



SPECIFICATIONS

LOA	17' – 6"	5.4 m
Max Beam	6'	1.83 m
Hull weight*	240 lbs.	110 kg
Draft	5" / 3'-5"at CB	0.12 / 1 m at CB
Sail Area	118 ft²	11 m²
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

Faced with many requests for onboard camping features for our Caravelle 16, we decided, instead of modifying the Caravelle, to design a new boat with a clear priority given to simplicity. We choose a typical well proven sharpie style hull with an unstayed cat ketch rig: simplicity of building and simplicity of sailing. The separated cockpits and ample storage are ideal for extended camping expeditions. This boat would be the ideal tool to explore the Florida Keys or any other remote place. The forward cockpit is 92" (2,35 m) long and 70" (1,80 m) wide. With the floorboard lifted up, it offers a completely flat platform for an inflatable mattress. The rear cockpit is 65" by 68" (165 x 172 cm) and if not used for cooking or a Porta-Potti, large enough for two children. Storage space is everywhere: under the seats and in the forward cuddy. A simple tent made of a tarp on the sprits between the masts will suffice in good weather, but many small 2 persons tents will fit on the forward cockpit platform of a custom tent can be made by a marine canvas maker. Unlike some other boats of that type, the masts must **not be removed** to install the platform or a tent.



The daggerboard has a unique feature: thanks to the shape of the inside of the daggerboard case, it will kick up in case of grounding (centerboard optional). When not in use, the daggerboard stores completely out of the way along a side of the rear cockpit. The rudder has a kick up blade too. The rig is simple: plain unstayed mast with laced sails and simple sprit. Almost no hardware to keep it simple and inexpensive. It looks good too. The boat can be rigged in minutes on the trailer or on the beach. As designed, the boat is well balanced and in strong winds, we expect the sails to be reduced from the bow first. The masts are interchangeable: the mizzen can take the place of the main and this allows for all kind of adjustments in function of the wind and load. She can safely be sailed singlehanded with a deep reef in the main and full mizzen. The layout separates the "passengers" from the skipper: all sheets and the daggerboard can be reached from that cockpit, the boat maneuvers without asking the crew to move but if they want, they can participate and handle the main sheet. The sail area to displacement ratio shows very good speed potential but for tranquil sailing and safety in bad weather, we show two deep reef lines in the sails.

BUILDING METHOD

The Cat Ketch 17 is built the Sharpie way: two side panels are bent around a frame and joined at the bow and the transom. The bottom is flat in section but with some small rocker.

REQUIRED SKILLS

The Sharpie assembly method used on this boat is the easiest building method. Here is a link to a 1930's article from the Yachting Archives: [How to Build a Sharpie Sailboat](#) that shows step by step details and instructions.



The plans include full size patterns for all the rudder parts. All dimensions are shown on the plans: no lofting required. For the long side panels, the bottom, and most large parts, we show the dimensions taken from the edge of the plywood sheets: no geometric construction required. All the dimensions for the sails and spars are shown on the plans. The CK17 can be built by a first-time builder.

LABOR





The hull with deck and seats can be built in an average of 60 hours, but another 60 hours will be needed for the appendages and spars. Hours may vary depending on the level of detail and the skills of the builder.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)		
6 mm (1/4")	4	
9 mm (3/8")	4	
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.	60 yards	55 m
Glass Tape, 6 oz., 4 in.	50 yards	45.75 m
Glass Cloth, 6oz., 50 in. wide	10 yards	9 m
Resin		
Epoxy	7.5 gallons	28 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

-  For ease of building and use, the standard layout shows a kick-up daggerboard, but the plans include an optional drawing for a centerboard similar to the one used on the Caravelle. The centerboard box will protrude in the stern cockpit.
-  Outboard max. 6 HP .
-  The plans show wooden spars but on request, we also give specifications for aluminum spars and carbon fiber on a PVC mandrel.
-  The CK17 can be made unsinkable with the addition of USCG approved foam. The foam is poured in places that are difficult to use for storage.

PLANS PACKING LIST

Plans are available in metric or US units.

-  B213_1 Plan and Profile
-  D213_2 Structure and construction details
-  B213_3 Nesting
-  B213_4 Frame Dimensions
-  D213_5 Panel Dimensions
-  B213_6 Longitudinal Framing
-  B213_7 Deck and Seat Tops
-  D213_8 Sails and Spars
-  B213_9 Rudder and Tiller
-  E213_10 Full Size Pattern-Rudder
-  B213_11 Centerboard Option
-  B213_12 Lamination Schedule
-  B225 Seat Lockers
-  Specific building notes for this boat.
-  Sprit Rig Notes
-  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.