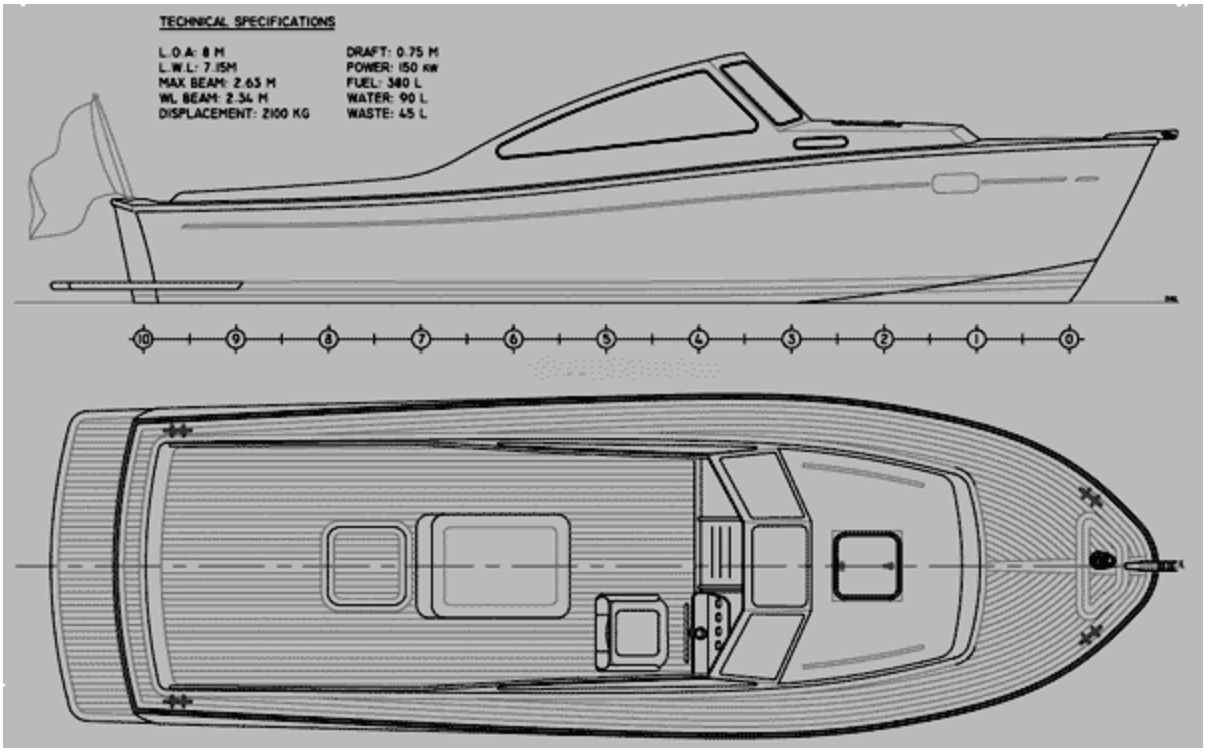
Specifications:		
LOA:	26' 3"	8 m
Max. Beam:	8'-6"	2,63 m
Hull draft at DWL:	16"	0.40 m
Displacement DWL:	5,400 lbs	2450 kg
PPI at DWL:	675 lbs/in	130 kg/cm
Hull only weight:	2,500 lbs.	1130 kg
Fuel:	90 gallons	360 liters
HP	200 HP	150 Kw
Material:	Foam sandwich	or plywood composite

All specifications are approximate and subject to changes in function of the mood of the designer and the skills of the builder.
Hull weight means complete hull and deck, no machinery. Hull skin is 880 lbs.

The Lobster Boat 26 (LB26) is a plan for amateur like no other. We made it possible for an amateur to produce a boat that will look better than most production boats and have the resale value of a custom built boat.

With seaworthy hull lines inspired by traditional lobster boats, high tech but easy to use materials and styling that isn't amateurish, this is a unique plan for amateurs.

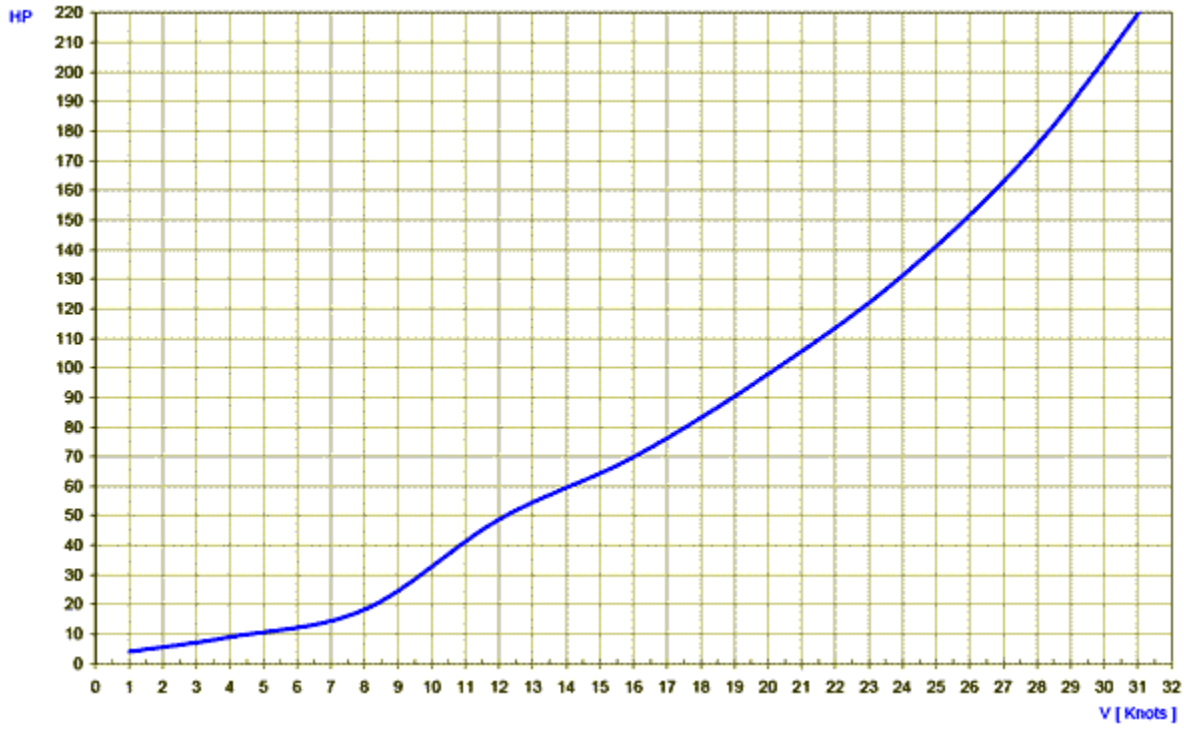
The LB26 will be equally successful as a fishing boat, day boat, or weekend cruiser. Her sharp looking hull will produce a good cruising speed and a soft ride.



This boat is just right: not too big to handle and not too small to go offshore.

Despite her relatively light weight, her scantlings are generous. The LB26 is not only designed to look like a seagoing vessel, she is built to be a seagoing vessel.

Compared to other boats in her category, the LB26 is light and sturdy. This allows her to go fast with an economical and compact 200 HP engine.



Above is the speed/HP curve calculated per Savistky-Koelbel for the LB26 at 2.450 Kg fitted with a Nanni Diesel 390 TDI 200 Hp. This shows a nice cruising speed of 25 mph (21.7 knots) using 110 HP and a top speed of more than 30

mph with only 200 HP.
The graph shows a top speed of 30 knots (35 mph) but let's play it safe, it's shaft HP, and predict 30+ mph.
At 25 mph, the engine will run around 2200 rpm and burn approximately 7 gallons per hour. This gives us a range of 320 miles (280 NM) with the standard tanks.

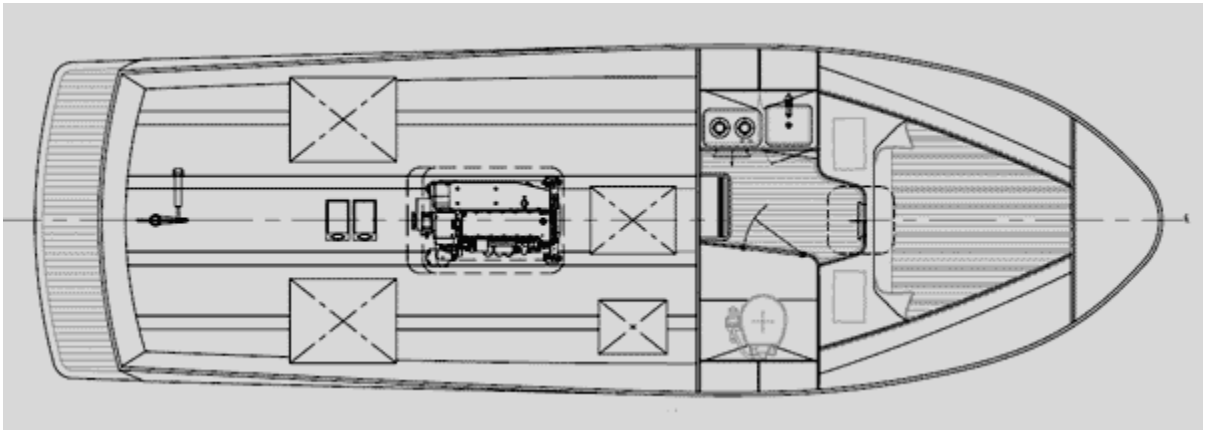
Deadrise at the transom is 13.5 degrees, 19 at midship and a fine entry of 51 degrees at the cutwater.

The light weight combined with moderate beam allows her to be towed to new cruising grounds.

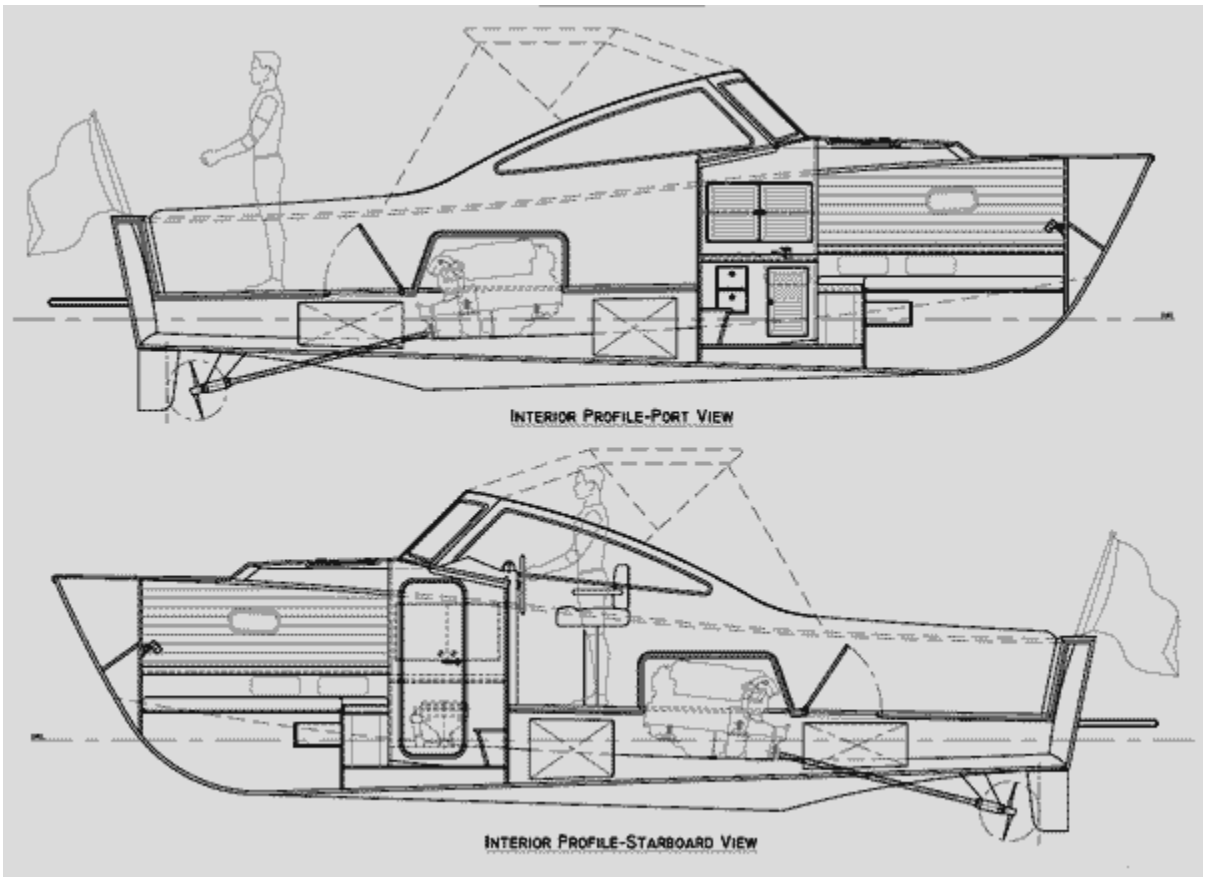
The LB26 has all the features of production boats costing several hundred thousand$.
Until now, to own this type of luxury day cruiser required a fat wallet.
Building her yourself is a winning financial proposal. Similar timeless classic boats sell for several hundred thousands, a great return on investment.

Layout:
The uncluttered cockpit is self bailing and while the pictures show only one seat, there is room for more: a back to back on the passenger side and a bench or U shaped seat in the stern.
Fishermen will choose a removable bench and have a clean fiberglass deck: the nice teak is an option: epoxy glued veneer.

Inside there is a roomy cabin with vee berths 2 meters long (79"), a small but practical galley on the port side and a fully enclosed head on starboard. Freshwater and waste tanks are 26 gallons (105 liters) each and there is room for more.



There is standing headroom where needed, under the open companionway in front of the galley. Headroom in the head is max. 5' (1,50 m), sitting headroom is a comfortable 4' (1,15 m).



An anchor locker is located forward of the collision bulkhead.
There is plenty of storage under the vee berth, in the cockpit under the gunwales and in the transom.

The engine box is completely insulated. No noisy venting louvers: air intake scoops are on the topsides and fitted with a water dam.

There is easy access to the engine all around, to the filters, batteries and stuffing box.
The engine is fitted with a 8 degrees down angle transmission. This is commonly available and allows us to have an almost horizontal engine for better lubrication and longer engine life. .

Building method:

The preferred hull material is foam sandwich. The hull is planked with wide foam sheets and that core is fiberglassed in and out just as with our plywood cored hulls.
We describe the method in our Foam Sandwich tutorial.

Other materials shown with specifications on the plans are plywood core composite and cedar strip core composite.

In all cases, the superstructure should be made from foam sandwich.
This means that one can build a plywood cored hull with plywood stringers, frames and bulkheads but the sole, cabin, deck etc. must be made from foam sandwich.
It is a matter of weight, we want to keep the boat light and strong.

The plywood composite version will cost a little bit less but not much when looking at the total cost with engine. The plywood core version will require many slits in the plywood sheets. The hull panels have some compounding and can not completely be build from flat panels.

The picture shows the areas requiring slits in the plywood. That technique is used on several other boats and well proven. It creates a transition between sheet plywood planking and strip planking.

The cedar strip version is available for those who like to work with that material. This is not wooden boat building but sheathed strip. The cedar strips are the core of sandwich with skins make of directional fiberglass in epoxy.

We strongly recommend the foam sandwich version. Since the builder must anyway use foam for the superstructure, why not build the whole boat from it?

Required Skills:

Any of our builders who has successfully completed a boat built on a jig, from the FS12 to the C19, is able to build the LB26 in foam sandwich if he devotes sufficient time and materials to the project.
There is nothing really complicated about the construction, we worked hard to design an easy to build boat.
Parts of the building steps will be new, the engine installation or the inboard rudder for example. Not only do the plans show those parts in great detail but we will help our builders every step of the way.
Supplies are not a problem. We can supply all the parts that are normally available only to boat yards: shaft, prop, stuffing box, exhaust parts. This applies to straight inboard or stern-drive installation. For example, we can supply the jackshaft to fit a standard Mercruiser outdrive Bravo or even the whole package including engine and stern-drive.
If you are out of our shipping area, we will help you with additional specifications.

Options:
The plans show three hull materials and two types of motorization: straight shaft inboard or stern drive with jack shaft. In each case gas or diesel to the builder's preference.

The plans can be customized as long as the builder does not compromise the structure. Seating can added to the cockpit, the cabin layout can be changed, the hard top can be different but the cabin height should not be increased excessively and if the boat is fitted with a pilot house, it must be kept very light.

Bill Of Materials:
(Excerpts from our BOM)
The BOM list materials based on the standard foam sandwich version with inboard straight shaft.
The stern drive version requires a little bit more plywood and transom foam.
It includes a 15% waste factor for resin and fiberglass. For the foam core, we use standard sheets 4' x 8' (122 x 244 cm).

Divinycell foam core sheets 4x8' (122x244cm)		
H80 15 mm (5/8")	20	
H45 15 mm (5/8")	10	
Fiberglass fabric 50" wide (125 cm) or tape 6" wide (15 cm) (totals)		
Woven fabric 9 oz.(300 gr/m^2)	45 yards	40 m
Biaxial fabric with mat 45/45 CB1708	110 yards	100 m
Biaxial fabric with mat 0/90 CM1808	90 yards	80 m
Biaxial tape 45/45 12 oz. (400 gr)	330 yards	300 m
Resin		
Epoxy, total	50 gal.	225 Kg.

This BOM covers the supplies for hull, deck, cabin top, sole, internal structure. The hard top and interior details are not included.
The H45 foam can be replaced by H80.
Usage of materials will vary in function of several factors. An experienced builder will use less resin. Our resin usage calculations are based on a 40% 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.
The plans list a more detailed BOM for each version of material and motorization .

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 cost less online than purchased locally.

Labor:
The hull can be build in 120 hours but a finished boat will require 300 to 800 hours 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.

Free plans:

You will receive a full refund of the price of the plans on purchase of all the materials for the hull or the engine package. BoatBuilderCentral.com will discount the amount paid for the plans from the price of the materials or engine package.

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.

- A 283_1 : presentation file with specifications, hydrostatic values, performance predictions: speed, trim angle, resistance curves, profile view, general arrangement views, deck view, port and starboard sections.
- D283_2: lines drawing
- D283_3: construction drawing with sections, plan and profile, keel, stringers, details.

- D283_4: developable panels with dimensions for transom, hull panels, deck, gunwales, cabin roof, cockpit bulkhead, windshield and wings, soles, swimming platform.
- D283_5: engine room and machinery, rudder, tanks, shaft, strut, engine mounts , exhaust, vents, etc.
- D283_6: Deck lines, cabin, windshield, roof, port, companionway and hatches dimensions
- D283_6: hard top with dimensions.
- A283_0 to 10+: 20 stations drawings with all dimensions for the molds.
- B221 Typical Small Boat Electrical diagram.
- Foam sandwich Boat Building .
- Specific building notes for this boat .
- Bill Of Materials for the 3 versions is included in the building notes.
- Help files reference list and more.

The plans are very detailed but if a builder requests additional details or changes that would be of interest to other builders like a set of different sections through the hull to move bulkheads or stringers, we may draft more drawings and show more options for a small fee.

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