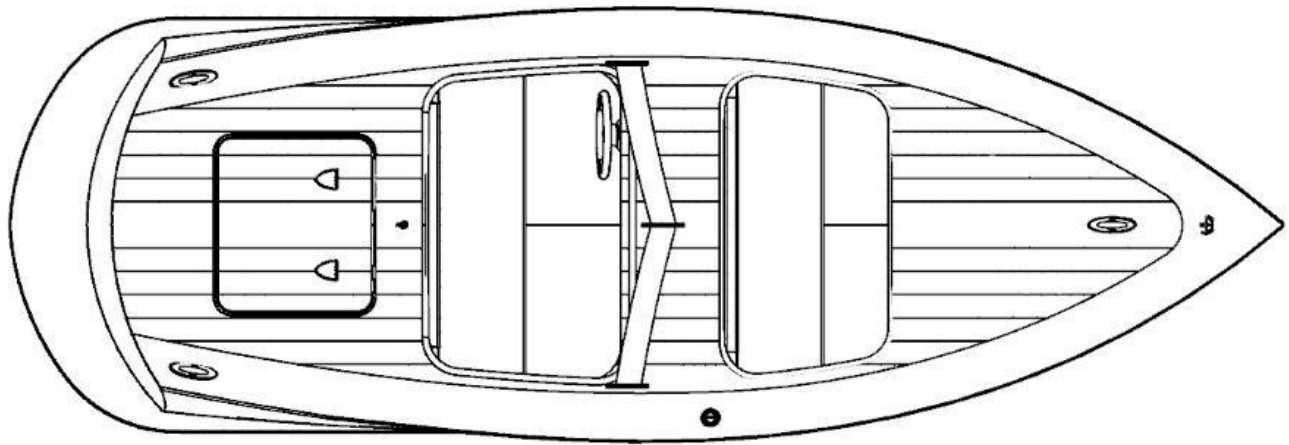
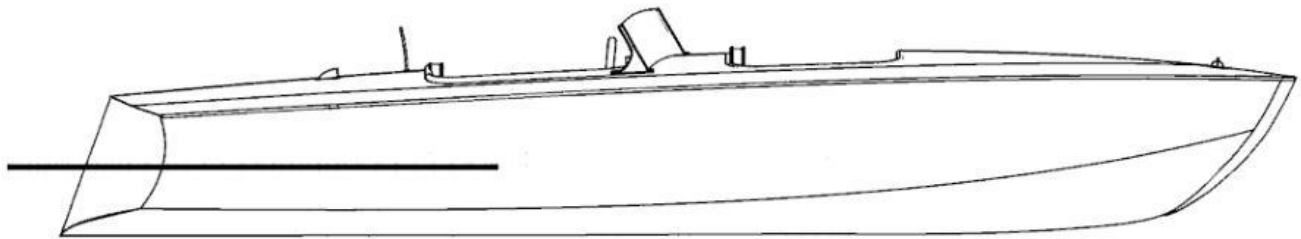


Specifications:		
LOA:	18'	5.5 m
Max. Beam:	6'2"	1.88 m
Hull draft (2000 lb):	6"	.15 m
Displacement at DWL:	1500 lb	680 Liters
PPI at DWL:	392 lbs	69 kg/cm
Fuel:	20 Gallons	80 liters
Recommended engine	90 HP	100 KW
Material:	Epoxy-fiberglass-plywood composite	

Dimensions are nominal. The rubrail is not included in the beam and will add 1 to 3" total depending on the type of rail. Fuel and HP will depend on the donor jet ski.



JA18 - bateau.com



The JetAbout JA 18 is a runabout with classic looks built with modern materials, powered by a jet engine. The jet engine unit is transplanted from a larger jet ski.

This boat plan also exist as an outboard powered boat, see our JA18 plans. The jet version has a closed transom and side fenders extending as a swim platform, the outboard version has a flat transom, no swim platform but besides that, it is the same hull.

A prototype was built and performance exceeded expectations. The boat accelerates like a sports car and keeps a nice trim at all speeds with no porpoising.

The JA18 is featured in Boating magazine of September 2014.

Compared to our RB12/14/16 serie , this hull has a deeper vee. The JA18 shows a finer entry than our RB12/14/16 and has more deadrise at the transom: about 8 degrees.

The vee is still moderate enough to give good fuel economy.



Calculated hull weight is 580 lbs for a complete hull, all plywood, glass, epoxy, paint ready to be rigged with the jet engine.

That weight can be reduced if the builder uses foam sandwich or honeycomb for some parts like the sole and some frames.

As any of our designs, the JA18 can be made unsinkable with the addition of buoyancy foam. The plans show suggested foam location.

**Building method:**

The material is a plywood core between skins of fiberglass in epoxy. The assembly is done the stitch and glue way like all our designs for boats of that size. See our "Building on a Jig" tutorial ([link](#)).

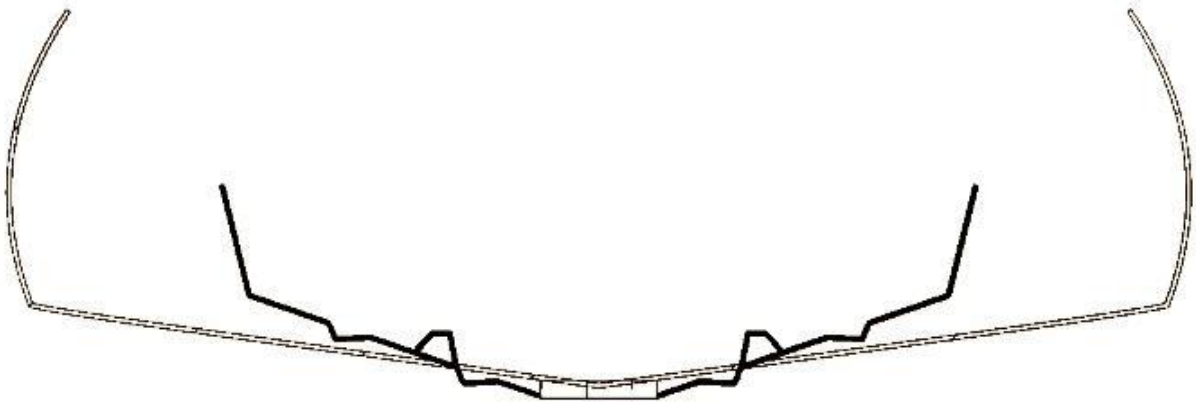
MDF molds are set on a pair of strongbacks and stringers are used to space the molds and support the bottom panels. The molds are then planked with plywood panels and the outside fiberglass skin is applied. The hull is turned over, jig removed and the inside fiberglass is applied producing a complete fiberglass hull. The interior framing is installed, with the sole, followed by the other components like frames, seats, decks etc.

As for all our boats, there are no fasteners: it is built as a fiberglass boat but on a plywood core.

A major difference with our other designs is the use of a transplanted jet engine unit. The boat is powered by a standard jet drive assembly taken from a donor jet ski.



The builder will cut the almost complete fiberglass bottom out of a jet ski, jet pump and motor included, cut and opening in our plywood composite hull and drop the jet ski assembly in the JA18.



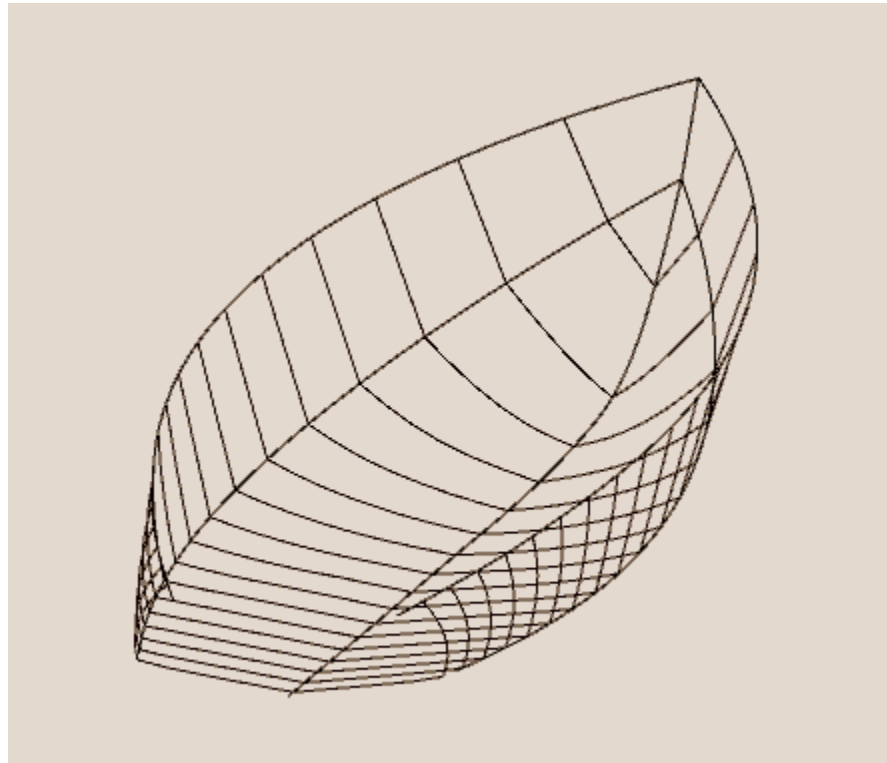
The jet ski and JA18 parts are welded together with epoxy and fiberglass and stringers are added as extensions of the jet ski engine mounts. Assembled that way, the prototype was solid and ran 50 mph+ without any problems.

Skill Level:

This is not a project for a first time builder. While the hull building is easy, the splicing of the jet ski components requires experience. Jet ski hulls and components vary in size and shape and while the plans clearly show the method and materials used, each project will require some customization.

Another point that requires experience is the deck planking. The deck of this boat is built from plywood strips, not sheet plywood.

Visit our forum for a complete story of the building of this boat. The thread is in the "Builder's Power Boat" section, at the top, under the title "Runabout powered by PWC".



Options:

The plans show the double cockpit but also show dimensions for molds stations separate from the frames. Using different combinations of frames, the builder can customize the cockpit.

Bill of Materials, and labor:

To assemble the base hull, ready to fair and paint, an experienced builder will need about 120 hours for all plywood and fiberglass work on the hull and deck. Mechanical and electrical work is not included. Note that as always, the number of hours does not include waiting for the epoxy to cure. That time will be spread over weeks or months.

More time can spent on details like hardware, rails, windshield etc. than on the hull itself.

Plywood standard sheets 4x8' (122x244cm)		
6 mm (1/4")	7	
9 mm (3/8")	3 sheets, plus 3 for Deck plus 1 for optional Sole.	
Fillers and Fairing		
Wood Flour	5 lb	
Fairing Compound	3 qt	
Fiberglass fabric 50" wide (125 cm) or tape 6" wide (15 cm) (totals)		
Biaxial tape 45/45 12 oz. (400 gr)	300 yards	270 m

Biaxial fabric 12 oz. 45/45 (400 gr)	80 yards	74 m
Woven Tape (9oz 4") For above deck details	50 yards (1 roll)	45 m
Resin		
Epoxy, total	15 gal	56 Kg
Foam		
Foam (optional)	6 gal	(3 2 gallon kits)

Cost:

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

All materials are available for purchase online from the web sites below:
Epoxy, fiberglass, foam, paint and more: BoatBuilderCentral.com

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



More:

Visit our message board, 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:

The plans show all the structural components: base hull with transom (for a 20" shaft outboard), stringers and floor frames, motor well to ABYC specifications and other parts ready to customize: stations from which you outline the frames, full sole that can be cut to fit a custom layout.

The plans show all dimensions for all hull panels including hull and deck panels unrolled. This means dimensions for flat panels, no lofting required.

The plans include hydrostatic data to help the builder with customization like major changes in weight distribution or a different sole level.

- B312/1. Specifications. Hull dimensions and specs.
- B312/2. Jig Shows how to draw a mold
- B310/3. Stations and molds Can be used as lines plan for customization.
- B310/4. Nesting 6 and 10 mm plywood
- B310/5. Hull plates With side slits and swim platform
- B310/6. PWC splicing Typical PWC components assembly
- B310/7. Frames Frames, deck frames.
- B310/8. Deck Planking
- B310/9. Details Foam location, dashboard, fuel tank.
- B310/10 Fiberglass Lamination sequence, stringers.