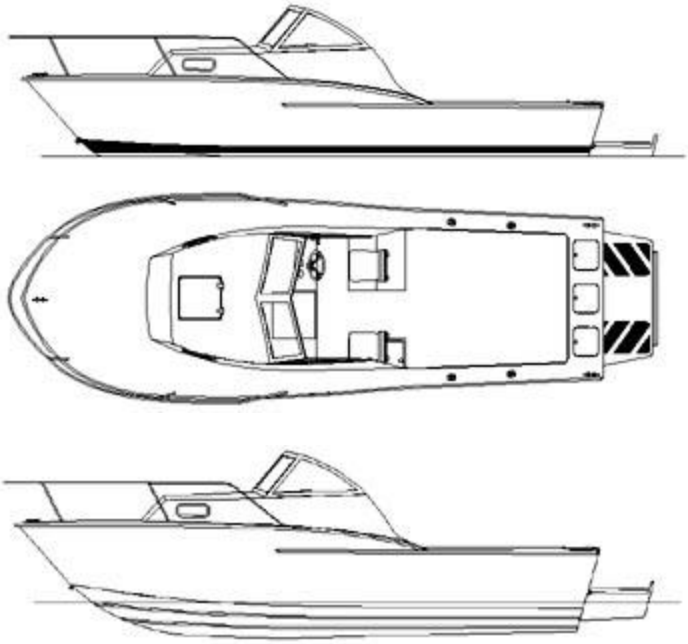
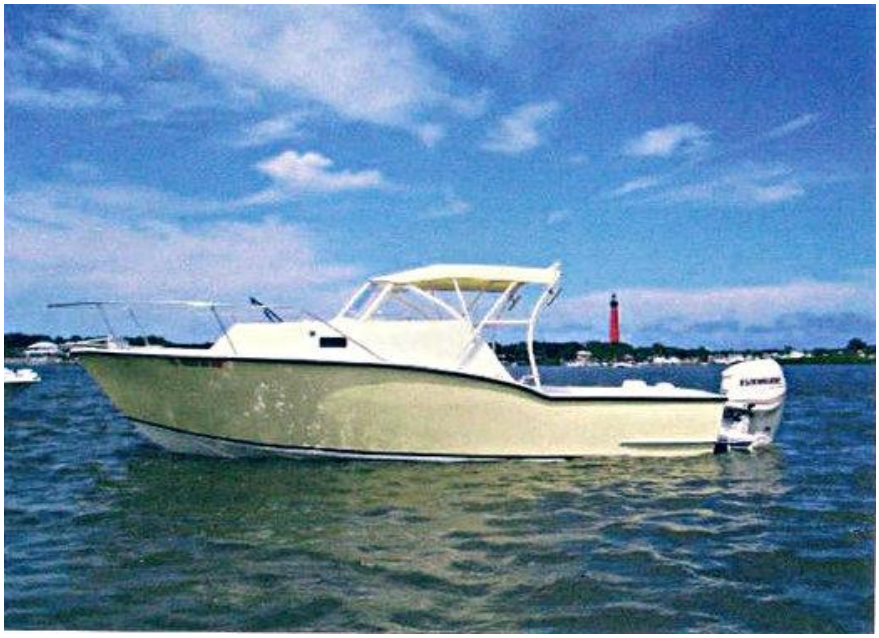


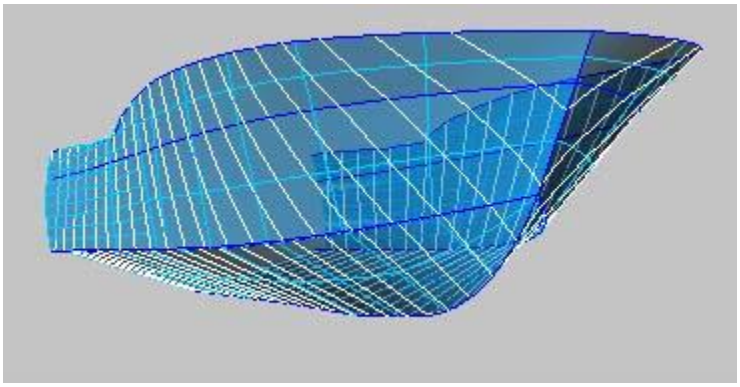
Specifications:		
LOA:	25'	7,63 m
Max. Beam:	8'-6"	2,59 m
Deadrise at Cutwater:	45 degrees	-
Deadrise at Transom:	17 degrees	-
Hull weight*:	1,900 lbs.	865 kg
Fuel:	2 X 55 gallons	2 X 220 liters
HP (Sngl/Twin)	250/400	max
Material:	Stitch & Glue	.

**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 CX25 is an offshore boat based on the Carolina Sport Fishing boats lines.
The hull is identical to our CS25. We offer two hull materials option: foam sandwich or plywood-epoxy-fiberglass composite.

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.

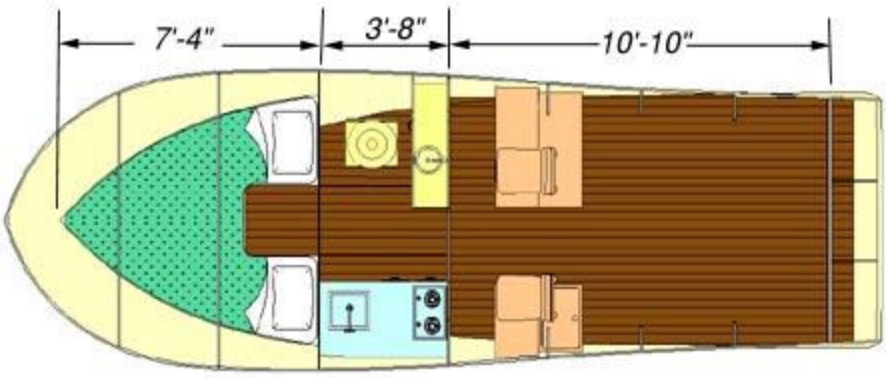
The 17-degree deadrise is just right. In offshore sport fishing boat design, almost everybody abandoned the very high deadrise that will rock you to death, it is just too unstable.

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

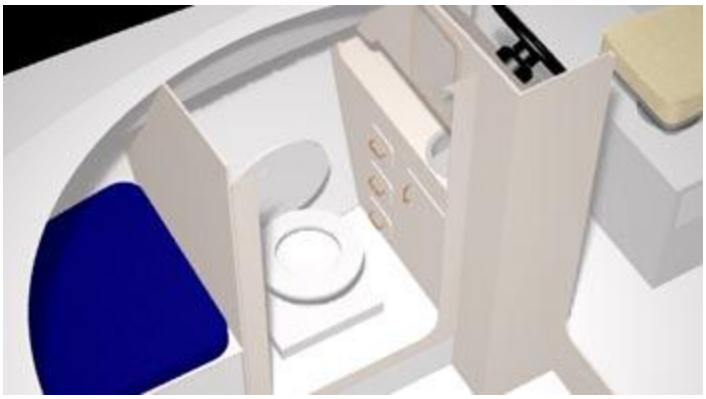
At trolling speeds, the wide beam provides stability and the high flared bow reduces wave taking or sprays.

This boats transom is designed for a standard 25" shaft. The transom can easily be modified to accept other shaft lengths.

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.



The cabin layout is typical of that type of boat: a generous vee berth with a drop down table (not shown) followed by a galley unit on the port side and a head on the starboard side.



The head is isolated from the cabin by a real door, not a curtain. The galley can accommodate a fridge, sink and stove. Headroom is close to 6' under the companion way hatch and there is comfortable sitting headroom over the vee berth. There is ample room for tanks: fresh water and waste.

Building method:
The standard construction material 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 3/4" 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 CX25 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 pickup 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:

The main option is hull material. Our standard material is plywood-epoxy-fiberglass composite, but this boat can be built from foam sandwich. The specifications for that material are included on the plans. We specify Divinycell for the hull and Renicell for the transom plus different types of directional fiberglass. All materials for the foam sandwich version are available at our online store BoatBuilderCentral.

The foam sandwich version does not require more skills than the plywood version. The building is slightly more elaborate but presents no difficulty. Instead of planking the jig with plywood, you cover it with foam. All other building steps are identical for the two versions except for some high-density foam inserts in strategic locations. Those small differences are clearly show on a separate sheet of the plans.
The lamination schedule is very different.

The plans show a transom bracket for single or twin engines. The single engine bracket can be fitted with a kicker.

The CX25 can be made unsinkable boat with our USCG approved marine flotation foam (see our online building supplies store at BoatBuilderCentral).

Bill Of Materials:
(Excerpts from our BOM, plywood cored version only)
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.

Core Materials 4x8' (122x244cm)		
Ply 1/4" (6mm)	11	
Ply 3/8" (9mm)	5	
Ply 1/2" (13mm)	20	
Foam 1/2" (13mm)	5	
Fiberglass (totals)		
Biaxial tape	750 yards	675 m
Woven tape	100 yards	90 m
Biaxial fabrics	124 yards	112 m
Woven fabrics	12 yards	11 m
Resin		
Epoxy, total	39 gallons	156 liters

Labor:
The hull can be built in 120 hours, but a finished boat will require 3 to 500 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:

- 11 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
- B261_1 Plan and Profile
- B261_2 Nesting
- D261_3 Construction
- D261_4 Stations
- D261_5 Frames
- E261_6 Expanded Parts
- E261_7 Expanded Plates
- B261_8 Lamination Schedule
- B261_9 Details
- B261_10 Foam Sandwich Specifications
- B221 Typical Small Boat Electrical Diagram
- Specific building notes for this boat.
- Bill Of Materials.
- Help files reference list and more.