



Open version, long deck (= base model)

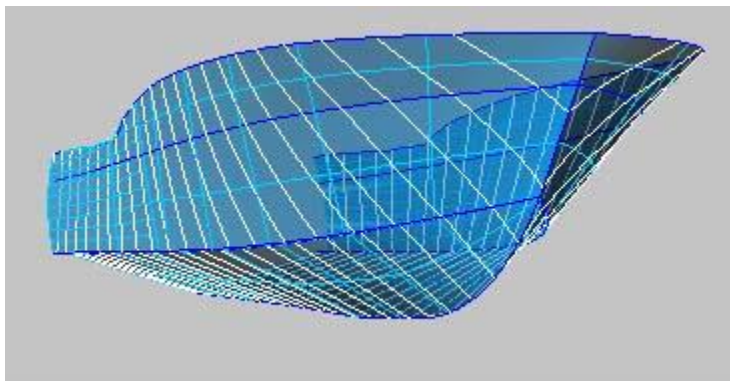
Specifications:		
LOA:	25'	7,63 m
Max. Beam:	8'-6"	2,59 m
Deadrise at Cutwater:	45 degrees	-
Deadrise at Transom:	17 degrees	-
Hull weight*:	1,700 lbs.	765 kg
Fuel:	2 X 55 gallons	2 X 220 liters
HP (Sngl/Twin)	250/280	max
Material:	Stitch & Glue	.

**Stripped hull, before rigging, no hardware. Estimated hull weight with tanks and hardware: 2,002 lbs.
All specifications are approximate and subject to changes in function of the mood of the designer and the skills of the builder . . .*



The CS25 is an offshore boat based on the Carolina Sport Fishing boats lines.

Classic, traditional styling and exceptional performance are the culmination of many years of design and refinements. This particular "style" of craft excels in performance, functionality and seaworthiness. The wide beam, flared bow with a fine entry and the transom tumblehome are characteristic of the type. Paraphrasing the words of Buddy Davis, one of the best boat builders in that style, we can say that this boat is designed to cut through head seas, run on rails in following, breaking seas, and lie still while drifting in deep troughs waiting for a strike. With its deep, narrow entry, this type of hull doesn't pound, it slices. Thanks to its skeg, impossible to manufacture in an open mold fiberglass boat, it never wanders, it tracks.



This picture shows the fine entry that quickly opens to a generous flare.

The 17-degree deadrise is just right. In offshore sport fishing boat design, almost everybody abandoned the very high deadrise that will rock you to death, it is just too unstable.

Its lightweight composite construction allows its bow wave to start amidships, keeping its nose up just enough to keep the crew dry and comfortable.

At trolling speeds, the wide beam provide stability and the high flared bow reduces wave taking or sprays.



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The self-bailing cockpit is more than 28" deep at its lowest point and cockpit depth standing on the casting deck is more than 30", an important safety factor.



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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 woodworking 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 1/2" 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 CS25 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. She should not 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.

This hull is completely planked with plywood panels, but the bow flare and transom tumblehome require some unusual cuts shown on the plans. There is nothing difficult in the planking, but some basic fiberglass experience is required to produce a fair hull.

One of the reasons why our boats are easier to build is the level of details on the plans. For example, for the fuel system, we show not only the fuel tanks (standard part with part number) and their installation but fuel fill, fuel pick-up and fuel vent with part numbers, all in conformity with the ABYC and ISO regulations. Most other boat plans do not even show a fuel tank! We also show rigging tubes for electricity, controls and engine harness, inspection plates, foam location between the stringers, hatches dimensions and part numbers, make and part number for the swing back seat, rod holders in gunwale etc. etc.

Dimensions for all the plywood parts, even the smallest ones are shown on the plans and drawings for the center console are included.

**Options:**

There are several layouts available: 3 different deck layouts and 3 types of transom.

The basic layout is the open center console version with a "long" deck.

In that version, the deck always covers the edges of the casting deck. This means that a person standing on the casting deck can lean against the coaming without the risk of losing his balance. There is "toe room" under the gunwale. There is ample storage room under the foredeck and in the casting deck.

The open version with the short deck maximizes the room on the casting deck but it should be fitted with a bow rail for safety.

The jump cabin version has a small and low cabin that covers the casting deck. The cabin hosts two long bunks (more than 7') but has limited headroom. It is however spacious enough to accommodate a Porta-Potti of even a real marine head. A major advantage of that version is the secure storage room for gear in the cabin.



Jump cabin version



Jump cabin version

There are transom options too: motorwell for single or twin engines or full transom for add-on bracket.



The motorwell versions are designed along the industry standard dimensions (ABYC) for long (25" or 63 cm) shaft outboards. The full transom will accept any manufactured bracket like Armstrong or Stainless marine without interference with the stringers. The bracket version offers a slightly longer cockpit.

There are other options to consider including positive buoyancy (unsinkable boat). This can easily be easily achieved with our USCG approved marine flotation foam (see our online building supplies store at [BoatBuilderCentral](#)).

The center console layout is ideal for the fisherman. A cooler under the swing back seat, baitwell in the forward part of the very large console or better, in one the stern lockers, fish box and storage under the casting deck, rod holders under the gunwales.

The plans include center console and standard T-top plans.



Open version, short deck



Open version, short deck

Bill Of Materials:

(Excerpts from our BOM)

The BOM list materials based on our standard layout and includes a 15% waste factor for resin and fiberglass. For plywood, we use standard sheets 4' x 8' (122 x 244 cm). Please read the building notes and see the plans for detailed specifications. Only true marine plywood to BS1088 standard (Okoume or Meranti) should be used for the hull planking. Good quality exterior or marine fir is acceptable for bulkheads, frames, stringers, sole etc.

Plywood 4x8' (122x244cm)		
1/4" (6mm)	13	
3/8" (9mm)	5	
3/4" (19mm)	4	
1/2" (13mm)	16	
Fiberglass (totals)		
Biaxial tape	651 yards	586 m
Woven tape	50 yards	45 m
Biaxial fabric	111 yards	100 m
Resin		
Epoxy, total	34 gallons	136 liters

Labor:

The hull can be built in 120 hours, but a finished boat will require 3 to 400 hours depending on the level of detail and the skills of the builder.

More:

Visit our message board, help pages, tutorial pages and read our FAQ: most questions are answered there.

Plans Packing List:

- 12 detailed drawings with all dimensions required to cut the sides, bottom, bulkheads, deck, floors and all parts from flat plywood sheets: no lofting, no templates required.
- Nesting drawings for the best plywood layout with numbered parts.
- Construction drawings showing assembly and parts numbers for most of the hardware such as hatches, fuel fill, inspection plates etc.
- Drawings list (*Open version, long deck (= base model)*):
 - B248_1 Plan and Profile
 - D248_2 Nesting
 - E248_3 Construction
 - E248_4 Stations
 - D248_5 Frames
 - E248_6 Expanded Parts
 - E248_7 Expanded Plates
 - B248_8 Lamination Schedule
 - B248_9 Details
 - B248_10 Console
 - B248_11 T-Top
 - B221 Typical Small Boat Electrical
 - Specific building notes for this boat.
 - Bill Of Materials.
 - Help files reference list and more.
- Drawings list (*Open version, short deck option*):
 - B248_1_OV Plan & Profile
 - B248_2_OV Construction
 - B248_3_OV Frames
 - B248_4_OV Deck
- Drawings list (*Jump cabin version option*):
 - B248_1_JC Plan & Profile
 - B248_2_JC Construction
 - B248_3_JC Frames
 - B248_4_JC Deck
 - B248_5_JC Companionway
- Drawings list (*Closed Transom option*):
 - B248_1_CT Plan & Profile
 - B248_2_CT Expanded Parts

Option plans show all details, developed panels, and dimensions for the selected option.