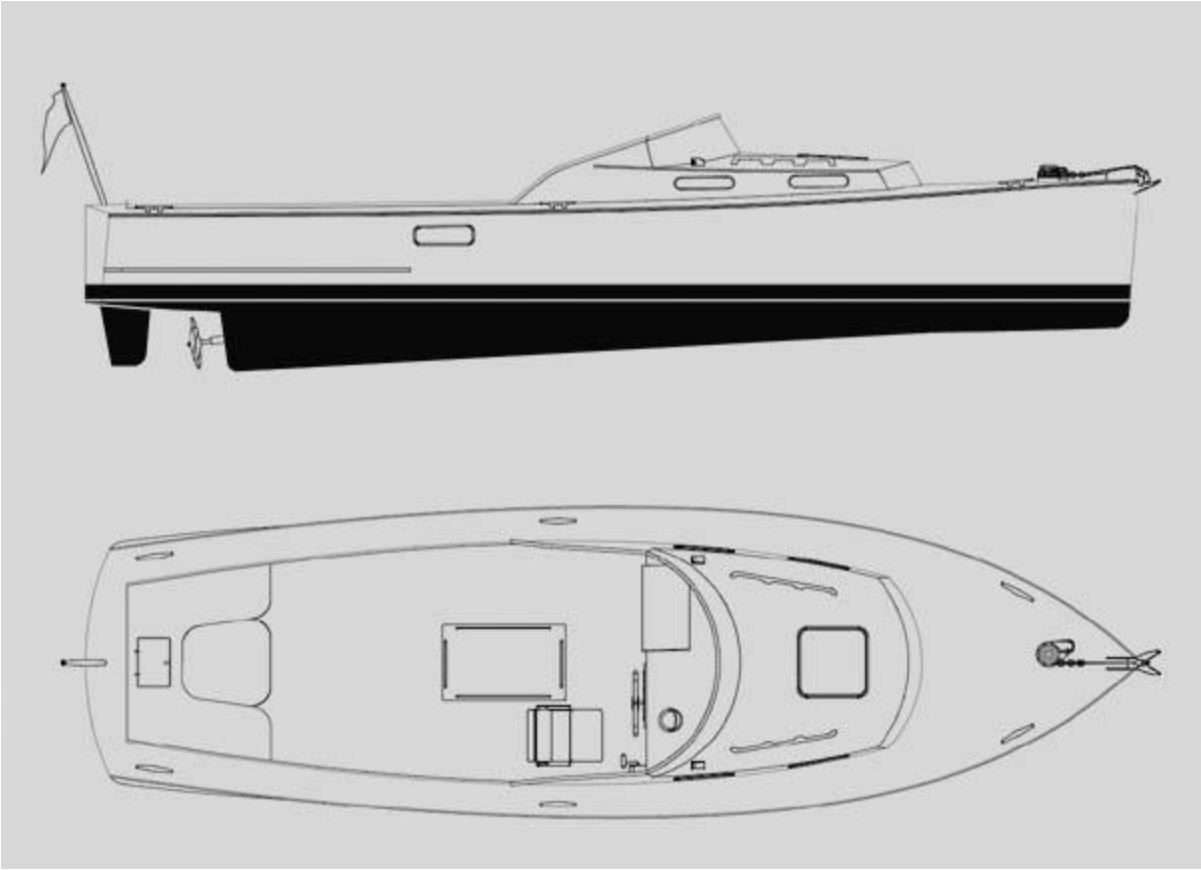


Specifications:		
LOA:	26'	7.95 m
Max. Beam:	8'	2,45 m
Hull draft at DWL:	22"	0.56 m
Displacement DWL:	3,000 lbs	1360 kg
PPI at DWL:	320 lbs/in	57 kg/cm
Trailer weight:	1,800 lbs.	815 kg
Fuel:	75 gallons	300 liters
HP	30 to 80 HP	22 to 60 Kw
Material:	Plywood cored epoxy composite	or foam sandwich

Trailer weight means complete hull and deck with engines, tanks etc. but empty.
Maximum beam includes the rubrail. Without the rubrail or with a thinner one, the beam can be reduced to 7' 9" (235 cm).

The program of the Fast Launch 26 was an easy to build, economical, classic looking, semi-displacement commuter style boat.
Easy to build with her flat bottom, classic looks with the Sparkman-Stephens Escort look, offshore capable in good weather thanks to her size, generous flare, good sized skeg and inboard diesel.
Her hull lines are well balanced and she will perform well in a wide range of speeds from economical displacement speed (7mph) to semi-planing at 18 mph with the 50 HP engine option.

Moderate stern volume and fine entry combined with a good size skeg will keep her on track in bad weather. The fine well immersed bow will reduce pounding and the generous flare in the topsides not only looks good but add reserve buoyancy. Draft is a moderate 22" with a well protected propeller. Shaft and prop will not suffer from occasional grounding.

While not designed to round Cape Horn, the FL26 is offshore capable in the proper hands.
I (the designer) would not hesitate to cross the Florida Straights, the British Channel or make similar passages **in decent weather**.
This does not mean that one can take her offshore at full speed in a formed sea : use common sense please.

Power and speed:

The FL26 is a narrow easily driven hull that will perform economically at displacement speeds: less than 3 l/hr at 6 knots (3/4 US gallon per hour).

14 mph is the top speed with a 30 HP (22 KW) engine but she will reach 18 mph lightly loaded with a 50 HP (37 KW).
The FL26 is not a planing boat and to add excessive power will result in poor trim with no gain in speed. Her ideal cruising speed is about 10 mph.
The designer does not recommend to install engines larger than 80 HP (60 KW).
With the standard 75 gallon tanks, this gives her an autonomy of around 800 NM. Thanks to it's lightweight, the FL26 can be made unsinkable with buoyancy. foam under the cockpit sole and along the sides.

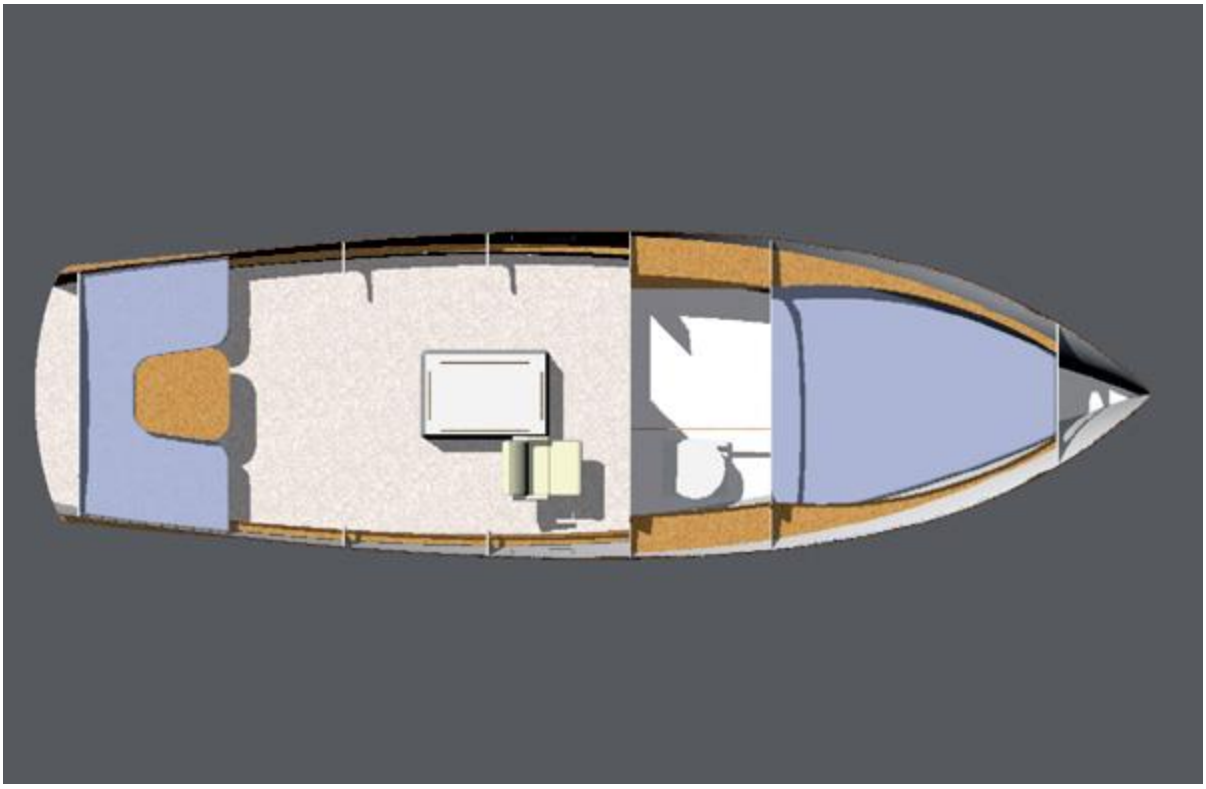
Layout:

The FL26 is a day boat or picnic launch.
She is best fitted for week-end cruising.
The accommodations are comfortable for two during short cruises: a wide vee berth with a small galley counter and a separate head is as much as we could fit in the short and shallow cabin.
There is sitting headroom on the berth and in the head but not much floor space to move around.

The cabin could be extended and the steering station could be covered by a light pilot house if the builder wants more protection from the elements but it is not possible to turn the FL26 in a full fledged cruising boat. That was not her program and she must be kept light for good performance.

The self bailing cockpit is almost 13' long (3,25 meters). The insulated engine box is unobtrusive but gives good access all around for easy maintenance.
Air intakes are in the topsides and the cockpit will make her quiet underway.

The builder has complete freedom in the layout of the cockpit but the plans show a U shaped seat around a table in the stern.
A swim platform is easy to add. The building notes show the swim platform main dimensions, a drawing and instructions.



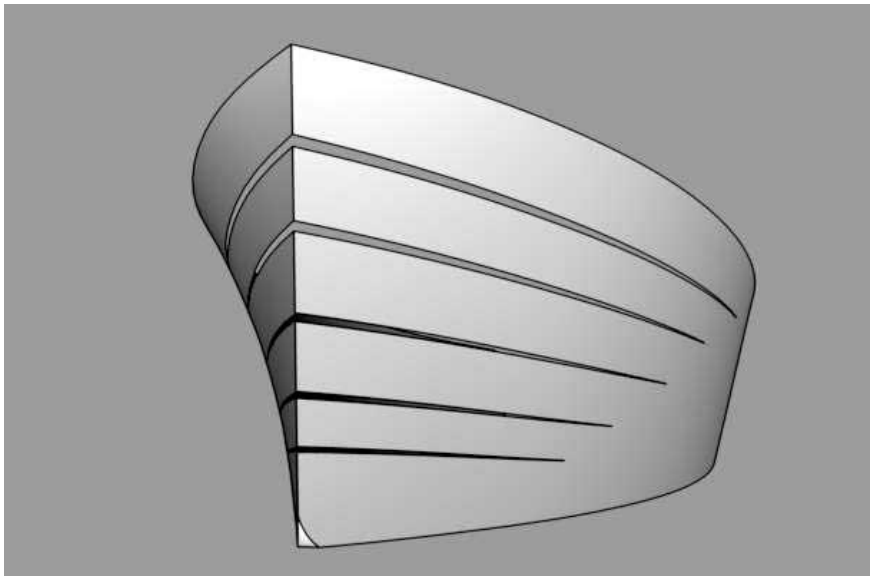
An anchor locker is located forward of the collision bulkhead.

There is easy access to the engine all around, to the filters, batteries and stuffing box.
The engine is fitted with a 7 degrees down angle transmission. This is commonly available and allows us to have an almost horizontal engine for better lubrication and longer engine life. .

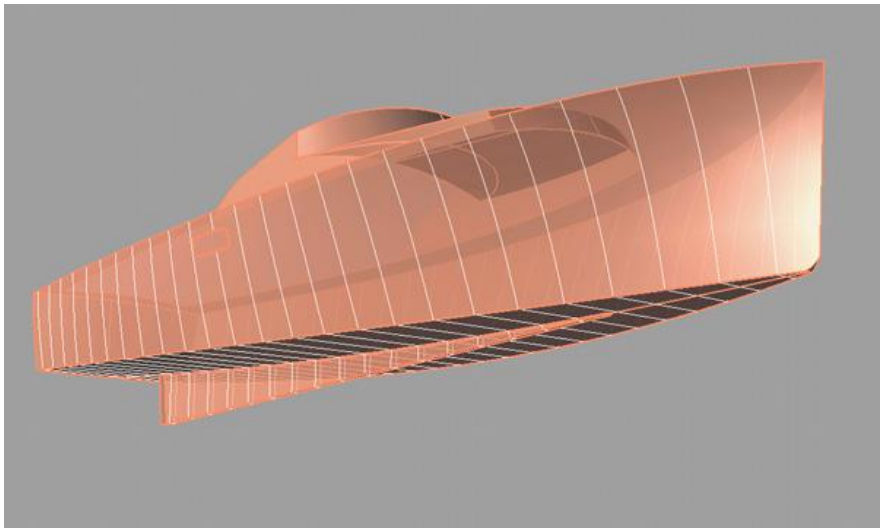
Building method:

The preferred hull material is epoxy-fiberglass-plywood composite for the hull and foam sandwich for the superstructure.

The simple flat bottom hull is easy to build and comes together fast. Only the side panel require some special attention. To create the nice flare at the bow, we use 6 slits in the panels.



Those slits are clearly shown on the plans and in the building notes.



There is small amount of tumble home at the stern. There, if the builder uses Okoume, no slits are required. For stiffer plywood, we cut two slits.

Required Skills:

Any of our builders who has successfully completed a boat built on a jig like the FS12, is able to build the FL26 if he devotes sufficient time and materials to the project.
There is nothing complicated about the construction, we worked hard to design an easy to build boat.
The hull is a simple flat bottom, the deck, cabin top and windshield are all cylindrical and conical developments, easy to cut to shape and bend.
The plans show dimensions for all those parts.
Parts of the building steps will be new: the skeg keel and the engine installation or the inboard rudder for example.
Not only do the plans show those parts in great detail but we will help our builders every step of the way.
Supplies are not a problem. We can supply all the parts that are normally available only to boat yards: shaft, prop, stuffing box, exhaust parts.
If you are out of our shipping area, we will help you with additional specifications.

Options:
The main option is the building material. The recommended version is a plywood cored composite hull with a foam sandwich superstructure.
We recommend the foam sandwich superstructure not only to save weight but for strength, insulation and extra buoyancy.
The builder can also use foam sandwich for the hull and bulkheads. In that case, the boat will be unsinkable with only a small amount buoyancy. foam.
It is possible to build the boat entirely in plywood cored composite, entirely in foam sandwich or any hybrid version in between.

Other options are a lengthened cabin with a smaller cockpit and a light protected steering station. Those options are up to the builder, we do not show them on the plans.
We show the integrated swim platform option.

The plans can be customized as long as the builder does not compromise the structure. Seating can added to or removed from the cockpit, the cabin layout can be changed, a hard top can be added but the cabin height should not be increased and if the boat is fitted with a pilot house, it must be kept very light.

Bill Of Materials:
(Excerpts from our BOM)
The BOM list materials based on the all plywood cored version with inboard.

The foam superstructure will require between 6 and 8 less sheets of plywood to be replaced with foam and almost the same glass and resin quantities.

Plywood standard sheets 4x8' (122x244cm)		
6 mm (1/4")	12	
9 mm (3/8")	17	
12 mm (1/2")	6	
Fiberglass fabric 50" wide (125 cm) or tape 6" wide (15 cm) (totals)		
Biaxial tape 45/45 12 oz. (400 gr)	400 yards	360 m
Biaxial tape 45/45 6 oz. (200 gr)	80 yards	72 m.
Woven fabric 6 oz.(200 gr/m^2)	32 yards	30 m
Biaxial fabric 12 oz. 45/45 (400 gr)	105 yards	96 m.
Resin		
Epoxy, total	24 gal.	90 Kg.

This BOM covers the supplies for hull, deck, cabin top, sole, internal structure.
Usage of materials will vary in function of several factors. An experienced builder will use less resin. 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.
The plans list a more detailed BOM.

Labor:
The hull can be built in 120 hours but a finished boat will require 300 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.

Free plans:

You will receive a full refund of the price of the plans on purchase of all the materials for the hull or the engine package. BoatBuilderCentral.com will discount the amount paid for the plans from the price of the materials or engine package.

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.

- A 285_1 to A285_19: 19 drawings showing all stations, molds and frames.
- B285_20: Plan and profile
- B285_21: construction drawing with sections, plan and profile, keel, stringers, details.
- B285_22: nesting of all parts on standard plywood sheets
- B285_23 : developable panels dimensions for hull panels
- B285_24 : developable panels dimensions for deck, sole etc.
- B285_24: developable panels dimensions for cabin roof, cockpit bulkhead, windshield and wings.
- B285_26: Engine mounts, shafting and rudder details
- B285_27: Exhaust and raw water-cooling details
- B285_28: Fuel system, tanks
- B285_29: Typical construction details
- 285DXF: an optional CD with DXF files (CAD). Included are all the full-size patterns for the molds, transom, hull panels, deck, gunwales, cabin roof, cockpit bulkhead, windshield and wings, soles, swimming platform and more. Those files can be used to print full size paper or Mylar patterns from it or for CNC. We cannot guarantee that they will open in all CAD programs. There is a separate charge for those files.
- B221 Typical Small Boat Electrical diagram.
- Plywood Cored Composite Boat Building shop manual (+ or - 80 pages) .
- Specific building notes for this boat (+ or - 20 pages).
- Bill of Materials included in the building notes.
- Help files reference list and more.

The plans are very detailed but if a builder requests additional details or changes that would be of interest to other builders like a set of different sections through the hull to move bulkheads or stringers, we may draft more drawings and show more options for a small fee.

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