dimensioned cabin layout is included in the plans.

BUILDING METHOD

The construction is epoxy-fiberglass-plywood composite, a second-generation stitch and glue system designed for efficient and fast building. This building method combines the ease of stitch and glue (plywood-epoxy) with the strength, lightweight, longevity and low maintenance of a high-tech composite hull. The hull material is a fiberglass sandwich with a plywood core.

The builder assembles the hull as a plywood boat first, then build the outside and inside fiberglass skins



to produce a strong composite hull without all the time-consuming woodwork associated with plywood on frame. We specify high performance directional glass and epoxy. While that type of fiberglass cost a little bit more, we save on resin and weight and the final material cost is lower. The bottom panels are more than 3/8" thick: thicker and stronger than the typical production fiberglass boat in that size. The internal framing is characteristic of a fiberglass or composite boat: a monocoque structure made of interlocking bulkheads and stringers, tabbed to the hull and fiberglass chines and keel. The hull is assembled upside down on a simple jig. Our jig system is very uncomplicated, self-aligning and economical since we use the internal framing of the hull as molds. Our jig does not require all the precautions, alignments or even a perfectly flat floor that are a must for traditional boat building.

REQUIRED SKILLS

As all our stitch and glue boats, the C17 is easier to build than other plywood or fiberglass boats. No woodworking skills or special tools are required. The plans include all dimensions to cut all the hull parts flat on the shop floor. No scarfing required. While she can be built as a first project, some experience with our building methods will save time and materials. If you have never built a boat, try our free canoe plans first. One of the reasons why our boats are easier to build is the level of detail on the plans. All the plywood parts, even the smallest ones, are shown with dimensions, including the assembly notches.

LABOR

The hull can be built in 80 hours, but a finished boat will require 200 hours or more depending on the level of detail and the skills of the builder.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)		
6 mm (1/4")	9	
9 mm (3/8")	10	
12 mm (1/2")	3	
Also see our CNC Kit , which is a precut plywood kit that includes all the plywood needed to build the boat as designed.		
Fiberglass Fabric and Tape		
Fiberglass Biaxial Tape 45/45 12 oz., no mat, 6 in.	200 yards	183 m
Glass Tape, 6 oz., 4 in.	50 yards	45.75 m
Biaxial fabric 12 oz. 50" wide	25 yards	23 m
Resin		
Epoxy	15 gallons	56.7 liters
Also see our MarinEpoxy or Silvertip Epoxy kits which include all of the epoxy and fiberglass listed.		

This BOM covers all the supplies for this boat as designed. Usage of materials will vary in function of several factors. An experienced builder will use less resin. First time builders always use more resin, take that in account. Our resin usage calculations are based on a 50% glass content. Options, customization, and variations in fabric and foam cutting preferences will also affect the Bill of Materials. Our figures show an estimated average. Small variations in fiberglass specifications are acceptable, consult us for substitutions.

OPTIONS

There are many options to consider but the first one should be positive and upright buoyancy (unsinkable boat). This can easily be easily achieved with our marine flotation foam. For production boats in that size, the USCG requires upright floatation. Our foam kits provide 8 cubic feet of extra buoyancy per 2-gallon kit. This means that 4 gallons of foam (2 kits) will provide around 1,000 lbs. of buoyancy and that is what we recommend.



The builder is given complete freedom to adapt the cockpit layout to his preferences. The plans show all dimensions to build the boat with a wide-open cockpit and minimal framing or with benches, long or short. The cabin bulkhead can be built with one or two consoles, with a closed or open port side.

MORE

Visit our [forum](#), help pages, tutorial pages and read our FAQ: most questions are answered there.

LICENSE

As with all our plans, you have the right to build one boat from those plans. The designer holds the copyright to the design, and you purchase a license to build one boat. If you plan to build more than one boat, please contact us about licensing fees.

BUILDING STANDARDS

These plans were drafted according to the ABYC rules. The ABYC (American Boat and Yacht Council) defines the boat building standards in collaboration with the USCG. Professional builders may be subject to more requirements. Consult the designer.

The ABYC standards are very close to the ISO norms and CEE requirements, but no European certification was applied for since this is not required for amateur boat building in Europe. CEE/ISO certification is available to professional builders for a fee.

PLANS PACKING LIST

Plans are available in metric or US units.

- [📄](#) B236_1 Plan and Profile
- [📄](#) BD236_2 Nesting
- [📄](#) D236_3 Construction
- [📄](#) D236_4 Stations
- [📄](#) D236_5 Frames
- [📄](#) D236_6 Expanded Plates - Hull
- [📄](#) D236_7 Expanded Panels
- [📄](#) B236_8 Lamination Schedule
- [📄](#) B236_9 Details
- [📄](#) B236_10 Layouts
- [📄](#) B236_11 Bow Mold
- [📄](#) "Building on a jig" file including a details description of the assembly sequence and building tips.
- [📄](#) Specific building notes for this boat.
- [📄](#) Bill of Materials.
- [📄](#) Help files reference list and more.