



<b>Specifications:</b>		
<b>LOA:</b>	15' 6"	4,75 m
<b>Max. Beam:</b>	7'	2,12 m
<b>Hull draft:</b>	5"	12 cm
<b>Hull weight:</b>	500 lbs.	220 kg
<b>HP</b>	25 to	max 50
<b>Material:</b>	Stitch & Glue	

*All specifications are approximate and subject to changes in function of the mood of the designer and the skills of the builder . . .*

This design started with an old plan for plywood on frame. Somebody asked us if we could redesign it for stitch and glue, change the sheer line and modify the layout in the style of the old Boston Whaler®. At almost the same time, we had two requests for a boat in the style of the Bass Tracker®. Each of these boats had a garvey hull. Demands for Carolina Skiff® and Boston Whaler® type boats appear regularly in our email and we sketched several versions of Whaler type boats including a small Hickman's sled. This time, we decided to finish it. *(For those interested in the history of the Boston Whaler®, please visit [this page](#)).*



We drafted a new hull based on the bass boat and the old plywood design with completely new lines for easy bending of plywood and 100% developability. The structural design is also 100% different: a true composite monocoque hull.

The new boat is 200 lbs lighter but stronger than an equivalent plywood boat. She is also much easier to build. The Boston Whaler® and the plywood boat to which we compare our design are, for the same length, 500 to 550 lbs!



The cockpit is self bailing: even with a heavy load, the sole stays well above the waterline, an unusual feature in a boat of this size.



Our boat has a cleaner and more efficient hull shape than the Boston Whaler®: a true vee hull with chines almost straight in plan view and a wide deck. It shows a good combination of stability with a roomy deck on a vee hull that will run much smoother than a Carolina Skiff®.



The program of the boat is clear: a comfortable, roomy and stable platform for family outings or fishing in protected waters. While the vee hull can take a nasty chop at high speed, she does not have enough freeboard for offshore use.

Thanks to her reduced weight, she will plane at the same speed than, for example, a Boston Whaler® but with much less HP and will use less fuel. She can be made 100% unsinkable with the addition of buoyancy foam.

Here is a performance report from a builder, boat fitted with a 50HP.

2000rpm=5.2mph

3500rpm=13mph (Started transitioning to planing)

4000rpm=18.8mph

4500rpm=24.5mph

5000rpm=27mph

5600rpm (WOT)=32mph

The boat really liked to sit in that 4800-5000rpm range where I was cruising at a sweet 26-27mph. This was just with the standard 12pitch Yammi aluminum prop.



**Building method:**

The construction 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 builds 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.

All planking panels 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.

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 can be built without any jig, the sharpie way and also upside down on a simple jig. The plans give all the dimensions for each method including specifications fro the optional jig.



*(The jig picture shows another boat hull)*

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.

[See a complete hull building tutorial here.](#)



**Required Skills:**

As all our stitch and glue boats, the GV15 is easier to build than other plywood or fiberglass boats. No woodworking skills or special tools are required. The plans include all dimensions and some full size patterns to cut all the hull parts flat on the shop floor. No scarfing required. While she can be built as a first project, some experience with our building methods will save time and materials. If you have never build a boat, try our free canoe plans first.

The plans show all the plywood parts, even the smallest ones, with dimensions, including the assembly notches, the outboard clamp etc.

The small side console is also shown on the plans.

**Options:**

There are many options to consider but the first one should be positive and upright buoyancy (unsinkable boat). This can easily be easily achieved with our marine flotation foam. For production boats in that size, the USCG requires upright floatation.

The plans show several layouts: the simple two benches across with casting deck forward, a three benches version for tiller steering and the small side console for remote steering. A larger center console is another option, we show two types, with or without seat. In the US, keep in mind that, depending on the type of steering the USCG rates max. HP differently. You can however use any HP you want as long as you decide to name it an "experimental" craft. We show simple options like the side grab rails, small bow pulpit etc.; with part numbers in the building notes included with the plans.

This boat is very easy to customize: on the flat floor, almost any layout can be used.

This boats transom is designed for a standard 15" shaft. The transom can easily be modified to accept other shaft lengths.

**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. Meranti 6566 is an inexpensive type of marine ply ideal for stitch and glue construction. It cost, on the average, less than \$ 20.00 a sheet in 1/4" (6mm). Okoume or Meranti marine can also be used and cost starts at less than \$ 40.00 a sheet (1/4").

<b>Plywood 4x8' (122x244cm)</b>		
1/4" (6mm)	6	
3/8" (9mm)	8	
1/2" (12mm)	3	
3/4"(18mm)	1	
<b>Fiberglass (totals)</b>		
Biaxial tape	42 yards	38 m
Woven tape	45 yards	50 m
Biaxial fabric	22 yards	10 m
<b>Resin</b>		
Epoxy, total	6 gallons	24 liters

The scantlings are very generous: this boat is overbuilt but despite that, thanks to the material, she is still much lighter than most boats in her size.

**Cost:**

See our kits and add the cost of plywood. In 2002, in Florida, using marine plywood, the estimated cost is \$1,200.00.

**Labor:**

The hull can be build in 80 hours but a finished boat will require 200 hours or more 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:**

- 13 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 with notches, parts numbers for most of the hardware such as hatches, fuel fill, inspection plates etc.
- Alternate layout drawings including two different center consoles, two benches version, one for tiller steering and one small side console.
- Full size patterns for all frames and transom.
- Drawings list:
  - B211\_1 Plan & profile, arrangement
  - B211\_2 Plan & profile, structure
  - B211\_3 Nesting
  - B211\_4 Hull Panel Dimensions
  - B211\_5 Frames and Transom
  - B211\_6 Deck
  - B211\_7 Mold Frame Construction
  - B211\_8 Internal Structure Assembly
  - B211\_9 Casting Deck and Motorwell
  - B211\_10 Seats and Deck
  - B211\_11 Alternative Layout
  - E211\_12 FS patterns for all frames and transom
- B187 Standard Center Console and Notes
- "Building on a jig" file including a detailed description of the assembly sequence and building tips.
- Specific building notes for this boat.
- Center console building notes.
- Bill Of Materials
- Help files reference list and more.