



## SPECIFICATIONS

LOA	19' - 2"	5.85 m
Max Beam	8'	2.44 m
Power - Recommend/Max	90 HP - MAX 150 HP	
Hull weight*	1200 lbs.	480 kg
Hull draft at DWL	8"	20 cm
Displacement DWL	1900 lbs.	760 kg
Fuel	60 Gallons	240 liters
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.

## TABLE OF CONTENTS

Specifications .....	1
Description .....	2
Building Method .....	2
Required Skills .....	2
Labor .....	3
Bill of Materials .....	3
Options .....	3
More .....	6
License .....	6
Building Standards.....	6
Plans Packing List .....	6

## DESCRIPTION

The C19 is a true offshore boat with just shape for fishing or family outings. The shape with a typical 12 degrees is similar to the boats that Jacques designed for Pursuit like the Denali hull: deadrise to run smoothly in bad weather enough to provide good stability at slow the wild roll typical of deeper vee hulls. freeboard and the classic sheer are also features contributing to seaworthiness. negotiate both head and following seas self-bailing cockpit with minimum 26" wide gunwales is another important safety. Thanks to the freeboard and



the right hull proven hull moderate vee Mertens sufficient but moderate speed without The generous tried and true This boat will with ease. The depth and 12" element of transom

design, she can be rated to a max. capacity of eight persons (USCG) and we recommend engines in the 70- to 115 HP range. While stronger than the typical production fiberglass boat of that size, she is also lighter and does not require as much HP (or fuel) to cruise at the same speed: a 50 HP will get her on plane. With 4 persons and gear, rigged with a 70 HP, she will do 30 mph and up to 36 with a 115 HP. Those are very conservative figures, and with some tinkering and attention to weight, she will go much faster. The 60 gallons of fuel will give her the range required for long offshore runs. This boats transom is designed for a standard 20" shaft. The transom can easily be modified to accept other shaft lengths.

## BUILDING METHOD

The construction is epoxy-fiberglass-plywood a second-generation stitch and glue system efficient and fast building. method combines the ease of stitch and glue epoxy) with the strength, lightweight, longevity and maintenance of a high-tech composite hull. The hull fiberglass sandwich with a plywood core. assembles the hull as a plywood boat first, then build and inside fiberglass skins to produce a strong hull without all the time-consuming woodwork 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.



composite, designed for This building (plywood-low material is a The builder the outside composite associated

## REQUIRED SKILLS

As all our stitch and glue boats, the C19 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

<b>Plywood (4x8' – 122x244cm)</b>		
6 mm (1/4")	8	
9 mm (3/8")	20	
Also see our <a href="#">CNC Kit</a> , which is a precut plywood kit that includes all the plywood needed to build the boat as designed.		
<b>Fiberglass Fabric and Tape</b>		
Fiberglass Biaxial Tape 45/45 12 oz., no mat, 6 in.	200 yards	170 m
Glass Tape, 6 oz., 4 in.	50 yards	45.75 m
Biaxial fabric 12 oz. 50" wide	47 yards	43 m
Glass Cloth, 6oz., 50 in. wide	10 yards	9 m
<b>Resin</b>		
Epoxy	15 gallons	6 liters
Also see our <a href="#">MarinEpoxy</a> or <a href="#">Silvertip Epoxy</a> 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

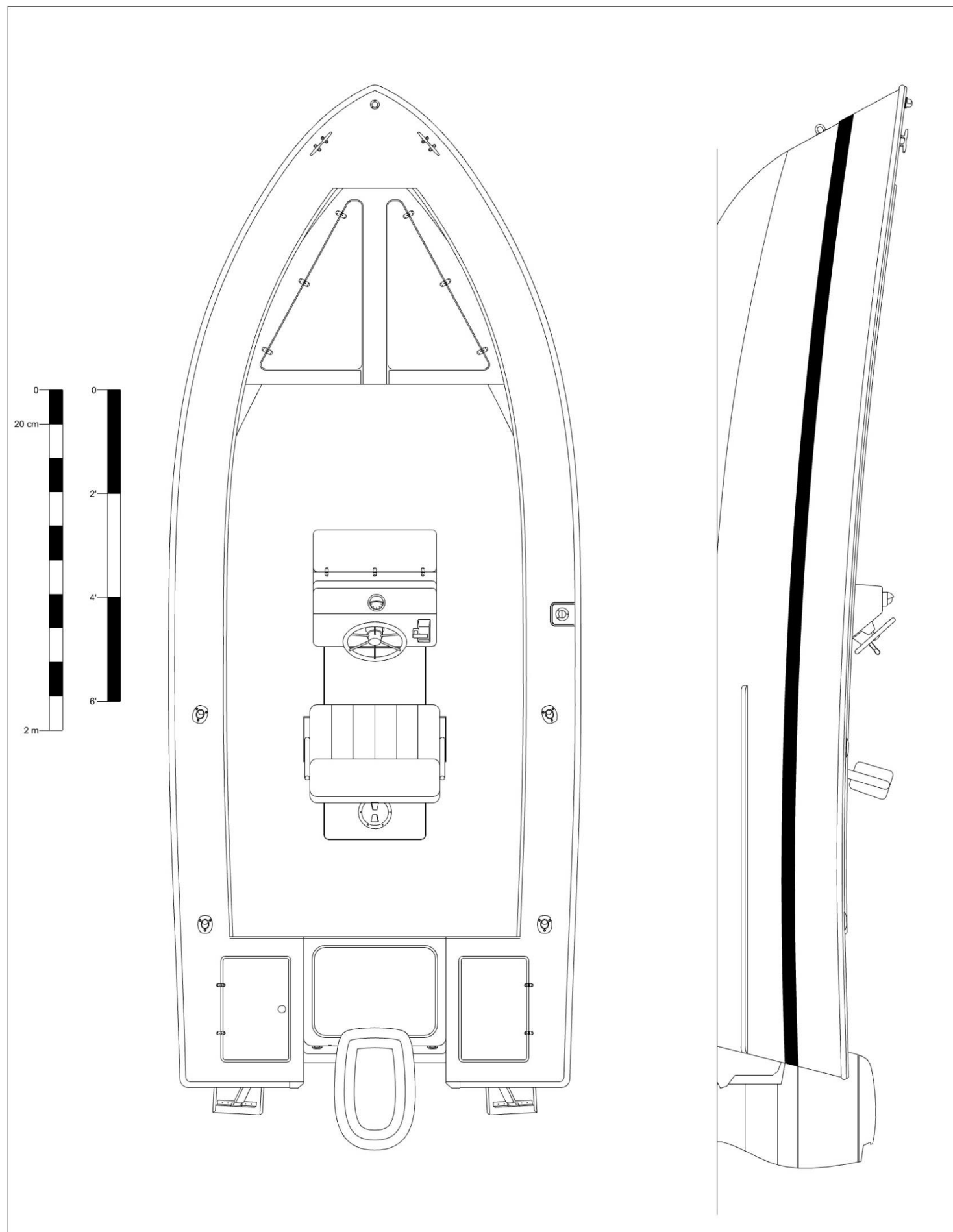
There are many options to consider but the first one should be positive and upright buoyancy (unsinkable boat). This can easily be easily achieved with our marine flotation foam. For production boats in that size, the USCG requires upright floatation. Our foam kits provide 8 cubic feet of extra buoyancy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



The basic center console layout is ideal for the fisherman. This layout leaves room for plenty of options: a cooler under the swing back seat; a baitwell in the forward part of the console or one in the stern lockers; a fish box and storage under the casting deck; and rod holders under the gunwales. The plans include 3 different center console plans to choose from.



















For family outings, you may want more seating. Some of our pictures show optional quarter seats but a fixed or removable bench can also be installed across the boat, in front of the motor well. An outboard bracket can be used to free even more space for storage in the stern. Some details can be changed or added. Standard bow pulpits, T-tops or Bimini tops, and windshields are easy to fit.





## PLANS PACKING LIST

Plans are available in metric or US units.

-  B210/1 Plan and Profile
-  D210/2 Structure - Hull & Deck
-  D210/3 Structure - Stringers & Transom
-  D210/4 Structure - Bulkheads
-  D210/5 Hull - Deck & Floors
-  D210/6 Hull - Expanded Panels
-  D210/7 Expanded Panels - Nesting
-  B210/8 Lamination Schedule
-  B210/9 Console
-  B210/10 Appendages
-  B210/11 Dual Console
-  E210/12 Bow Mold
-  B187 Standard Center Console and Notes
-  B221 Typical Small Boat Electrical
-  "Building on a jig" file including a detailed description of the assembly sequence and building tips.
-  Specific building notes for this boat.
-  Bill of Materials.
-  Help files reference list and more.

## 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.