

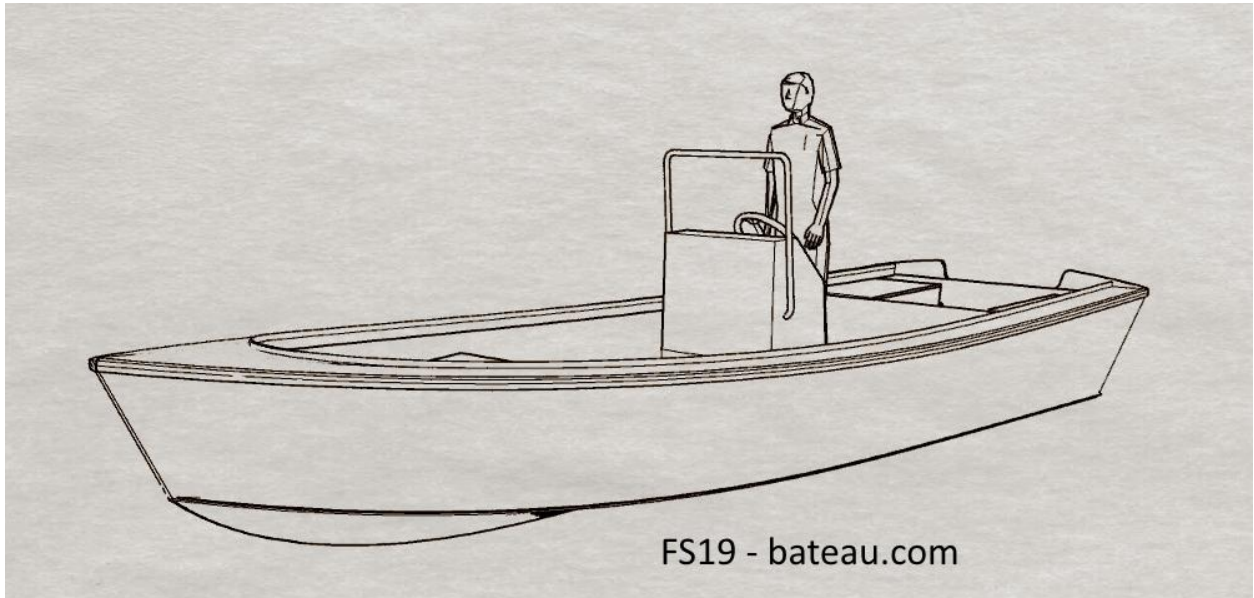
FS19 - bateau.com

Specifications:		
LOA:	19'6"	5,95 m
Max. Beam:	8'	2,44 m
Recommended/Max.:	50-115 HP	35-85 kW
Hull weight:	625 lbs.	250 kg
Hull draft at DWL:	8"	20 cm.
Material:	Stitch & Glue	composite

The Fast Skiff 19 (FS19) is a larger version of our FS17. The FS17 design is based on the Simmons Sea Skiff of which there are also two different sizes. Just as for the 17' version, we did away with the transom opening which is considered unsafe and penalized by the USCG standard but besides that, the FS19 has hull lines close to the Simmons Sea Skiff: variable dead rise and relatively small water plane for a boat that size. This gives a seaworthy boat with a very smooth transition between displacement and planing speeds. Like the FS17, the FS19 does not push a large bow wave before getting on plane and in bad weather, will keep running smoothly at semi-displacement speed. Deadrise is the same than our FS17: 25 degrees at cutwater, almost none at transom. This is similar to most large sportfishing boats.

Enough vee to take a good chop offshore but sufficient beam at the chine for good stability. The hull depth is 30"+ (76 cm) in the middle, cockpit depth in the middle is 22"+ (56 cm), much more than most production boats of that size. The stern is very buoyant thanks to the high motor well bulkhead. This boat will not be swamped o

See the FS17 study plans for a detailed comparison to the FS17.



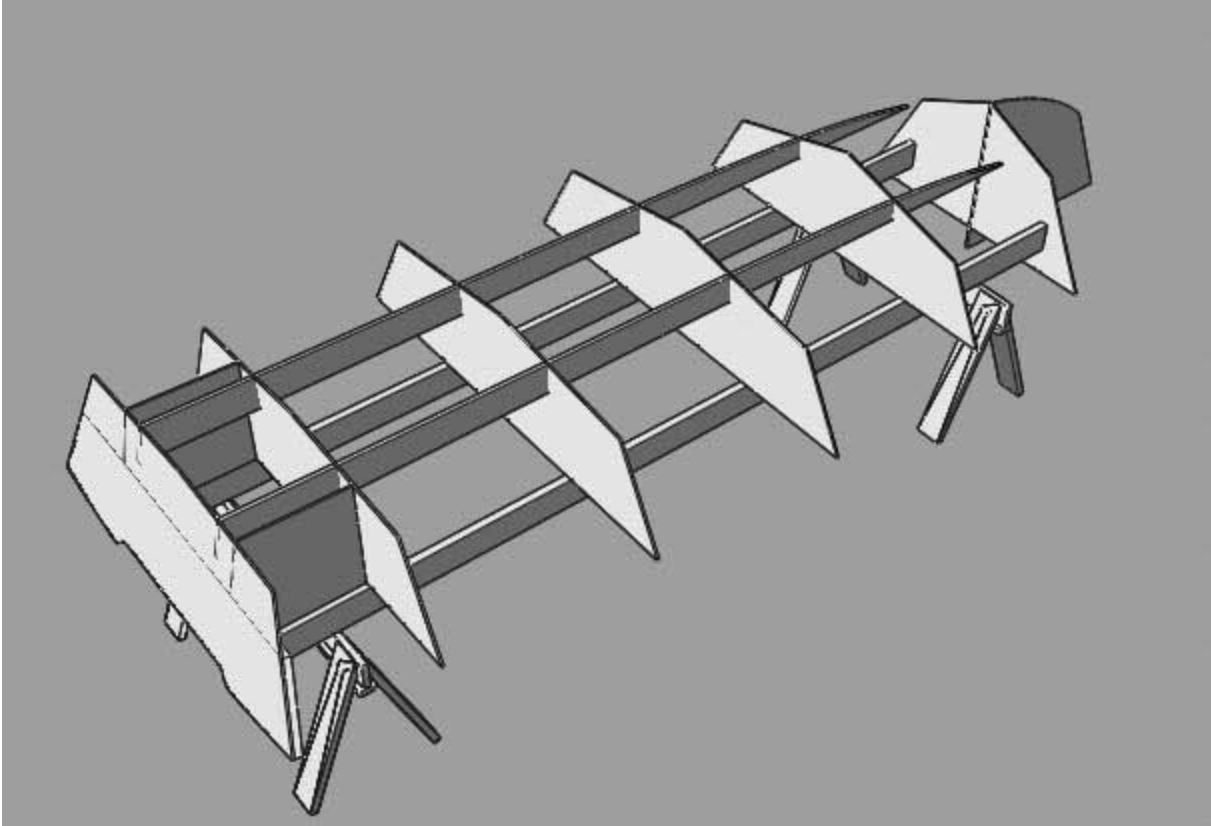
Compared to our C19, the FS19 is a smaller and lighter boat with less capacity but not less capability

The FS19 uses less material than the C19 and is easier to build since the sides are in one piece.

The FS19 cockpit is self-draining when fully loaded.

Building method:

The FS19 is built the same way than many of our boats in that size: the hull is assembled upside on a very simple jig made from a pair of 2x6's.

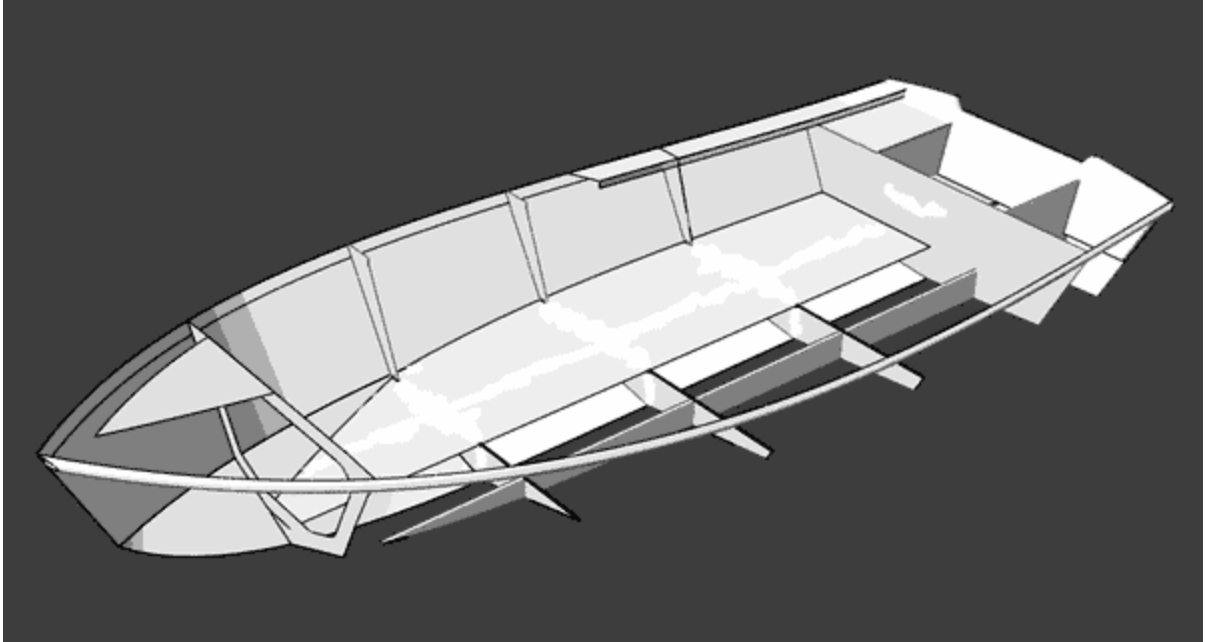


We use the transom, the motor well bulkhead, some frames or molds and the stringers to support the plywood panels. The bottom and sides have a very smooth curvature. There is no compounding: the panels will bend very easily.

The building notes include many pictures that we can not 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

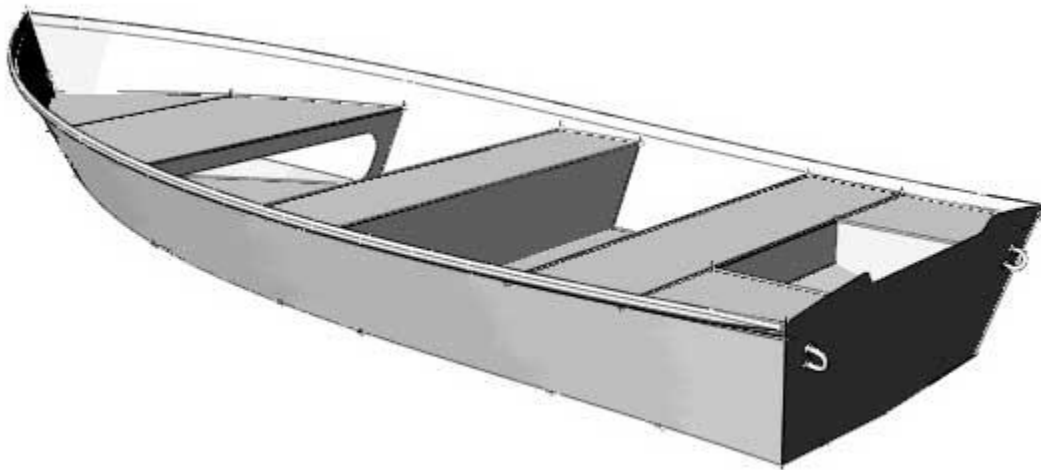
The notes cover every step of the building in details with many pictures and drawings.



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:

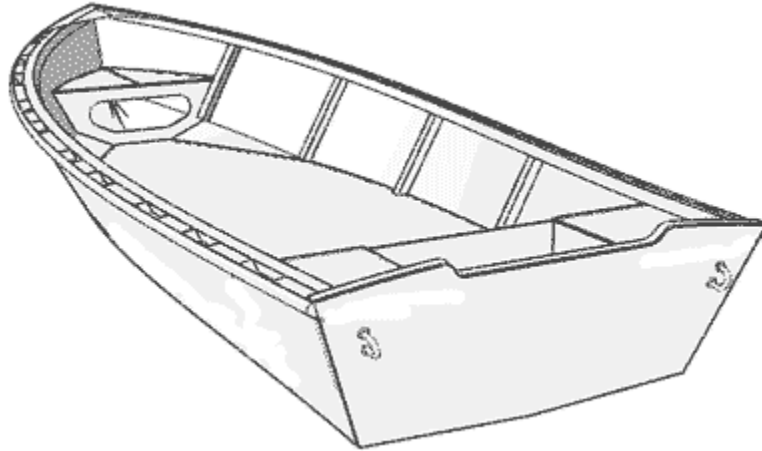
The standard version is the center console with a small foredeck, gunwale all around and a larger casting deck. The boat can also be built with a shorter deck or no casting deck, and even with benches for tiller steering.



The gunwale is optional: the sides are stiff enough with some small frames and a wide rubrail. Hatches and access to storage are TBP (To Builders Preference). Storage under the casting deck can be accessed through an opening in the bulkhead or through hatches at the top. There is sufficient room in front of bulkhead A (collision bulkhead) for an anchor locker accessible from the top or from

an opening in bulkhead A. The transom is cut for a 25" shaft but it is very easy to cut it down 5" for a 20" shaft. See our HowTo section for a file showing how to adjust transom heights.

Seating can be added in the stern: a pair of jump seats will fit well on each side of the motor well. Strakes and skeg are optional. For this style of boat, a skeg is traditional.



As most of our boats, the FS19 can be built entirely in foam sandwich (no wood). Note that the material cost and labor will be about double. The correctly built plywood epoxy version will last just as long as a foam version.

Kits: Kits are available for the boat:

- The epoxy fiberglass kit contains all the resin, fiberglass and fillers needed to build the boat but not the plywood.
- CNC kit this kit includes all the plywood parts, precision cut on our CNC machine plus the molds needed to set up the jig.

See the product page for the kits prices.

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.

We recommend marine plywood, Meranti or Okoume for this boat. Okoume is lighter but more expensive. Marine fir or quality exterior with no voids is acceptable but may cost more if you want to avoid checking. To keep fir from checking, you will need to cover the entire surface with a layer of epoxy/fiberglass. This of course adds weight, cost, and time.

Plywood 4x8' (122x244cm)		
1/4" (6mm)	9	
3/8" (9mm)	2	
1/2" (12mm)	9	
Fiberglass (totals)		
Biaxial tape	200 yards	145 m
Biaxial Fabric	35 yards	12 m

Resin		
Epoxy, total	12 gallons	45 Kg
Fillers		
Fairing Compound	3-5 quarts	
Wood Flour	10 lbs	

Our BOM's are based on material usage by a moderately experienced builder. First time builders will use more resin and waste more glass.

Cost:

The cost of materials varies depending on your location, your choice of epoxy brand, plywood type and options. Use our Bill Of Materials with the local cost of materials or add our kits cost.

All materials are available for purchase online from the web sites below:

Epoxy, fiberglass, foam, paint and more: BoatBuilderCentral.com

Plywood: [Plywood store at E-Boat.](#)

Despite the cost of shipping, those materials may cost less online than purchased locally.

Labor:

The average construction time for the hull is 70 hours ready for sanding and paint.

More:

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

Plans Packing List::

- Drawing # 314
- Specifications
- Station locations
- Station dimensions
- Transom
- Nesting 6 mm plywood
- Nesting 9 mm plywood
- Nesting 12 mm plywood
- Hull panels
- Stringers
- Jig
- Details
- Sole framing
- Deck framing
- Gunwale option
- Fiberglass
- HowTo – Mold
- HowTo – Bulkhead
- HowTo – Ring frame
- HowTo – Floor frame

- HowTo – Upper frame
- HowTo – Notches Plus standard electrical diagram and detailed building notes.

(Printed plans and Instant download plans have different layouts and may have different page titles but contain exactly the same information).

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