

PLAN UPDATES FOR POWER BOATS OVER 16'

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FIBERGLASS

Building notes typo: Jan. 2017

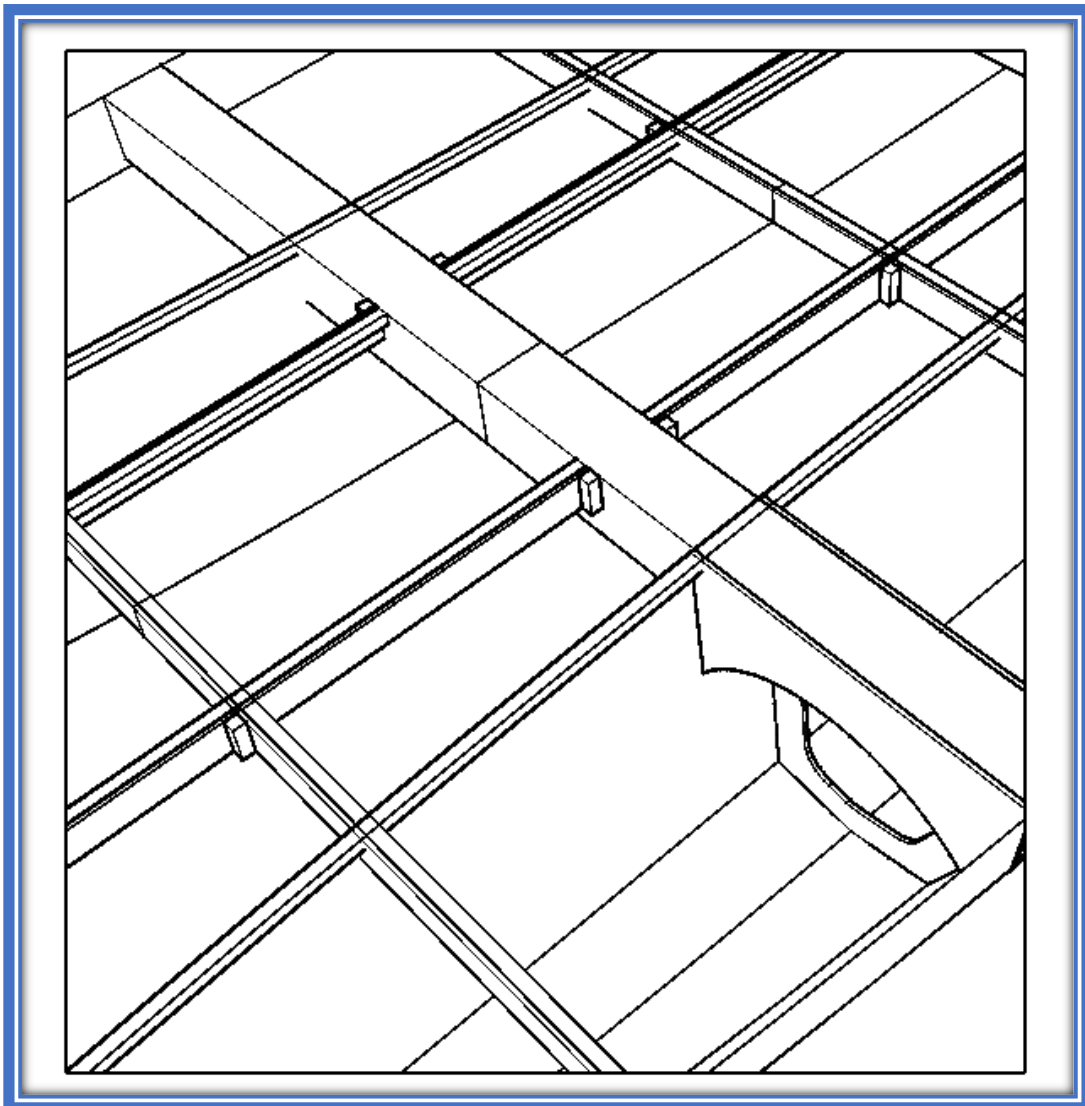
- ✍ Tape 6 oz. 12" wide should be 12 oz. 6".
- ✍ Stringers tabbing: 2 layers tape each side, not one.
- ✍ Added a new drawing titled "Fiberglass" to show lamination schedule.

MISSING DIMENSIONS

Some dimensions for the bow mold are missing from plans shipped before July 7th 2007. Sheet 284/4. Bow mold: the height of the chine intersection is 12-5/8" (332 mm) The baseline is at 3" (78 mm) above the lowest point. That one is not really needed but can be used to check other dimensions. On the transom drawing, the half width of the cut is 16" (406 mm). It shows somewhere else too.

ALL PONTOON STYLE POWER CATS: EC24, PC20, PC22, PC24

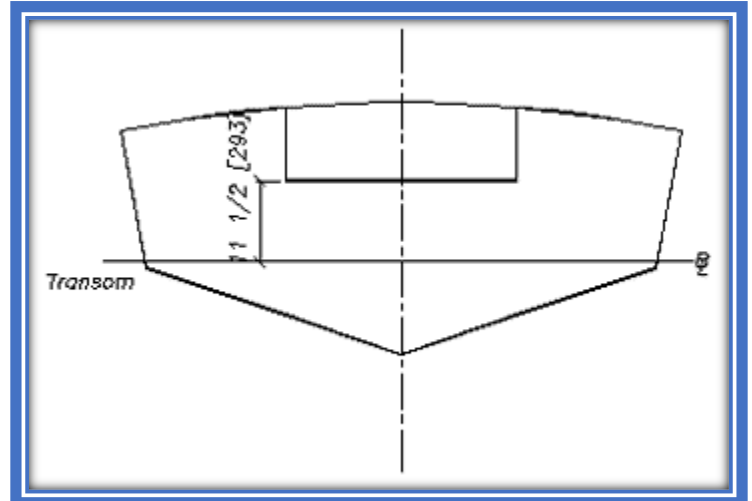
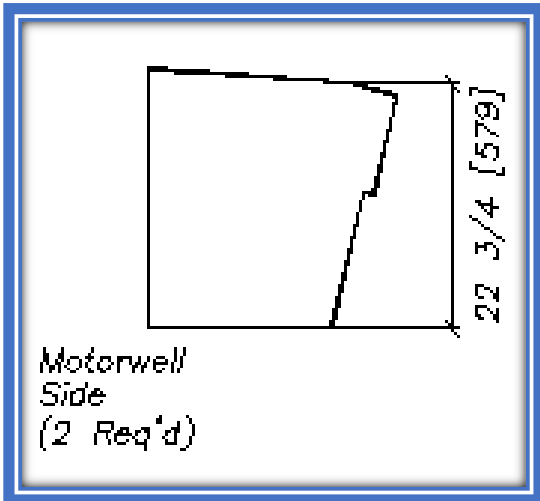
The builder of an extra wide version of the PC24 reports that deck feel flimsy. We added a drawing showing small deck stringers that can be added to the structure before installing the deck. This drawing has been mailed to all who bought the plans before February 17, 2015. Plans are updated and include the new drawing.



MANGUSTA PLANS UPDATE

A motorwell side dimension was missing from the plans.

The transom dimension was correct but confusing.



For all plans shipped before October 6th, 2002.

C21 FIBERGLASS LAMINATION SCHEDULE

Several builders have expressed the wish to install larger engines than what we specify on the C21. In that case, we recommend adding one extra layer of biaxial fiberglass on the bottom and transom, outside skin only. This option does not produce a major change in weight or cost and becomes our standard lamination schedule starting December 18th, 2003.

XF20

SOLE

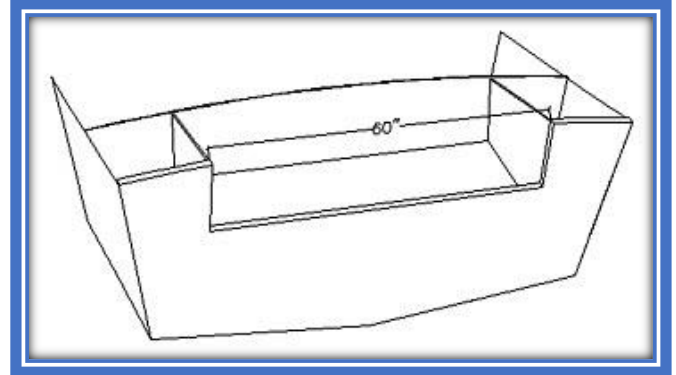
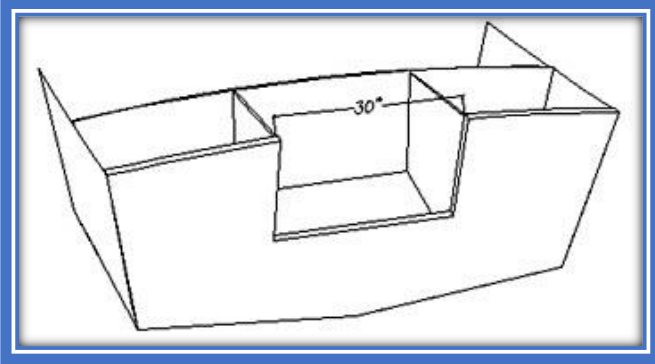
The XF20 is now available with an optional sole. This option requires 4 more sheets of plywood and some extra resin and fiberglass but results in a stronger hull. It also eliminates the risk of tripping over the stringers while fishing. The plans for the sole are included in the price of the plans. Those who purchased the plans can receive a free PDF update on request. Please email OrderDesk@e-boat.net.

SCANTLINGS

Considering the way our builders use their XF20, we increased the scantlings for the bottom and framing. For the bottom panel, we now use 1708 instead of 12 oz. biaxial 45/45. Same number of layers but an option for "oyster bed crushers" is now listed: one extra layer of 1708 outside. For the frames, seat tops and casting deck use one layer each side of biaxial as opposed to what is specified on the old plans. All plans printed after August 2005 list the new scantlings. The boat was sufficiently stiff and strong as designed but the extra layers will provide more resistance to abrasion and groundings.

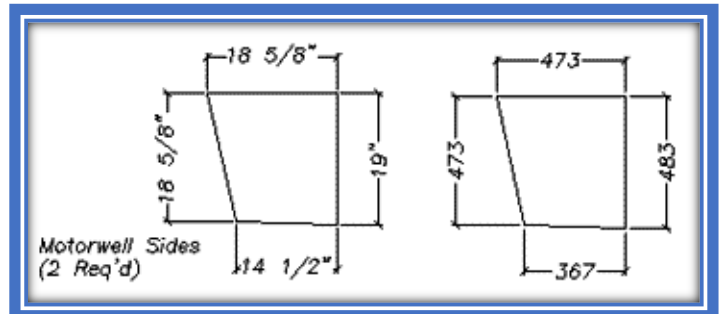
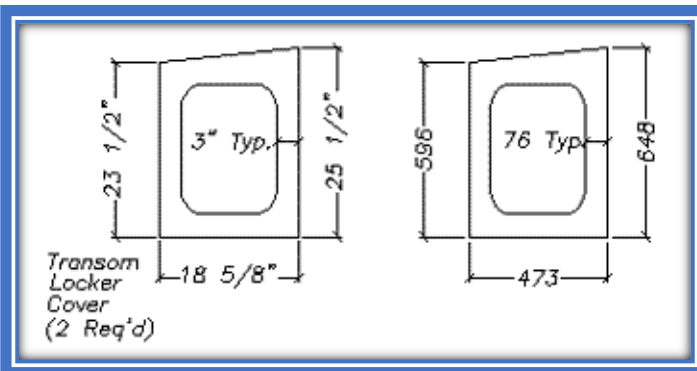
HOW TO MODIFY A TRANSOM AND OUTBOARD MOTORWELL TO ACCEPT TWIN ENGINES

This change applies to all our plans for outboard boats that use engines between 75 and 250 HP. Our motorwell dimensions are based on the ABYC standards and can accommodate all outboard engines manufactured after 1980. They show sufficient room for rigging and complete tilting. To adapt our plans for the installation of twin outboard engines instead of a single engine, only one dimension changes: the width of the motorwell. For a single engine, the standard width is 30" (75 cm), for twin engines it is 60" (150 cm). All other dimensions are identical. Beware of the engine bolts location: check for interference with stringers.



GF18 PLANS UPDATE

For all plans shipped before May 22nd, 2003 Check dimensions of Motorwell Sides and Transom Locker for the Center Console Version on all plans shipped between March 1st, 2003 and May 22nd, 2003.



DE23 AND NV23 PLANS UPDATE

Missing skeg information: In both sets of plans, on page 3, there is a note about the skeg that is missing:
☞ "Skeg = 1-1/2" thick, from two layers of hardwood epoxy laminated."

For all plans shipped before April 24th, 2003.

DE23 CLOSED TRANSOM

New version available: DE23 with a closed transom. For bracket installation. This new version is included in the plans starting August 10th, 2004. It frees a lot of room in the cockpit.

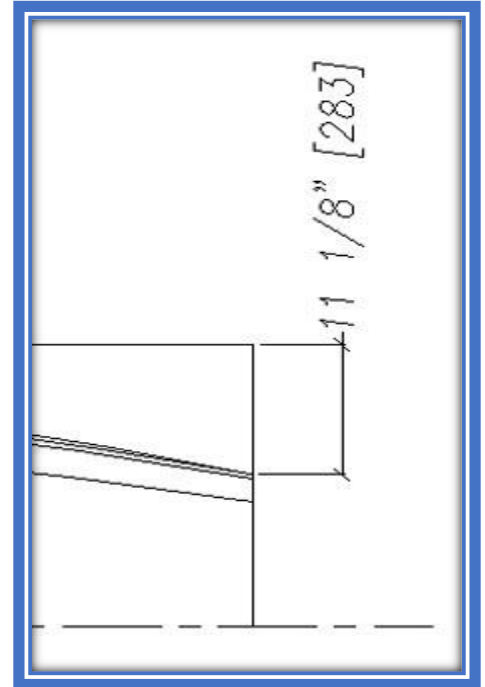
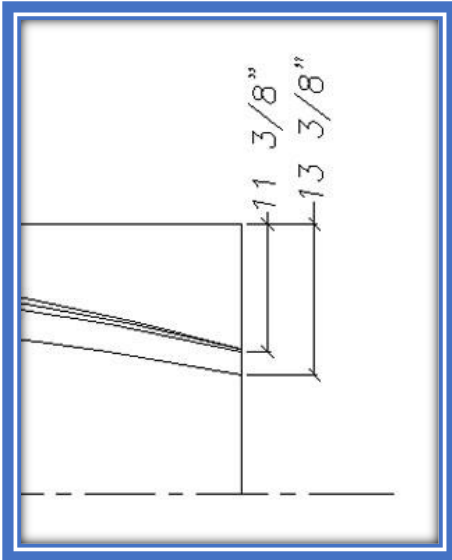


CS25 UPDATE

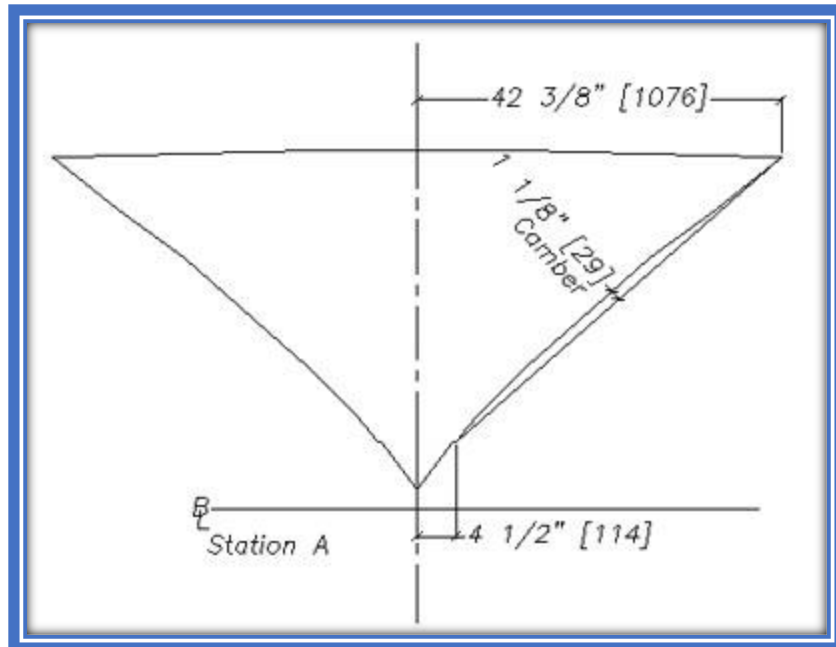
Dimension updates. There were a couple of dimensions missing from the chine panel on page E248/6.

On the second piece of the chine panel:

On the third piece of the chine panel:



Also, on page E248/4, the camber for Station A was not positioned in the correct spot. It should be from the $4 \frac{1}{2}''$ step to the sheer line. Which makes the camber $1 \frac{1}{8}''$ [29].



LB26 TRANSOM MOLD

We forgot to include the drawing with the dimensions for the transom mold in some plan's packages shipped before June 6th, 2007. If your set of plans does not include a small drawing title A238/12, Transom Mold, please email OrderDesk@e-boat.net and we will send you a PDF file of that page.

CS25 CLOSED TRANSOM UPDATE

The CS25 closed transom requires an extra frame. That frame is shown on B248/2_CT and used in addition to frame H. It does not replace frame H. Dimensions and location for that frame are correct as shown on B248/2_CT but the frame should be named frame I, not frame H.

TW28 UPDATE

The building notes state that the transom mold is located at station, but the plans show the mold further back. The plans are correct, they show the proper location of the transom mold. Please disregard the text on page 4 of the building notes. This has been corrected today.

PANGA UPDATE PG20, PG22 & PG25

There were a couple of notes missing on the plans:

D266/3 Construction

Note 13. Keel suggested dimension: 1" X 1" (25 X 25mm), approximately 145" (3,68m) long starting 18" (46 cm) from the transom.

B266/7 Details

Suggested spray rail 1" wide.

PG25

D267/3 Construction

Note 13. Keel suggested dimension: 1" X 1" (25 X 25mm), approximately 180" (4,57m) long starting 18" (46 cm) from the transom.

B267/7 Details

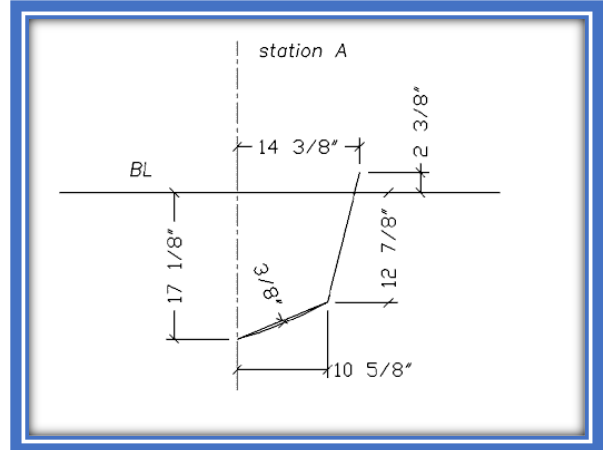
Suggested spray rail 1" wide.

PH22 STRINGERS

The stringers are deliberately cut 1/2" too low. This will save you grinding work after the inside fiberglass. During the jig assembly, raise the stringers with small wedges to be flush with the frames bottom side. (The text above was added to the building notes January 30th, 2007)

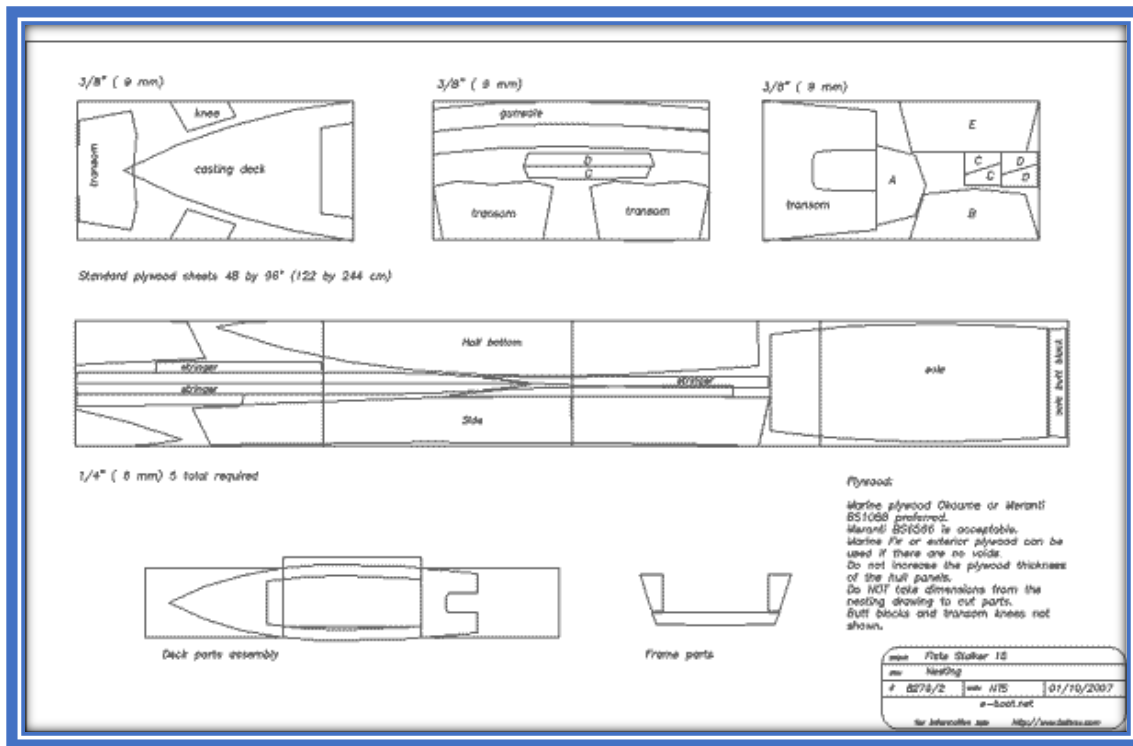
MISSING DIMENSION

A dimension was missing for frame A. Using our assembly method, there was a dimension missing for frame A: the height of the deck. That dimension is 2-3/8" below the sheer.

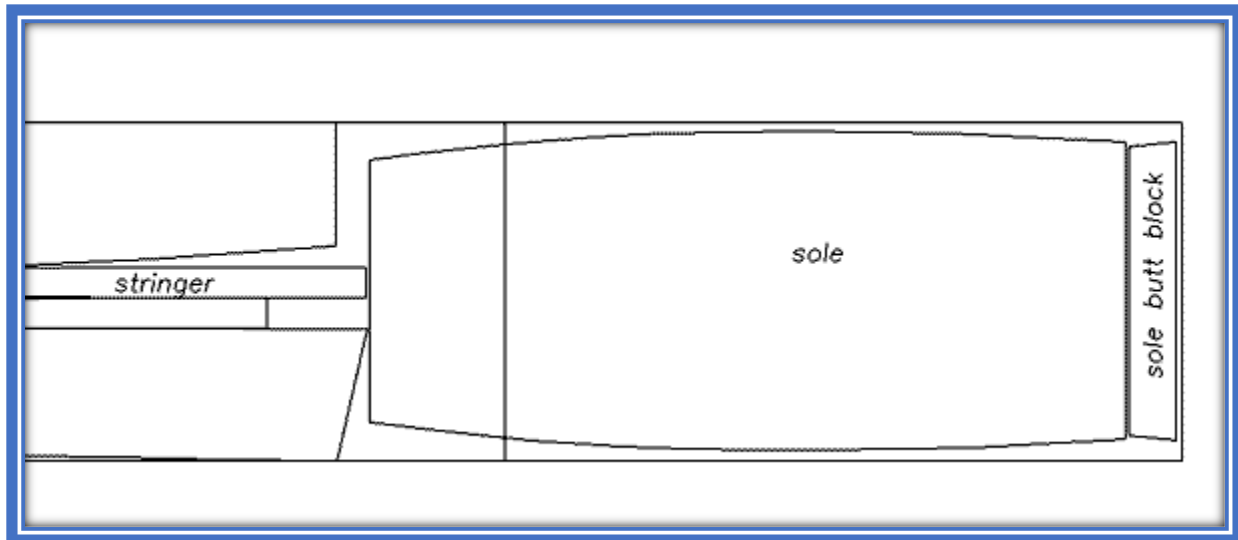


SOLE

The first sets of plans did not show the sole in the nesting drawing. The sole got lost! It was missing from the nesting and the plywood BOM. The new BOM requires one more sheet of 1/4" plywood. Here is a picture of nesting drawing with the extra plywood sheet:



And here is a larger view of it:



We added some text to the building notes, page 10:

- ✎ Cut the sole parts and check if they fit. Some minor adjustments may be required. The dimensions for the sole are simple: the length is the distance between the frames on which the sole sits, the widths are the widths of the frames spaced like the frames. This gives 4 points and that is sufficient to draw a curve that will fit the sides. Check against the hull before cutting: some minor differences may appear at this stage.
- ✎ The sole is made from two pieces of 1/4" plywood joined by a 6" wide butt block. The butt block fits between two frames but must be notched to avoid interference with the stringers. The builder can also use butt blocks in 3 pieces that fit between the stringers.
- ✎ We show a 1/4" sole which is sufficient if you fill space under the sole with foam. If you do not fill that space with foam, either use 3/8" plywood for the sole or cover the sole on each side with a layer of fiberglass fabric. If you choose to use 3/8", it will require 1.5 more sheets of 3/8" plywood. If you fiberglass the sole, you will need 7 more yards of wide fabric: total 20 yards. Foam is the best choice.

P19 - UPPER TOPSIDE PANEL

The P19 drawing showing the side panels has been changed.

The P19 topsides are made of two overlapping panels, just like the C19, C21, HM19 and many other designs. The dimensions for the upper part of the topside were given from the sheer edge to the intersection with the lower panel instead of showing the full panel. Some builders have automatically extended the upper panel by the 6" mentioned in the building notes and this resulted in overlapping panels with a nice style line, just as designed. Others have butted the panels and added a spray rail. While this is still sufficiently strong, the correct way to build the boat is with overlapping panels. The plans were revised and show an upper panel extended by 6". If you purchased a set of P19 plans before March 23rd, 2007, please email OrderDesk@e-boat.net and we will send you a revised drawing D246_7_US or D246_7_metric free of charge.

LB26 STATION NAMES

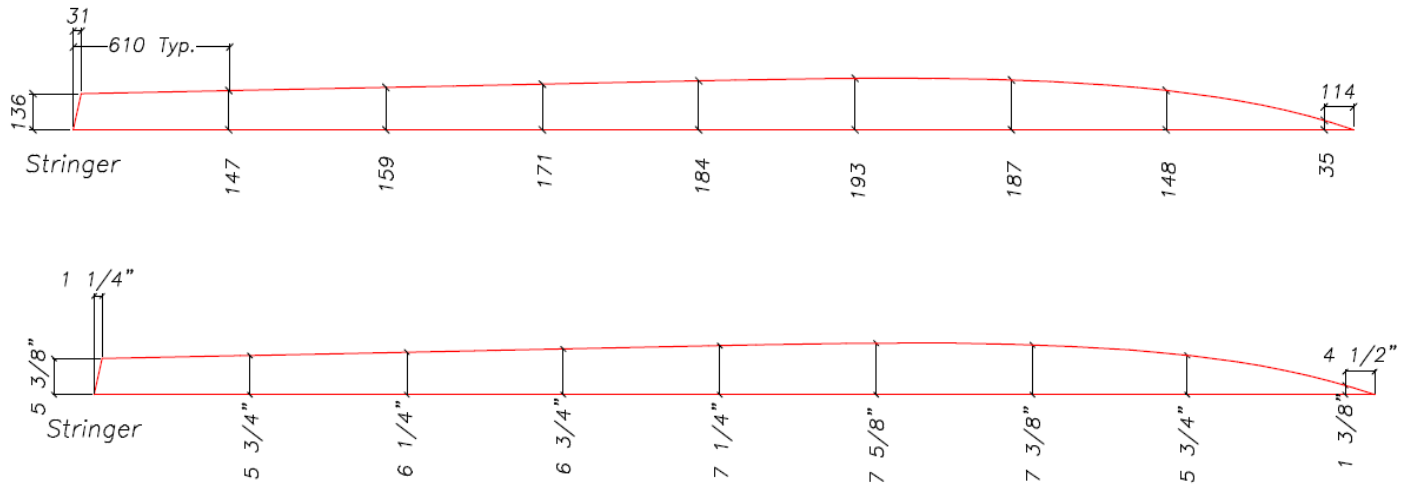
There is a discrepancy between the station names on the large blueprints and the small offset drawings.

The stations numbers on the large drawings (lines, construction etc.) correspond to the ones marked + on the small drawings with dimensions. For example, the station marked 0 on the large drawing is named 0+ in the small drawing. This is unimportant while building the jig but can be confusing if the builder uses the station names to locate the bulkheads.

PG22 STRINGERS ERRATA

All plans for the PG22 shipped before June 7th, 2006 show the wrong stringer. Some plans for the Panga 22 show the stringer of the PG20. This error has been fixed on June 6th, 2006.

The error is on sheet 265_6. The correct stringer is 5-3/8" or 136 mm high at the transom side.



LB22 NOTCH IN CLAMPING BOARD

For all plans sold before September 2006, please disregard the dimensions for the clamping board notch in the stringer. This is on drawing E234/6. Cut as shown, that notch is too larger and leaves a 3/4" to 1" gap. This has absolutely no influence on the structure but confuses builders during the assembly. The dimension has been replaced with a note: "Cut notch to fit over clamping board". The dimensions for the transom and clamping board were always correct.

C19 TEXT UPDATE

Page 3: The names of the stringers: The one on the left should be named outboard stringer, 10" from CL. The other one should be outboard stringer, 20" from CL.

Page 7: Nesting - The nesting drawing should show the layout with an offset seam. On the second set of stringers, simply slide the inboard stringer forward so the forward tip touches the edge of the plywood.