



A simple to build, economical, and able v-hull outboard boat.
Available with a center or a dual console.

SPECIFICATIONS

LOA	16'-11"	5,16 m
Max Beam	6'-6"	1,98 m
Hull weight	750 lbs.	340 kg
Hull draft at DWL	7.5"	19 cm
Displacement at DWL	1450 lbs.	659 kg
PPI at DWL	340 lbs.	155 kg
Recommended HP	30-75	

The hull weight shown in the table includes the console, empty fuel tank, and basic rigging. It does not include the engine.

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DESCRIPTION



The OB17 offers the maximum seaworthiness one can obtain in a boat of that size that is also easy and economical to build. We designed the largest hull one can get out of 7 standard sheets of plywood. This defined the length and the freeboard. We were able to obtain a safe average cockpit depth of 24" in a boat with a self-bailing cockpit.

Offshore and Bay 17 would be an appropriate name: small enough to explore protected waters, but offshore capable in the hands of the right skipper.

COMPARISONS

Compared to the [OB15](#) and [OB18](#), the OB17 is wider and has more freeboard. Compared to the [C19](#), she is more economical and simpler to build. The sides are made of one panel instead of two and the framing structure has been kept simple and sturdy.

BUILDING METHOD

The boat is built in stitch and glue fashion but most of the hull, the bottom especially, is a true composite sandwich. The plywood bottom is sandwiched between layers of directional glass and it is the fiberglass that supplies most of the strength, not the plywood. As in our other boats, the frames and seat tops are part of the structure. The assembly method is unique. We use a self-aligning jig system that reduces or eliminates the need for leveling and other measurements. See the [tutorial](#) for more details on this building process.

REQUIRED SKILLS

As with all of our stitch and glue boats, the OB17 is easier to build than plywood on frame or most other stitch and glue boats. We worked hard to keep the building as simple as possible. Many of the plywood cuts are straight lines and the nice curves are created by well planned bending around the frames. All the plywood parts have been precisely calculated: you cut them on the floor, no need for templates, no need to take measurements from the hull framing as in the plywood or frame method.

OPTIONS

The plans show two layouts with dimensions for a standard center console and a dual console version. The center console is easy to modify if the builder wants to make it taller or wider. Jump seats can be installed in the stern. Portable or fixed fuel tanks (under consoles) are possible: we show the chase tube. Swim platforms can be bolted on the transom. As all of our boats, the OB17 can be made unsinkable with foam. The plans include a typical drawing showing how to cut lids in seats or in the casting deck but to stay true to the “Keep it simple” philosophy of the boat, we prefer to cut access holes through the bulkhead faces. This boat's transom is designed for a standard 20" shaft. The transom can easily be modified to accept other shaft lengths.

LABOR

The hull can be built in 80 hours, but a finished boat may require 200 hours or more depending on the level of detail and the skills of the builder.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)			
6 mm (1/4")	7		
9 mm (3/8")	5		
12 mm (1/2")	4		
Also see our CNC Kit , which is a precut plywood kit that includes all the plywood needed to build the boat as designed.			
Fiberglass Fabric and Tape			
Biaxial tape 12 oz. 6" wide	176 yards		161 m
Woven tape 6 oz. 4" wide	10 yards		9 m
Biaxial Cloth 12 oz. 50" wide	22 yards		20 m
Resin			
MarinEpoxy		SilverTip	
Epoxy Total	9 gallons (34 liters)	Epoxy total	7 1/2 gallons (28.4 liters)
Woodflour	5 lbs. (2.27 kg)	EZ Fillet	3 quarts (2.84 liters)
Blended Filler	16 oz (0.45 kg)	Quick Fair	3 quarts (2.84 liters)
		Gelmagic	3 quarts (2.84 liters)
Also see our MarinEpoxy or Silvertip Epoxy 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.

PLANS PACKING LIST

Plans are available in metric or US units.

-  B223_1 Plan and Profile
-  B223_2 Nesting
-  B223_3 Construction
-  B223_4 Stations
-  B223_5 Frames
-  B223_6 Expanded Plates
-  B223_7 Lamination Schedule
-  B223_8 Details
-  B223_9 Dual Console
-  B223_10 Dual Console
-  E223_11 Full Size Bow Mold
-  B221/1 Electrical – Typical Diagram for Small Boats
-  Specific building notes for this boat

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.