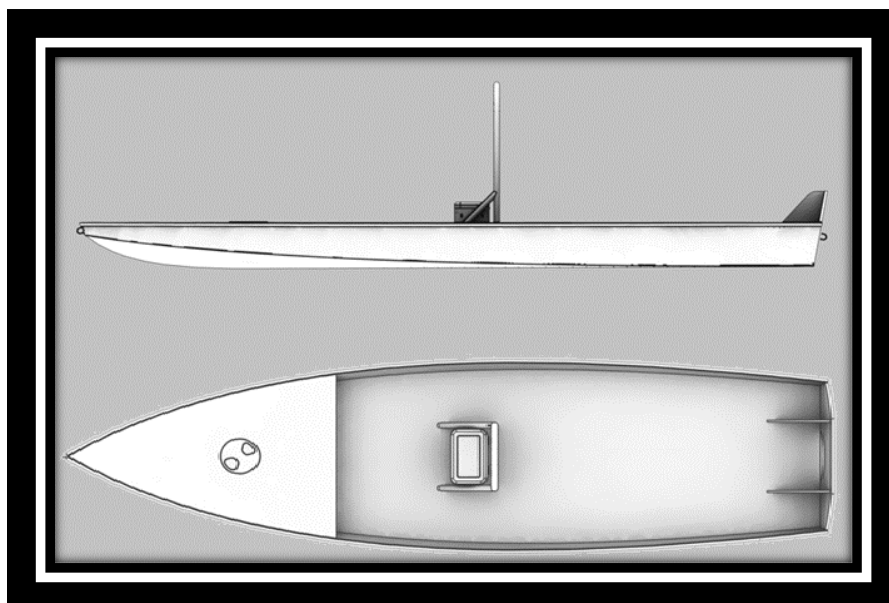




SPECIFICATIONS

LOA	14'	4,27 m
Max Beam	49.5"	125 cm
Hull draft at DWL	2"	5 cm
Displacement at DWL	350 lbs.	160 kg
PPI at DWL	195 lbs./in.	35 l/cm
Designed Hull Weight	125 lbs.	57 kg
Freeboard at DWL	7"	18 cm
Max HP	8 HP	5 kW

** All specifications are approximate and subject to changes in function of the mood of the designer and the skills of the builder. Hull draft is without skeg (+3/4"). Draft at 500 lbs. is less than 3". Cockpit is self-bailing up to 725 lbs. at normal trim.*



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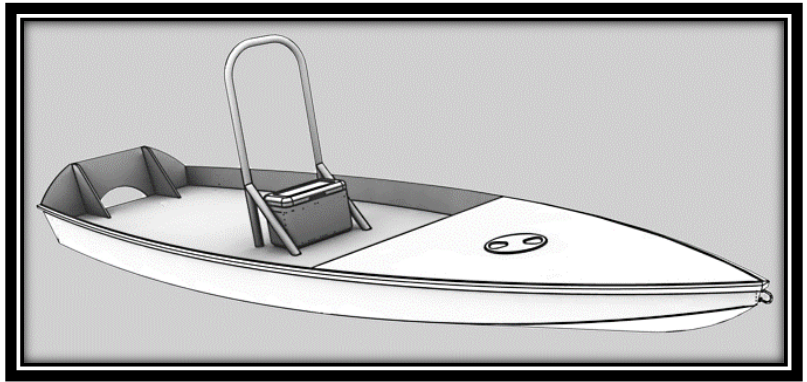
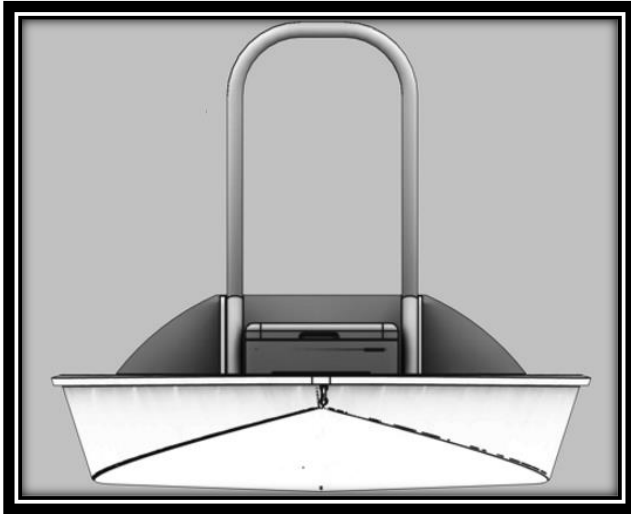
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DESCRIPTION

Is it a SUP (Stand Up Paddle board), a wide fishing canoe, a small solo flats fishing skiff or all that together? Let's call her an hybrid solo skiff. The SK14 is a longer and wider version of our FS13. Being a larger skiff, she is heavier and not as nimble as the FS13 but that is the price to pay for more capacity and stability.



More accommodating and more stable than a SUP or a fishing kayak and designed from the start to take a small motor on the integral transom plate, the SK14 is small enough to fit in the back of most small trucks or she can be car topped.

The moderate vee hull will move her reasonably well through a small chop. This super light and skinny skiff is designed for one person only but can take all the gear you need to explore fishing spots that other boats will never reach.

BUILDER THREADS ON OUR FORUM

[AggieGirl](#)

[Fuzzytrout](#)

[Cforester821](#)

[fotofinish](#)

[BlackJack224](#)

[mataus](#)

[seaslug](#)

[Omar Shehade](#)

[BrianC](#)

[Dougster](#)

[Flatwater](#)

[Fuzz](#)

[anamealreadyinuse](#) [YouTube](#)

[nkathman](#) [Video](#)

BUILDING METHOD

The hull is made from 6 mm Okoume plywood, epoxy, and fiberglass. The skiff is assembled origami style by folding the light plywood panels around the frames and transom. The hull is completely fiberglassed. The center part of the cockpit sole is reinforced (double thickness) and can take a bolted grab rail or other accessories like poling platform, bait well, battery box, etc. A grab rail can be installed with marine type SS toggle bolts, but we fitted our first prototype with a carbon fiber rail. Specs are included in the building notes. The hull is unsinkable thanks to foam poured under the sole.

REQUIRED SKILLS

The SK14 can be built by a first-time builder. The Solo Paddle Skiff 14 is available as a complete kit with all precision cut parts that assemble like a puzzle and all the epoxy and fiberglass. There is nothing to measure with the kit. For those who prefer to cut their own plywood, the plans show dimensions for all the parts, no lofting ever required with our plans.

OPTIONS

We show her with a grab rail, but she can be fitted with a small poling platform, a folding canoe seat, or the cockpit can be left wide open. She can be paddled with a SUP paddle standing up, or sitting with a regular canoe paddle, or you can pole her. The transom is designed to take an electric trolling motor, but we tested her with an 8 HP outboard. It takes some experience to handle her with that much power and we specify maximum 8 HP (3KW). Fit the outboard with a tiller extension and you will have a perfect trim. The smallest Torqueedo electric motor would fit her very well. It is easy to adjust the transom height to fit different trolling motors or an outboard. The plans show a transom for a standard 17" shaft. The plans show a small skeg which is necessary when paddling. It could be omitted if the skiff is used only with a motor. A graphite bottom is strongly recommended to be added to the last layer of epoxy resin.

LABOR

The hull shell can be built in 40 hours, but those hours will be spread over several weeks because of the required resin curing time.

BILL OF MATERIALS

Plywood (4x8' – 122x244cm)		
6 mm (1/4")	6	
Cleats and Rubrail		
3/4" square	80'	24 m
Fiberglass Fabric and Tape		
Woven Fiberglass Fabric	10 yards	9 m
6oz. – 4" Fiberglass Tape	50 yards	45 m
Resin		
Epoxy	3 gallons	11.4 liters
Also see our Complete Marineepoxy/CNC Kit		

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.