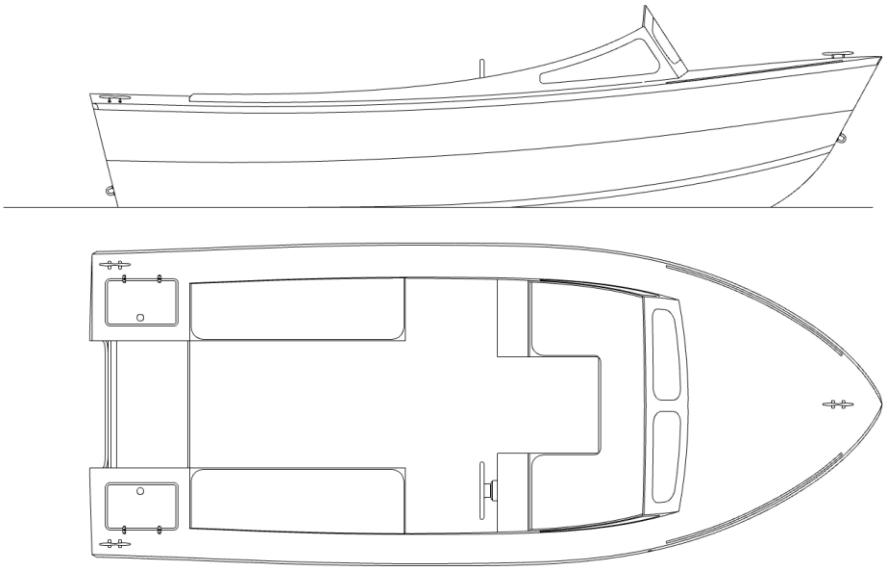

The OC17 is the open cockpit version of our C17, a compact cruiser with a seaworthy classic style hull similar to the C19.

SPECIFICATIONS

LOA	17'-2"	5,24 m
Max Beam	7'	2,14 m
Hull weight	650 lbs.	285 kg
Hull draft at DWL	8"	20 cm
Displacement at DWL	1500 lbs.	682 kg
PPI at DWL	350 lbs.	159 kg
Recommended HP	50	

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

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DESCRIPTION

The hull is identical to the C17 design: generous volume, ample freeboard, well defended bow. In proper hands, this boat can take bad weather safely. The deadrise is 45 degrees at the cutwater progressing towards 11 degrees at the transom. This is an ideal hull shape that will run smoothly in bad weather but with a vee moderate enough to provide good stability at slow speed without the wild roll typical of deeper vee hulls.

The cockpit is self-bailing at DWL. The 8" wide gunwales and the coaming will keep the crew dry and safe. The deep cockpit is not only safe but gives that "big boat" feel particular to our Classic designs series. Despite all that volume, the hull is surprisingly light and does not require large engines to plane. The OC17 is a very economical boat especially when fitted with a 4-stroke outboard.

The open layout has a pair of side consoles and two seats forward, bow rider style. The forward cockpit can be covered with a canvas top with or without sides and turn into a little cabin. The seats are long enough to be used as berths: they are the same than in the cabin version. This boats transom is designed for a standard 20" shaft. The transom can easily be modified to accept other shaft lengths.

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 build 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. The bottom panels are more than 3/8" thick: thicker and stronger than the typical production fiberglass boat in that size. 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. While the hull can be built without it, we strongly recommend building her upside down on a simple jig. 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.

REQUIRED SKILLS

As WITH all OF our stitch and glue boats, the OC17 is easier to build than other plywood or fiberglass boats. No woodworking skills or special tools are required. The plans include all dimensions to cut all the hull parts flat on the shop floor. No scarfing required. One of the reasons why our boats are easier to build is the level of details on the plans. All the plywood parts, even the smallest ones are shown with dimensions, including the assembly notches. While the OC17 can be built as a first project, some experience with our building methods will save time and materials. If you have never built a boat, try our free canoe plans first.

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OPTIONS

The plans show several cockpit layouts: with or without benches and two different bench lengths. Since the benches are not structural, the builder has complete freedom to arrange the cockpit to suit his preferences. The cabin bulkhead can be built with one or two consoles, with a closed or open port side. An option to consider is 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. Our foam kits provide 8 cubic feet of extra buoyancy per 2-gallon kit. This means that 4 gallons of foam (2 kits) will provide around 1,000 lbs. of buoyancy and that is what we recommend.

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")	9		
9 mm (3/8")	8		
12 mm (1/2")	3		
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	200 yards	183 m	
Woven tape 6 oz. 4" wide	50 yards	46 m	
Biaxial Cloth 12 oz. 50" wide	25 yards	23 m	
Resin			
MarinEpoxy		**SilverTip**	
Epoxy Total	15 gallons (57 liters)	Epoxy total	12 gallons (45 liters)
Woodflour	5 lbs. (2.27 kg)	EZ Fillet	3 quarts (2.84 liters)
Blended Filler	24 oz (0.68 kg)	Quick Fair	1 ½ gallons (5.68 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.

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PLANS PACKING LIST

Plans are available in metric or US units.

- B247_1 Plan and Profile
- B247_2 Nesting
- D247_3 Construction
- D247_4 Stations
- D247_5 Frames
- D247_6 Expanded Plates - Hull
- D247_7 Expanded Plates
- B247_8 Lamination Schedule
- B247_9 Details
- B247_10 Layouts
- 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.

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