



SPECIFICATIONS

LOA	12'	3,65 m
Max Beam	4'-6"	1,35 m
Hull weight*	95 lbs.	43 kg
Max HP	6hp	
Sail Area	39 ft. ²	3,6 m ²
Material	Plywood Cored Epoxy Composite	
Building Method	Stitch and Glue	

* 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

This is an excellent and good-looking dinghy that can be used for rowing, sailing or with an outboard. Slightly larger than her sister the V10, she has even better carrying capacity but is still light enough to car top. She is very stable and has a hull shape that will easily go through the chop of a windy anchorage. The V-bottom takes a little more time to build but it makes her a much better boat than a flat bottom. As a tender, she is probably going to be fitted with an outboard most of the time, but she will row very properly. She could also be turned into a sailing dinghy with a sprit rig: a sail plan option is included.

BUILDER THREADS ON OUR FORUM

[Jaysen - Jaysen's V12 - 'Lil Bit' of everything fun - North Carolina, USA](#)

[WouldWork - WouldWork's V12, Sailing Version - Australia](#)

[Corvidae - Learning to build a boat V12 build - Florida, USA](#)

[Rich L - Painted and Completed V12 - with Outboard performance report - Missouri, USA](#)

[spjoyce - My wife went away and I built a V12 in my living room! - Sweden](#)

[Berend - Pictures of V12 scale model !!!! - The Netherlands](#)

[tech_support - Stealth/Camo V12 - Florida, USA](#)

BUILDING METHOD

This boat is built from flat plywood panels assembled with epoxy-fiberglass tape. The construction method is called "stitch and glue". For a detailed description of the stitch and glue boat building method, see our "How To" section where you will find a complete illustrated tutorial as well as information about epoxy, fiberglass, and plywood. The spars (mast and sprit) are made from 1x3 boards (12x30 mm) epoxy glued together. No shrouds required: very simple.



REQUIRED SKILLS

The V12 dinghy will take more time to build than our flat bottom boats but the required skills are exactly the same. There are no plywood scarfs: we use very simple butt blocks. No woodworking skills or special tools are required.

OPTIONS

The sail option is not shown but she can be rigged with a sprit sail, 35 sq.ft. same type of rig than our D4. The sail plans with spars, sails, daggerboard, rudder etc. are included in all plan sets.

LABOR

The average construction time for the hull is 40 hours.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)		
6 mm (1/4")		4
9 mm (3/8")		2
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		
Fiberglass Biaxial Tape 45/45 6 oz., no mat, 6 in.	80 yards	72 m
Resin		
Epoxy	3 gallons	12 liters
Fillers and Fairing		
Woodflour	1 pound	.45 kg
Also see our Marineepoxy 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.

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.