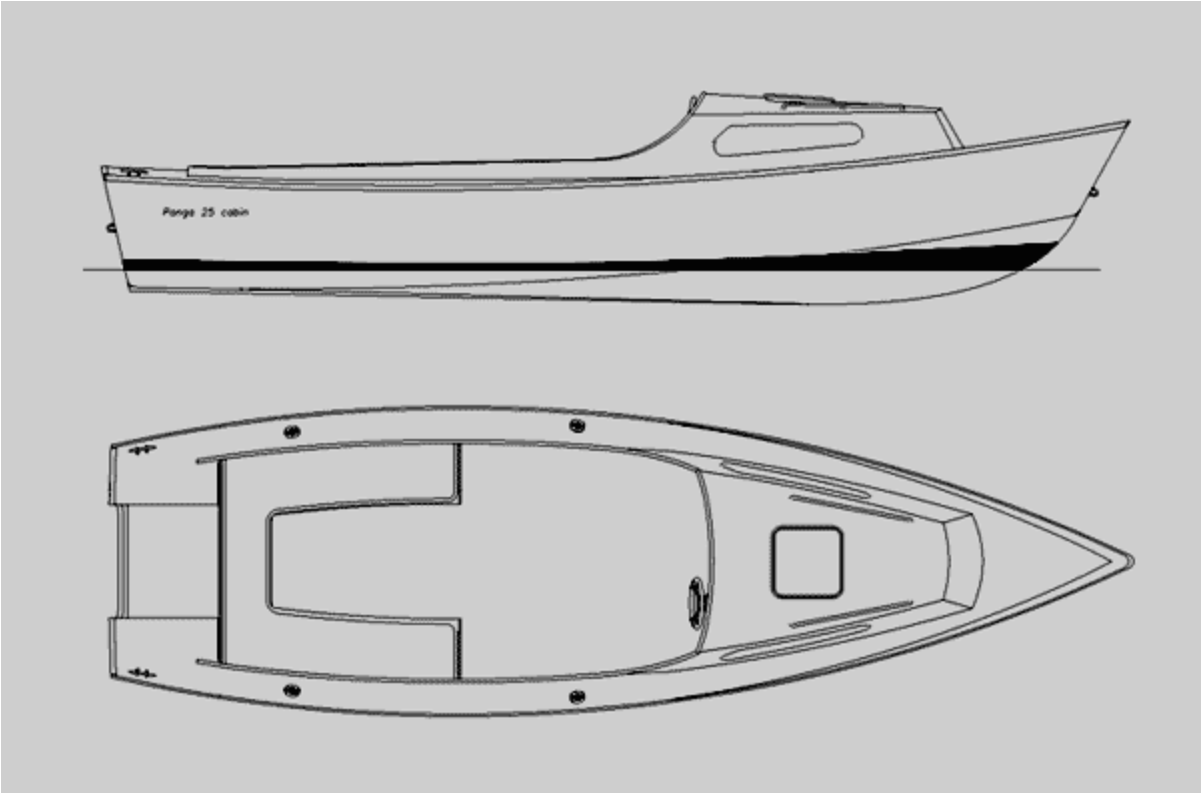

The plan and profile drawings show the optional U seat.

Specifications:		
LOA:	25'	7.65 m
Max. Beam:	7' 5"	2,25 m
Hull draft (light/max.):	10"	25 cm
Displacement (light/max.):	2,950 lbs	1340 liters
PPI at DWL:	510 lbs/in	91 kg/cm
Fuel:	55 gallons	220 liters
Recommended. HP	75 to 125 HP	55 to 95 Kw
Material:	Plywood cored epoxy composite	

The Panga 25 Cabin is our Panga 25 hull fitted with a small cuddy cabin.

For a description of the hull and information on the boat type, see the Panga 25 study plans web page . The performance will be very close: use the figures shown for the PG25.

The difference in weight is small. As designed, the hull only be 150 lbs heavier. The small change in weight requires to move the fuel tank slightly towards the stern. Compared to the open boat version, the PG25 Cabin uses only 2 extra sheets of plywood.
The helm and controls are on the cockpit bulkhead.

Layout:

The 12' long (3,60 m) cockpit can be left open, fitted with a U shaped bench or any other reasonably light layout .

The forward deck is recessed creating a convenient place to secure ground tackle.

The cockpit is self draining up to 3,000 lbs displacement. The plans show a cabin opening cut 6" above the cockpit sole to prevent water from entering the cabin but since the structural sole extends all the way to the first frame, the boat is virtually unsinkable even without buoyancy foam.

The cabin is long enough to accommodate a vee berth 8' long (255 cm). There is very limited headroom, less than 36" (110 cm) above the berth. This is a small cabin, adequate for occasional overnight trips, ideal for storage and taking refuge from bad weather while on anchor.
There is sufficient room for a Porta Potti and plenty of storage space under the vee berth.

Building method:

The hull material is our well proven epoxy-fiberglass-plywood composite but on request, we will supply specifications for foam sandwich construction.

The Panga 25 Cabin does not benefit from weight savings. Her weight should be as designed, we count on that inertia for a smooth ride.

The cabin model uses the same molds, located at the same frames than the open boat version.

The building sequence is the same as for the PG25S but a cabin and deck are added after the hull is complete.

Required Skills:

Any of our builders who has successfully completed a boat built on a jig like the FS12, is able to build the PG25C if he devotes sufficient time and materials to the project.
There is nothing complicated about the construction, we worked hard to design an easy to build boat.
All cabin and deck surfaces are 100% developable, easy to cut to shape and bend. The forefoot (hull bottom panel, forward part) requires some slits but those are easy to cut.
The plans show dimensions for all the parts including deck and cabin.

Options:

The plans can be customized as long as the builder does not compromise the structure.
The builder has complete freedom in the cabin and cockpit layout as long as he keeps the frames where we show them.

If the builder does not want the vee berth, he must build small shelves 3' wide or stiffeners along the hull at the same level than the berth.

Hatches, portholes, doors etc. are all to the builder's preference.

Bill Of Materials:
(Excerpts from our BOM)
The BOM list materials for the complete boat as designed.

Plywood standard sheets 4x8' (122x244cm)		
6 mm (1/4")	3	
9 mm (3/8")	7	
12 mm (1/2")	15	
Fiberglass fabric 50" wide (125 cm) or tape 6" wide (15 cm) (totals)		
Biaxial tape 45/45 12 oz. (400 gr)	250 yards	225 m
Biaxial tape 45/45 6 oz. (200 gr)	50 yards	45 m.
Biaxial fabric 12 oz. 45/45 (400 gr)	81 yards	78 m.
Resin		
Epoxy, total	30 gal.	120 Kg.

This BOM covers all the supplies for the boat as designed except for paint, hardware and some small cleats.
Usage of materials will vary. An experienced builder will use less resin. Our resin usage calculations are based on a 50% glass content.
Options, customization and variations in glass fabric width and cutting preferences will affect the Bill Of Materials.
Our figures show an estimated average.
Small variations in fiberglass specifications are acceptable, consult us for substitutions.

Labor:
The hull shell can be build in 120 hours but a finished boat will require 200 to 300 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.

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.

- B289_1 Plan and profile
- B289_2: Nesting of all parts on standard plywood sheets
- B289_3: Construction drawing with sections in plan and profile.
- D289_4: All stations (frames and transom).
- B289_5 : Frames and bulkheads
- B289_6 : Developable panels for hull: bottom, side, sole, stringers, bow mold, motorwell parts.
- B289_7: Developable panels for superstructure: deck, cuddy cabin parts, coaming, vee berth.
- B289_8: Lamination schedule
- B289_9: Details: coaming, rubrail etc.
- B221 Typical Small Boat Electrical diagram.
- Specific building notes for this boat.
- Bill Of Materials included in the building notes.
- Help files reference list and more.

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