

A simple, economical, easy to build and fast small planing boat.

SPECIFICATIONS

LOA	14'	4,27 m
Max Beam	65"	1,65 m
Hull weight *	185 lbs.	84 kg
Designed displacement/draft	585 lbs./5"	265 kg/12 cm
PPI at DWL	220 lbs.	100 kg
Depth/Freeboard	32"/27.5"	82/70 cm
Capacity weight/persons per USCG	950 lbs./ 5 persons	430 kg / 5 persons
Outboard recommended/USCG	6 to 15 HP/25 HP	5 to 12 kW/18 kW
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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BUILDER'S THREADS ON OUR FORUM

[dborecky - FS14 build saga continues...-Florida,USA](#)

[deuce 454 - FS14 - 2 week \(+11 month build\)....Done and splashed - Copenhagen,Denmark](#)

[thb - Tom's FS14](#)

[Mawrob - Mawrob's FS14 build - Massachusetts, USA](#)

[Aurator - FS14 in French Polynesia - Alaska, USA](#)

[Seadation - Seadation's FS14 Build - Splashed 12 May 2012 - Georgia, USA](#)

[jaydillyo - FS14: jaydillyo's first build](#)

[boat AUS - FS14 OZ - Western Australia](#)

[fjapa - FS14 build in Ecuador](#)

[racerrob - FS14 nearing completion - North Carolina, USA](#)

[BradleyD - FS14 Lowered Sheer - Alabama, USA](#)

[finalfront - FS14 Build - Pics, etc. - Maine, USA](#)

[Julkkis - My FS14 - Europe, Finland. West Coast.](#)

[clearncalm - Clearncalm's FS14 - Louisiana, USA](#)

[Joe H - Joe's FS14 - Michigan, USA](#)

[dalnilo - my fs14 - Sicilia, Italy](#)

DESCRIPTION

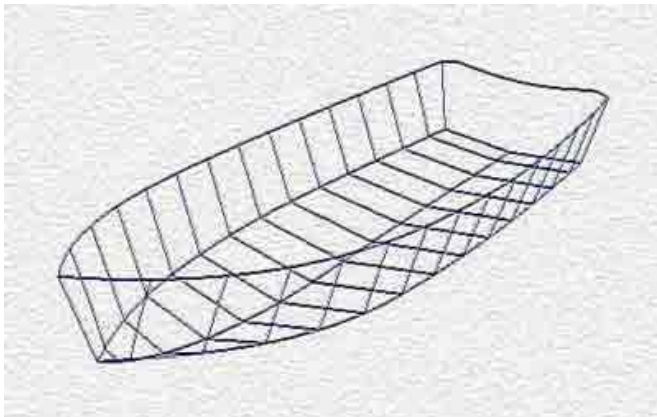
The Fast Skiff 14 has a program similar to our FL14 with a major difference: she is designed as a planing hull, without rocker and a moderate vee. She is designed for a first time builder and is an excellent introduction to the material and the building method we use for our large power boats: true composite hull, simple set up on a jig made of a pair of 2 by 4's. Speed and HP.

At 600 lbs. displacement, at WOT, the max. speed will be:

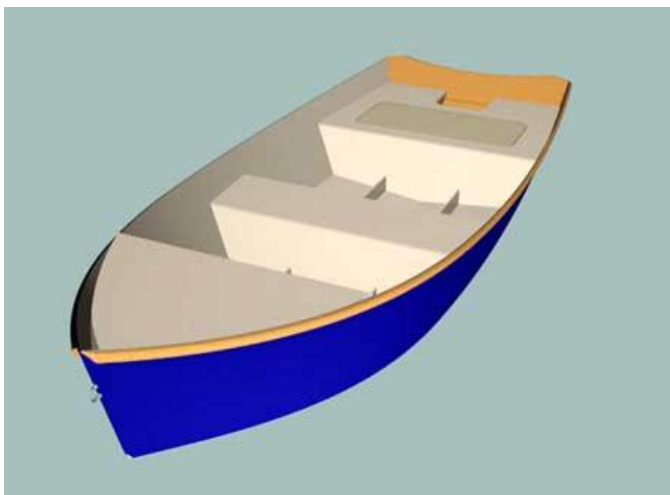
- 6 HP : 18 mph
- 10 HP: 23 mph
- 15 HP: 28 mph

This is for an engine in good condition at wide open throttle. In other words, the FS14 will plane with 2 light or one large person and a 6 HP outboard.

The USCG calculations give a maximum of 25 HP with tiller steering. We consider 25 HP excessive on that size boat, not only because of the speed but because of the weight of the engine on the transom. The same calculations also produce a max. number of persons = 6. We find that excessive and recommend max. 5.



We show a standard layout that can be customized. The middle frames should stay where we show them because they cover the butt blocks. The other frames can move if necessary. From the bow, we cover the bow part of the boat with a casting deck. There is plenty of storage under that fore deck with access through an opening in the frame. The middle seat is sealed but can be fitted with openings or a hatch. The aft deck allows a person sitting on it to steer the boat without having to lift the tiller in turns. The aft deck shows a cut for the outboards clamps and fuel fitting. We also show a hatch that is simple to build, does not require hardware but stays in place even in rough weather.



The boat will be well balanced with a tiller man sitting on the aft deck and a passenger or two forward but when single handed, the tiller man should sit in the middle and use a tiller extension. A tiller extension is a simple PVC pipe.

This is not particular to our boats! All small boats are sensitive to weight distribution and it is good seamanship to keep the boat properly trimmed.

The plans show limber holes and a notch in the frames to run a fuel line from the bow to the stern, along a stringer.

The transom is designed for a standard 20" shaft but can be cut lower or raised higher if you have a different shaft length.

There is a small skeg (keel) that helps tracking and protects the bottom. Our assembly method uses butt blocks that are hidden under the mid seat and act as locators during the construction: no need to measure the location of the frames and the butt blocks are invisible!

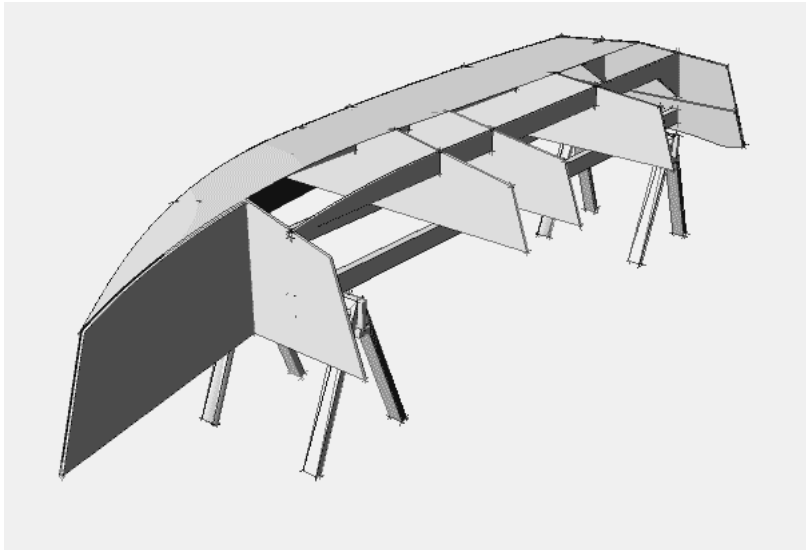
Difference between the FL14 and FS14:

The FL14 is a displacement hull. That means that she will move easily through the water at displacement speeds, with oars or a small outboard. The FL14 will not plane even with a large outboard because of the rocker in the hull. The transom of the FL14 is above the waterline at normal trim and she can be lighter than a planing boat.

The FS14 is a planing hull without rocker. A planing boat must withstand heavier bottom loads and the transom must be able to transmit the thrust of the engine to the hull. For those reasons, the planing boat hull must be stronger and heavier. With her immersed transom, the FS14 will not row as well as the FL14.



BUILDING METHOD



The FS14 can be built in two different ways: with or without a jig. The FS14 can be built the same way as the FL14 and other small boats, by the sharpie method. The hull is shaped by bending the side panels around the frames and transom and the bottom panel is added. Our detailed building notes show a better and more precise method using a jig made of a pair of 2x4's and two sawhorses.

We set up the frames upside down on the 2x4 and plank that jig with the bottom and side panels. This method guarantees a straight bottom, essential for good performance at planing speeds. It does not increase the amount of labor, quite the opposite. The inside fiberglassing is much faster with this method.

The method is identical to the one used for large boats but does not require a true jig. The design was engineered for ease of building: the seat tops and aft deck are used as a building base and the frames are used as mold. The only temporary mold is a small bow mold. All the dimensions for the frames and transom(molds), bow mold, stringers and even the 2x4's used to support the frames, are on the plans. There is nothing to calculate or to loft.

REQUIRED SKILLS

If you plan to build a larger power boat, the FS14 is an ideal first boat. You will build the FS14 using all the techniques required to build a larger boat but at a small scale, on a very simple jig and using very little materials. As all our stitch and glue boats, the FS14 is easier to build than other plywood or fiberglass boats. We worked hard to keep the building as simple as possible: most of the plywood cuts are straight lines, the nice curves are created by well-planned bending around the frames. All the plywood parts have been precisely calculated: you cut them flat on the floor, no need for templates, no need to take measurements from the hull framing as in the plywood on frame method.

This boat can be built fast by a first-time builder. He should read our tutorials first but there is nothing difficult in the building method. No beveling, no tricky adjustments, no lofting at all, no calculations of any kind: we show dimensions for all the parts on the plans.

OPTIONS

Access under casting deck: the builder can leave the frame full and cut a hatch in the top.
Front seat: he can also replace the casting deck with a plain bench but that will require the addition of a breasthook.

Middle seat: optional cuts in the frame for access or hatch in the top (shown on the plans).

Aft deck: you can leave the top in one piece and provide access through a cut in the frame. We do not show strakes, they will not add much to performance and tracking. You cannot omit the stringers, sorry. They are part of the structure that stiffens the bottom, but you can cover them with a sole, fixed, or removable. You can add a spray rail. This would be a simple batten, quarter round section, epoxy glued along the edge of the chine.



An important option is buoyancy. You can make your FS14 unsinkable by pouring two-part foam in strategic locations. The building notes suggest pouring the foam in unusable corners. The hull floats by itself: the density of our material is less than water (or plain fiberglass) but you will need foam to support the weight of the engine and the crew.

There is no "heavy duty use" option. The hull is very strong as designed with a bottom of the same strength than some of our 19 footers.

LABOR

The hull can be built in 20 hours, but a finished boat will require 40 hours or more depending on the level of detail and the skills of the builder.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)		
6 mm (1/4")	6	
9 mm (3/8")	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.	63 yards	60 m
Fiberglass Tape 6 oz., 4 in.	37 yards	30 m
Glass Cloth, 6oz., 50 in. wide	9 yards	8 m
Resin		
Epoxy	5 gallons	20 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.

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.


PLANS PACKING LIST


Plans are available in metric or US units.


 Drawings list:

 B276_1 Concept drawing

 B276_2 Plywood nesting for all parts.

 B276_3 Frames

 B276_4 Hull and Deck panels

 B276_5 Construction and lamination schedule .

 B225_c: Detail drawing for seat locker lid with framing and assembly view.

 Specific building notes for this boat

 Help files reference list and more.