

A versatile, easy to build, capable skiff.

## SPECIFICATIONS

LOA	17'	5,20 m
Max Beam	7'	2,15 m
Hull weight (basic version)*	315 lbs.	143 kg
Draft at DWL	7"	17 cm
Displacement at DWL (PPI)	1,465 lbs. (330 lbs.)	665 kg
Recommended Power	25 to 50 HP	19 to 38 Kw

\* 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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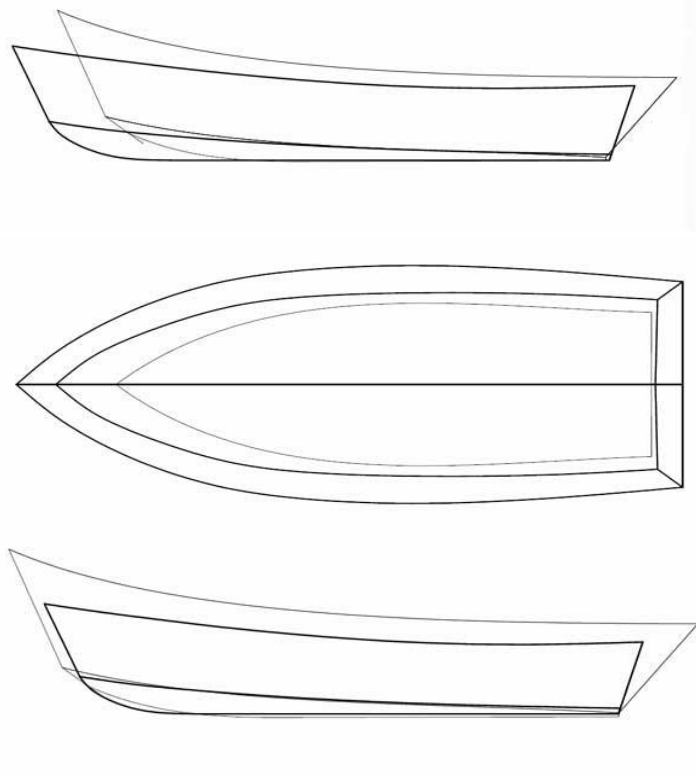
## DESCRIPTION

The design goal was a capable small skiff in the style of the Simmons Sea Skiff. The boat had to be economical and simple to build, in the spirit of our OD16 and OD18, with the same seagoing capability. The building procedure being identical to the FS12, FS14 and FS18. Starting with a sketch posted by one of our forum users (thank you Chris Harris), we designed the FS17. Our builders like to customize their boats and we kept that in mind during the design.

This is an easily driven hull with 25 degrees deadrise at the cutwater and almost none at the transom: 3.5 degrees. Enough vee to take a good chop offshore but sufficient beam at the chine for good stability. The hull depth is 26" in the middle, the bow is 37" high. The stern is very buoyant thanks to the high motor well bulkhead. This boat will not be swamped over the transom.

In all versions, the sole is well above the waterline and the cockpit is self-draining. Note the high designed displacement: it places the waterline just below the cockpit sole at level trim. Most FS17 will never be loaded to that point and their draft will be less than the 7" listed.

During the design, our message board had some very active discussions about the Simmons Sea Skiffs, and I couldn't help comparing them to our new design. We wanted at least the same offshore capability as the Simmons Sea Skiff and with the design complete, we can guarantee that our FS17 is a more able boat.

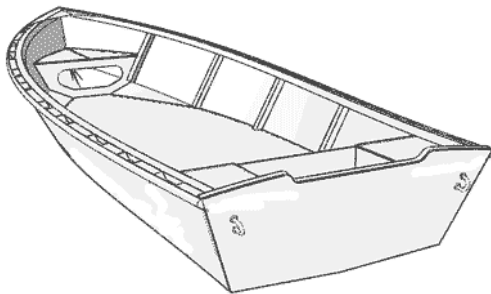


In this picture, our FS17 is in bold lines, the other outline is the Simmons Sea Skiff 18. The Simmons Sea Skiffs are named after the length of the longest plank, not the boat length. The Simmons Sea Skiff 18 is 17' 1" long and that includes long overhangs. Looking at the plan view of the bottoms, one can see that the Simmons Sea Skiff 18 is a much smaller boat. In fact, the FS17 should be compared to the Simmons Sea Skiff 20 which is 19' 4" long, overhangs included.

Below the chine, the bottoms are almost identical. We do not show the plan view, the two boats are within 1" of each other. The FS17 does not have the outboard tunnel cut out. This gives the FS17 more buoyancy. Besides the long overhang, the Simmons Sea Skiff is longer overall because of the raised freeboard. Knowing that some builders were going to ask for it, we included that option in the FS17. As designed, the FS17 has nice proportions with the right amount of freeboard but some builders may want to add a few more inches of freeboard. The plans show 3 options: the standard freeboard, a raised freeboard and low freeboard version for inshore flats fishing.

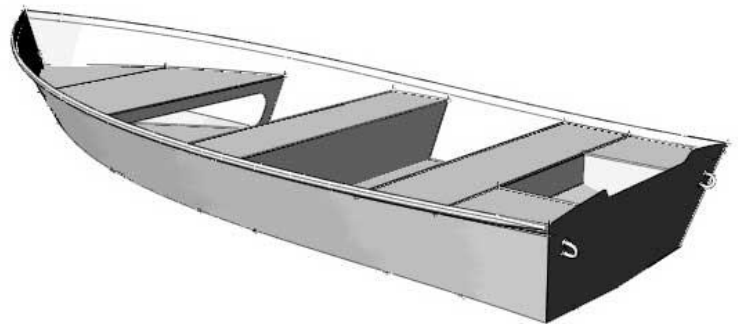


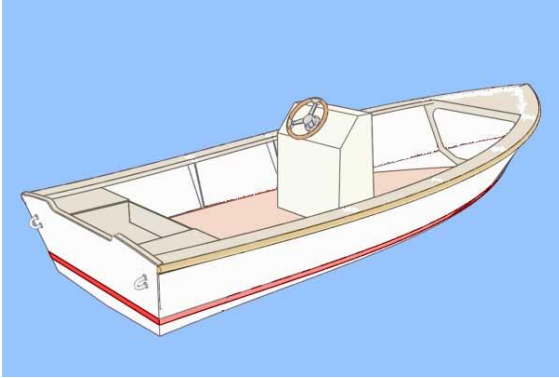
The FS17 offers great flexibility in layout. You can build her simple or sophisticated. Below are some layout examples.



The open layout is perfect to use as a work boat with tiller steering.

Another tiller steering version but with benches. Note the casting deck: make large or small, your choice. This version can be adapted to remote steering by adding a small side console on the mid bench.

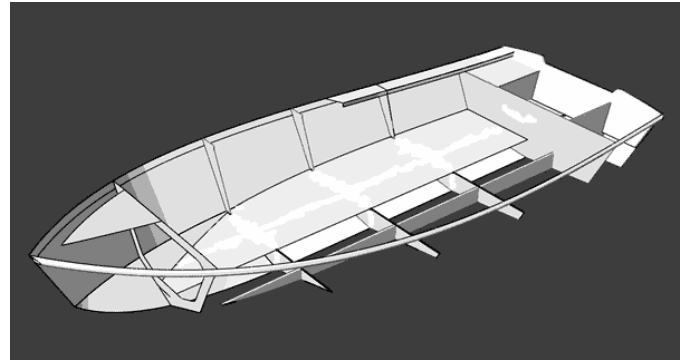




The console version. Note the high deck forward and the optional gunwales.

There is more: the sides can be raised an extra 6" if you want. Read about the options further down.

The monocoque structure produces a light but very strong hull. Unlike production boats, all parts are epoxy welded together and form a strong beam.

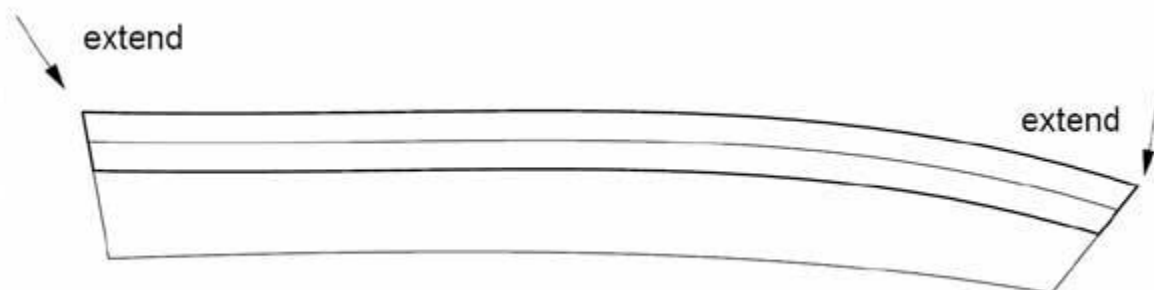


## Options

Several of the options were mentioned above, but a very important point is that you can combine features to customize your boat.

The building notes list which components are absolutely required like sole, motor well bulkhead and forward frame but also explains how all the options fit together. Here is a list of some of the options described in the plans and notes:

- small forward deck
- small or large casting deck
- gunwale or rubrail or inwale with rubrail
- side frames from plywood or 2x2 battens
- open layout or benches or console
- optional transom cut for 25" shaft (20" is standard)
- Positive buoyancy: the FS17 can be made unsinkable by pouring foam under the cockpit sole.
- raised sheer: the notes explain, with pictures (excerpt below) how to draw and cut a plywood panel to raise the freeboard by 6" or more.



## LOW SHEER VERSION:

For those who want to turn the FS17 in a small bay boat, we include drawings and dimensions for a low shear version. See our tech. support forum for pictures of that version: larger casting deck, styled as a flats boat but with an offshore capable hull.



## BUILDER THREADS ON OUR FORUM

[steve292 - A British FS17 - Somerset, U.K.](#)

[tech\\_support - FS17 low shear - Florida, U.S.A.](#)

[whosmatt - FS17 build getting....SPLASHED! - California, USA](#)

[colonialc19 - Fs17 build in VA - Virginia, USA](#)

[Lower - Lower's FS17 - Massachusetts, USA](#)

[Bluefish2 - Extended Sheer - Massachusetts, USA](#)

[bushmaster - New Pictures](#)

[Lung Boy - Lung Boy's FS17 - Florida, USA](#)

[joe2700 - FS 17 - Raised Sheer - Massachusetts, USA](#)

[tech\\_support - Completed FS17 - Florida, USA](#)

[remedy32 - FS17 in Connecticut - USA](#)

[narfi - Narfi's FS17 - Build Thread - Alaska, USA](#)

[wadeg - FS17 build in central Texas - USA](#)

[aquaboogie - FS17 build in Maryland - USA](#)

[byboatbuilder - OB17 vs FS17 - Roxboro](#)

## BUILDING METHOD

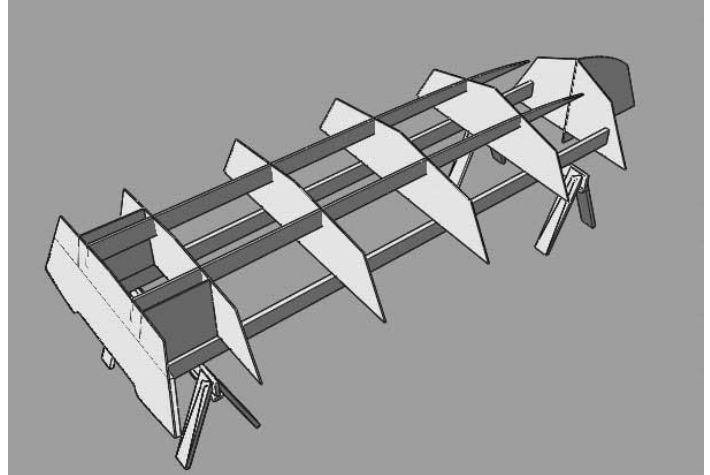
The FS17 is built the same way as the FS12, FS14 and FS18. The hull is assembled upside on a very simple jig made from a pair of 2x6's.

We use the transom, the motor well bulkhead, some frames or molds and the stringers to support the plywood panels. The bottom and sides have a very smooth curvature. There is no compounding; the panels will bend very easily.

The building notes are 28 pages long and include many pictures that we cannot show here but here is an overview of the building procedure:

- Cut frames (or molds), transom, stringers, and hull panels.
- Set up frames (molds) on a jig made of 2 by 6's
- Plank hull around framing
- Fiberglass outside
- Flip the hull and remove framing
- Fiberglass inside
- Re-install internal framing and fiberglass to hull
- Cut and install seat tops and deck
- Paint and accessories

The notes cover every step of the building in details with many pictures and drawings.



## REQUIRED SKILLS

This boat could be built by a first time builder but some experience with epoxy and fiberglass will save labor and material.



## BILL OF MATERIALS

<b>Plywood (4x8' – 122x244cm)</b>		
6 mm (1/4")	6	
9 mm (3/8")	6	
Also see our <a href="#">CNC Kit</a> , which is a precut plywood kit that includes all the plywood needed to build the boat as designed.		
<b>Fiberglass Fabric and Tape</b>		
Fiberglass Biaxial Tape 45/45 12 oz., no mat, 6 in.	160 yards	150 m
Glass Cloth, 12oz., 50 in. wide	25 yards	23 m
<b>Resin</b>		
Epoxy	9 gallons	36 liters
Also see our <a href="#">MarinEpoxy</a> or <a href="#">SilverTip Epoxy</a> 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.

-  B284\_1 Plan and Profile
-  D284\_2 Nesting
-  D284\_3 Plywood panels
-  D284\_4 Lines and Stations
-  D284\_5 Construction
-  B284\_6 Details
-  B284\_7 Low sheer profile with frame locations
-  B284\_8 Low sheer hull panels and nesting
-  B284\_9 Low sheer framing
-  Specific building notes for this boat
-  Help files reference list and more.