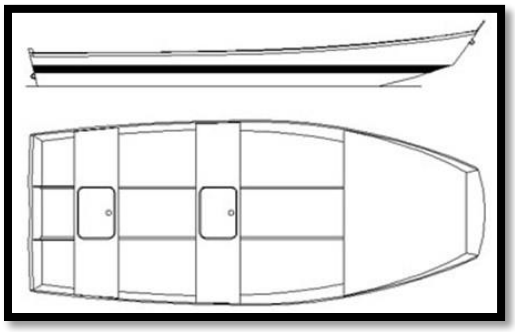

SPECIFICATIONS

LOA	17' 5"	5,31 m
Max Beam	7' 1"	2,16 m
Hull weight	475 lbs.	216 kg
PPI at DWL	375 lbs.	170 kg
Recommended HP	25HP	40
Material	Plywood Cored Epoxy Composite	

BUILDER THREADS ON OUR FORUM

Cracker Larry - A Cracker Built GF18 - Finished 6/28/15 - Georgia - USA

Snookiehunter - Snookiehunter's gf18 w/tunnel - Florida - USA

garym - Gary's GF18 - New York - USA

jasonmcintosh - BLUE GF18 by Jason - Georgia - USA

Amerville - Building the GF18 with sole and center console - North Carolina - USA

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DESCRIPTION

Simple and sturdy where the priorities set for this design. The hull is based on our flat bottom Garvey's like GF16, but our smaller Garvey's were narrow. We kept their bottoms narrow enough to fit on the width of standard sheet of plywood. The beam to length ratio of GF18 is much higher and this produces a very stable boat. The GF18 can be kept very simple or customized with sole and center console. The plans show all these options with dimensions for all parts. The basic version has no sole (floor) on the stringers, plain benches, and a casting deck. The frames can be made either from plywood or from 1x3 boards. That no frills version should be powered by an outboard with tiller steering of max. 25 HP. She is light, cost little and will plane with 4 persons onboard. With the sole, the cockpit is self-bailing up to a displacement of 1,500 lbs.! The space under the sole can be filled with foam to make the boat unsinkable. The sole and foam also adds strength and stiffness to the hull. Thanks to the remote steering on the console, the max. HP rating per USCG calculations is 75 HP but we recommend 40 HP. This boats transom is designed for a standard 20" shaft. The transom can easily be modified to accept other shaft lengths.

COMPARISONS:

The GF18 is a flat bottom Garvey. While this is easier to build, provides great stability and requires less HP for the same speed, it will not go through a chop as well as a vee hull. We minimized the pounding by keeping the strong bow curvature of the classic Garvey's.

Our boats, while stronger, are lighter than production hulls of the same size. Compare for example with the 17' Carolina Skiff.

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 basic hull will go together fast and cost very little for a boat of that size.

REQUIRED SKILLS

As all our stitch and glue boats, the GF16 is easier to build than other plywood or fiberglass boats. We worked hard to keep the building as simple as possible: most of the plywood cuts are straight lines, the nice curves are created by well-planned bending around the frames. All the plywood parts have been precisely calculated: you cut them flat on the floor, no need for templates, no need to take measurements from the hull framing as in the plywood on frame method. This boat can be built fast by a first-time builder. He should read our tutorials first but there is nothing difficult in the building method. No beveling, no tricky adjustments, no lofting at all, no calculations of any kind: we show dimensions for all the parts on the plans.

OPTIONS

The builder can build the GF18 as a basic boat the first year, add the sole and a console later or outfit her right away with those options.

LABOR

The hull can be built in 25 hours, but a finished boat will require 60 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")	6	
9 mm (3/8")	3	
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		
Fiberglass Biaxial Tape 45/45 12 oz., no mat, 6 in.	50 yards	46 m
Fiberglass Biaxial Cloth 45/45 12 oz., no mat, 50 in.	20 yards	18 m
Resin		
Epoxy	3 ½ gallons	13 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.

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.

PLANS PACKING LIST

Plans are available in metric or US units.

- B218_1 Plan and Profile
- B218_2 Nesting
- D218_3 Construction
- D218_4 Expanded Plates