

getonthewater.ca



Designers & Builders
of Smallcraft

Boats & Boards to Build or Buy

Plans & Kits

Custom & Semi- Custom Design

About Us

Our focus is on helping you [getonthewater](#), we do this in a number of ways; through the sale of stock plans and kits, plan sets are designed to guide you through the process of building a boat whether beginning with a kit or are setting out to build from scratch . We also produce plans and kits based on existing designs modified to suit the builders requirements, this option has been exercised by a number of customers some of these designs have ended up in the catalogue. The next option commissioning a custom design, with a kit and plan set developed for that design or a custom design & build project completed by us, for you.

Custom and modified designs and kits come at an increase in cost, least costly are modifications to existing designs requiring minor changes to the CNC cutting program and construction notes. Custom design work requiring full kits and building notes is a more costly option, there are variations between these choices, we would be happy to discuss your options.

Alongside these options is the possibility of purchasing a boat from our current inventory.

Visit our website to view our design offerings see [getonthewater.ca](#), send enquiries to getonthewater@sympatico.ca.

Kits & Plans

Our kits are manufactured and shipped by Noah's Marine, noahsmarine.com our kits are available through their website , if you cannot find the design on their site or if you have questions contact us directly and we will make arrangements for your kit or answer the questions you have. Placing an order for a designs from their site is a simple mouse click away, if you want help choosing a boat send your inquiry to getonthewater@sympatico.ca .

Ordering a plan set ahead of time allows you to get on with the prep work for the build while waiting for your kit to arrive. If you are building from scratch plans, they come shipped directly from us.

Check out the **free** downloadable pdf study plans on our web site, these provide you more information on the build you are considering.

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This booklet is divided into sections showcasing our designs, by type and construction method we use two methods Stitch & Glue and cedar strip. Some S&G boats can be built with cedar strip decks in place of the standard plywood decks, others were designed to have cedar decks on a plywood hull.

Decks are the easiest part of a boat to strip, this allows a builder to gain experience using cedar strip construction techniques with less stress than building an entire boat using strips.

Featured first are new projects then S&G boats beginning with a drawing illustrating some details of the S&G method, a second illustration precedes the section covering strip kayaks shows some of the steps involved in epoxy/strip construction.

Hull shapes vary from series to series, some of the variation caused by building method; single chine, multi-chine or cedar strip. Some of the boats are illustrated with renderings to highlight some of these differences. Building a multi-chine hull naturally take longer than a single chine hull, boats built from scratch being most affected by this during the layout and cutting stages.

Cedar strip boats take the longest to build but allow more flexibility both in hull shape during the design process and the degree of creativity it allows a builder to exercise during the creation of their craft.

“Anyone who wants to can produce a good boat. It takes some study, some practice, and, of course experience. The experience starts coming the moment you begin and not one jot before. I sometimes hear the wail “I have no experience” Start. Start anything, and the experience comes.”

Pete Culler - On Wooden Boats - pg. 11

NEW

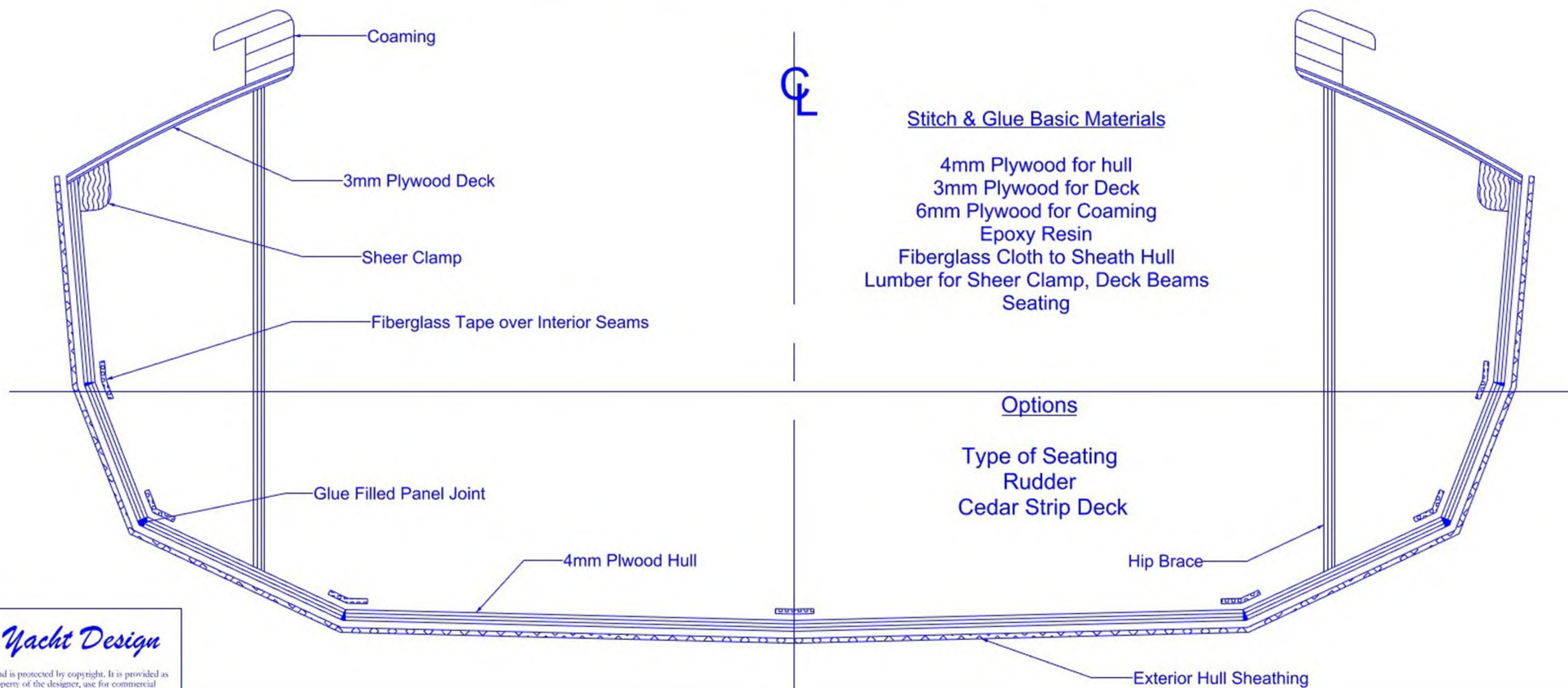
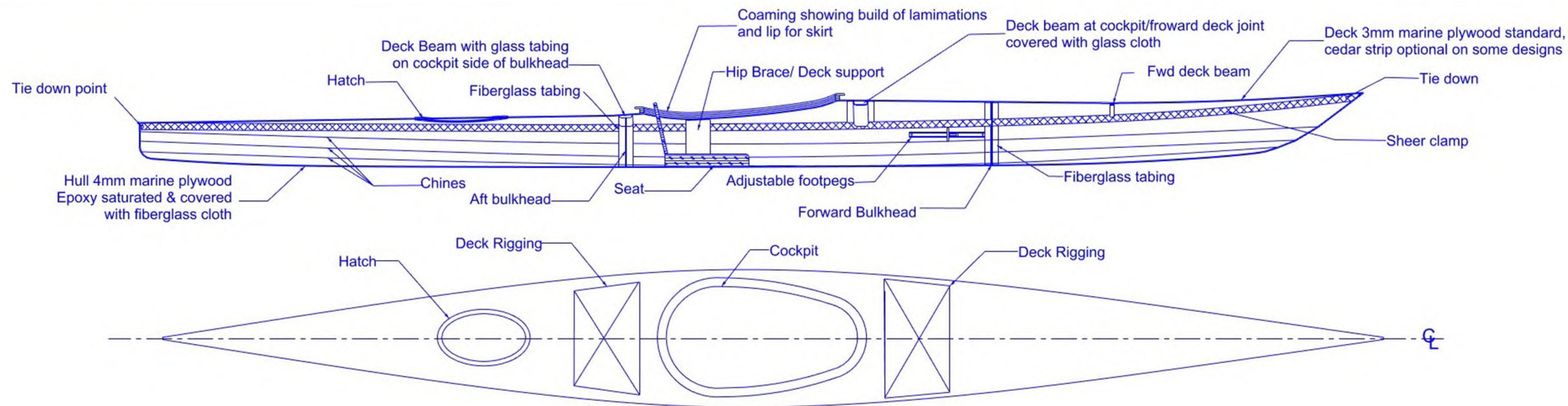
The first of our two newest projects the Day Dreamer SUP found on page 23 can be built from either a kit, which we recommend, or a set of plans. The kit is recommended because the structure and mold system are interconnected and having the structure/mold parts and the alignment jig CNC cut ensures a level of accuracy when aligning all the parts that can be difficult to achieve when cutting the pieces by hand.

The second project is the Aulavik 12, until now we have only offered The Aulavik 11 as a finished boat, but after some inquiries regarding a version for home builders have made some slight changes to the design to make the hull easier to construct are now offer plans and a kit for homebuilders as the Aulavik 12.

We are continuing with the development of a solo canoe at about 15 ft. in length basing the design on an Ojibwe rice harvesting canoe, while the rice canoe is not necessarily a solo boat its size lends itself to that use. The finished boat will look much like the Blackwater 16.

While working on the above we continue with the development of the epoxy/strip paddleboards we introduced last year with continued development of a 12.5 foot version of the Expedition SUP with again the option to build it as any of three models, Expedition, Explorer, or Excursion, check out the 14.5 on **page 22**.

Please note that if you do not feel that building a boat a task you want to take on, but you want a wooden boat we can do so for you, it can be one of the two new projects mentioned on this page, one of the boats in this catalogue, or a new design commissioned by you.



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The first two designs featured are small stitch and glue boats, unlike many of our designs they are not part of a series, many of our designs are done as a series allowing paddlers of varying sizes to enjoy a particular design that has caught their eye but the size of boat they saw may not suit them, these two are stand alone designs meant to fill particular niches.

Smallwaters 8



Length 8 ft. 2.39 m
Beam 21.5 in. 54.7 cm
Weight 16 lbs. 7.5 kg.
Capacity 90 lbs. 40 kg.
PPI** 42 lbs. 19 kg.

Intended for children, the Smallwaters is constructed from one sheet of 3mm plywood. Plan sets include full size patterns, making this a great build from scratch project. Boat has watertight flotation compartments both in the bow and the stern.

Little Lake 10



Length 10 ft. 3.05 m
Beam 22.5 in. 57.2 cm
Weight 28.5 lbs. 13 kg.
Recommended Load Range 100 to 150 lbs. 45 to 67 kg.
Max. Capacity 220lbs. 100 kg.*
Cockpit Depth 10.125 in. 25.4 cm
PPI** 58 lbs. 26kg.

The Little Lake was designed after conversations with a smaller paddler looking for a boat that was light enough for them to carry to the beach where they normally paddled. The boat is cut from two sheets of 3 mm Okume marine plywood.

Both boats shown have single chine hulls coupled with plywood decks.

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Steel River 12



A multi chine boat designed with fishing in mind, with an open cockpit, storage aft of the seat and watertight compartments fore and aft to ensure flotation in case of swamping. The boat has been kept light enough to ensure easy portability, unlike many of the fishing kayaks currently available.

Length 12 ft. 3.66 m

Beam 31 in. 79 cm.

Weight 40 lbs. 18 kg.

Recommended Load Range 190 to 270 lbs. 86 to 123 kg.

Max. Capacity* 280 lbs. 127 kg.

PPI** 95 lbs. 43kg.

**Max. Capacity is calculated using the method found in the ABYC standards, these are the same methods cited in the Canadian regulations (TP1332E), this is the maximum weight the boat should carry. The recommended capacity is the loading range where we feel the boat will operate at or close to its best.*

*** PPI, pounds per inch immersion; the weight it required to sink the boat 1 inch [25mm] deeper in the water, this number is included as it gives a good indication of the effects of loading on your boat.*

Massasauga 12



The Massasauga 12 has a single chine hull with a cedar strip deck, the design will suit many paddlers. The strip deck and stitch & glue hull make a striking combination while keeping construction relatively simple as the deck is designed to be easy to strip.

Length 12 ft. 10 in. 3.925 m

Beam 25 in. 63.5 cm

Weight 38 lbs. 17.2 kg.

Recommended Load Range 130 to 180 lbs 60 to 82 kg.

Max. Capacity* 240 lbs. 109 kg.

Cockpit Depth 11 in. 28cm.

PPI** 72 lbs. 33kg.

Aulavik 12



Length 12 ft. 3.66m

Beam 23 in. 58 cm

Weight 32 lbs. 14.5 kg.

Recommended Load Range 90 to 150 lbs. 41 to 68 kg.

Max Capacity* 205 lbs. 93 kg.

Cockpit Depth 10.75 in. 27 cm.

PPI** 65 lbs. 29.5 kg.

The Aulavik 12 is a development of the Aulavik 11 which was available only as a complete boat, was slightly modified to make the hull simpler to construct. Both boats are hybrid; single chine, stitch & glue hulls coupled with cedar strip decks, allowing more shape in the deck than plywood allows, this feature adds a lot of curb appeal, the decks can be as simple or as fancy as you want and your wood working skills allow. Both have easily driven hull forms making them easy to paddle.

Aulavik is both the name of a national park located in the Northwest Territories of Canada and a Inuvialuktun word meaning 'place where people travel'

NOTE: Weights given for all boats is likely to vary from that cited, wood weights vary, as does building technique, as such the weights given should be treated as a guide rather than gospel.

Aulavik 18



Length 18 ft. 8 in. 5.69 m

Beam 23.75 in. 60 cm.

Weight 52 lbs. 23.5 kg.

Recommended Load Range 170 to 250 lbs. 77 to 113 kg.

Max. Capacity* 280 lbs. 127 kg.

Cockpit Depth 12.4" 31.5 cm.

PPI** 99 lbs. 45 kg.

Sport Series

This series has multi-chine S & G hulls that can be built using either all plywood stitch & glue construction with hulls made of 4mm plywood, and decks of 3mm plywood, or as hybrids having cedar strip decks, the 15 and the 17 are the most popular boats of this series the 17 pictured is the standard 23in. [58 cm] wide version a 25 in wide version is also available.



Customer built 15



17



20

As can be seen above the 20 is a double

Length	Beam	Weight	Recommended Load Range	Maximum Capacity*	Cockpit Depth	PPI**
<i>Ft/m</i>	<i>In/cm</i>	<i>Lbs/kg</i>	<i>Lb/kg</i>	<i>Lb/kg</i>	<i>In/cm</i>	<i>Lbs/kg</i>
13/3.96	22/56	32/14.5	100 to 160/45 to 72	190/86	10/25.4	65/30
15/4.28	22/56	35/16.3	130 to 190/60 to 86	235/107	10.25/26	79/36
17/5.18	23/58.4	40/18	150 to 230/68 to 105	315/143	11/28	94/43
17/5.18	25/63.5	42/19	160 to 250/72 to 114	365/166	11.5/29	102/46
20/5.8	26/66	65/29.5	350 to 420/159 to 188	775/351	12/30	125/57

St. Clair Series

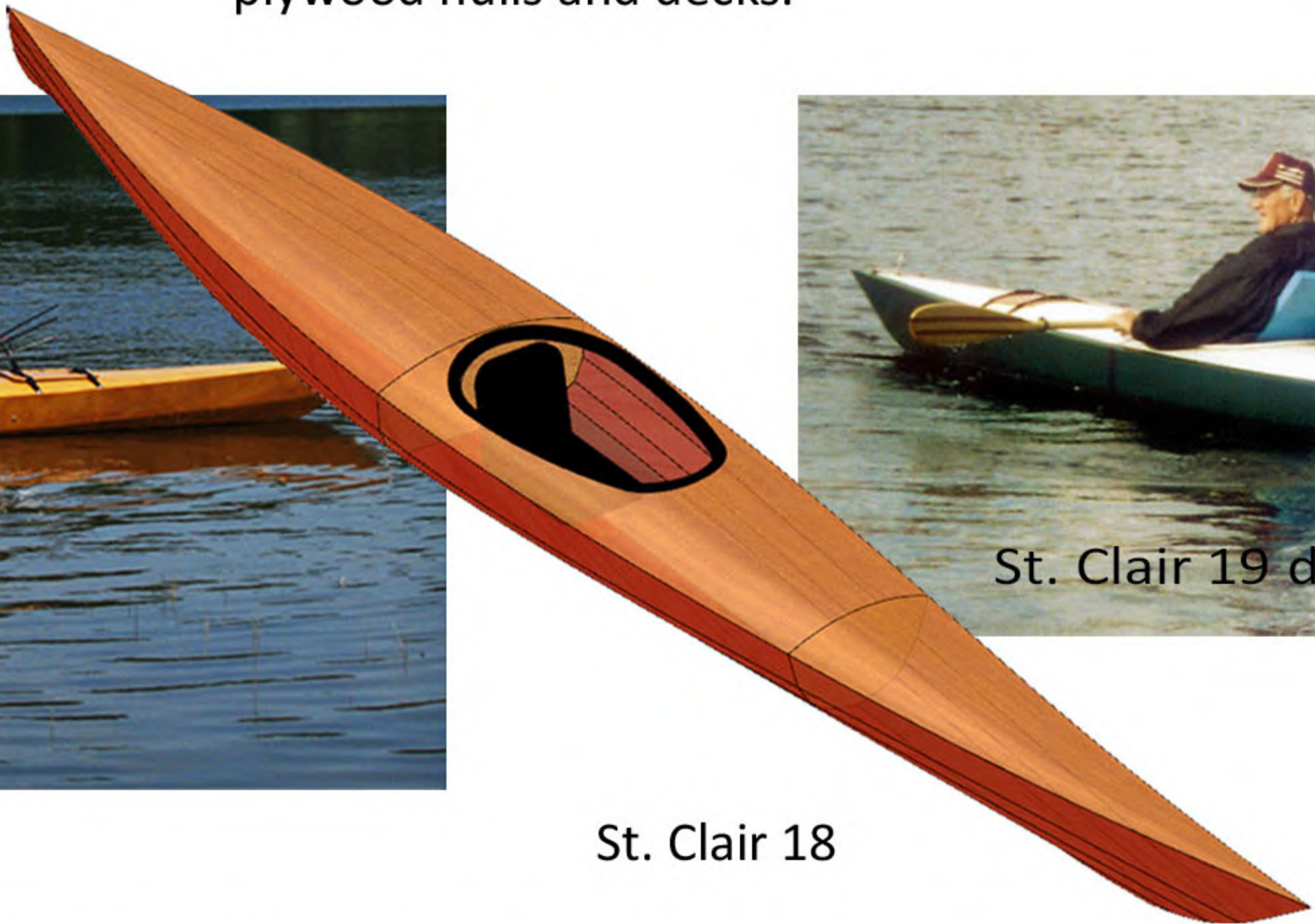
A series of stable, multi-chine boats with higher volume hulls to suit larger paddlers and those who desire a boat with more initial stability the 16 is available with a larger cockpit, for paddlers wanting more room for fishing, or are no longer as nimble as they once were, the designs have plywood hulls and decks.



St. Clair 16 with optional
46in/1.18m long cockpit



St. Clair 19 double



St. Clair 18

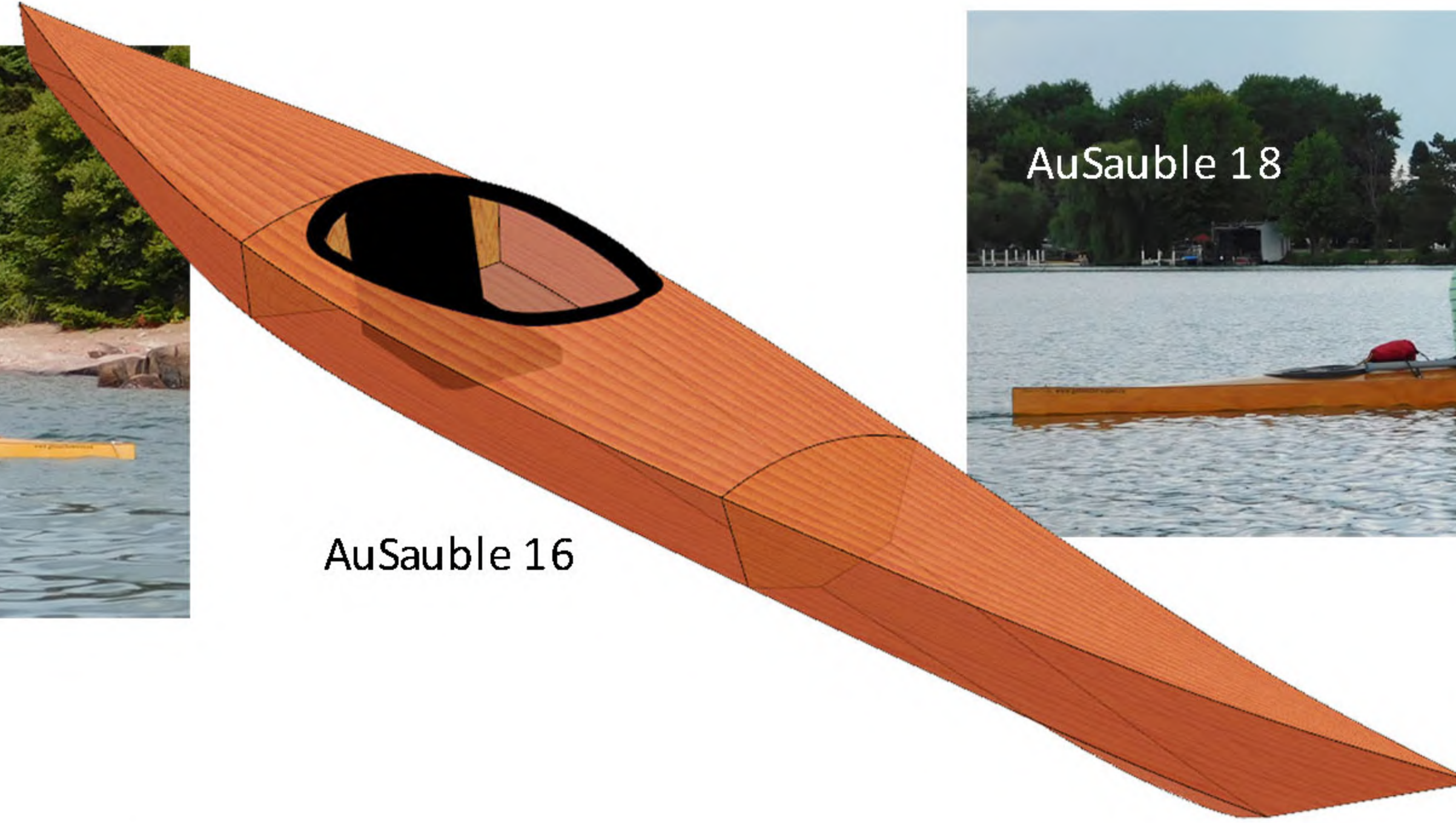
Length	Beam	Weight	Recommended Load Range	Maximum Capacity**	Cockpit Depth	PPI*
<i>ft/m</i>	<i>In/cm</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>In/cm</i>	<i>Lbs/kg.</i>
15ft. 7in/4.75m	25.75/65	44/20	220 to 280/100 to 127	515/234	11.5/25	100/45
18ft/5.49m	24.75/63	46/21	220 to 280/100 to 127	505/229	11.5/25	106/48
19ft/5.8m	30/76	63/29	250 to 450/113 to 205	845/383	13/33	140/64

AuSauble Series

This series has single chine hulls coupled with plywood decks with minimal camber simplifying their build, they are easily paddled boats.



AuSauble 14



AuSauble 16

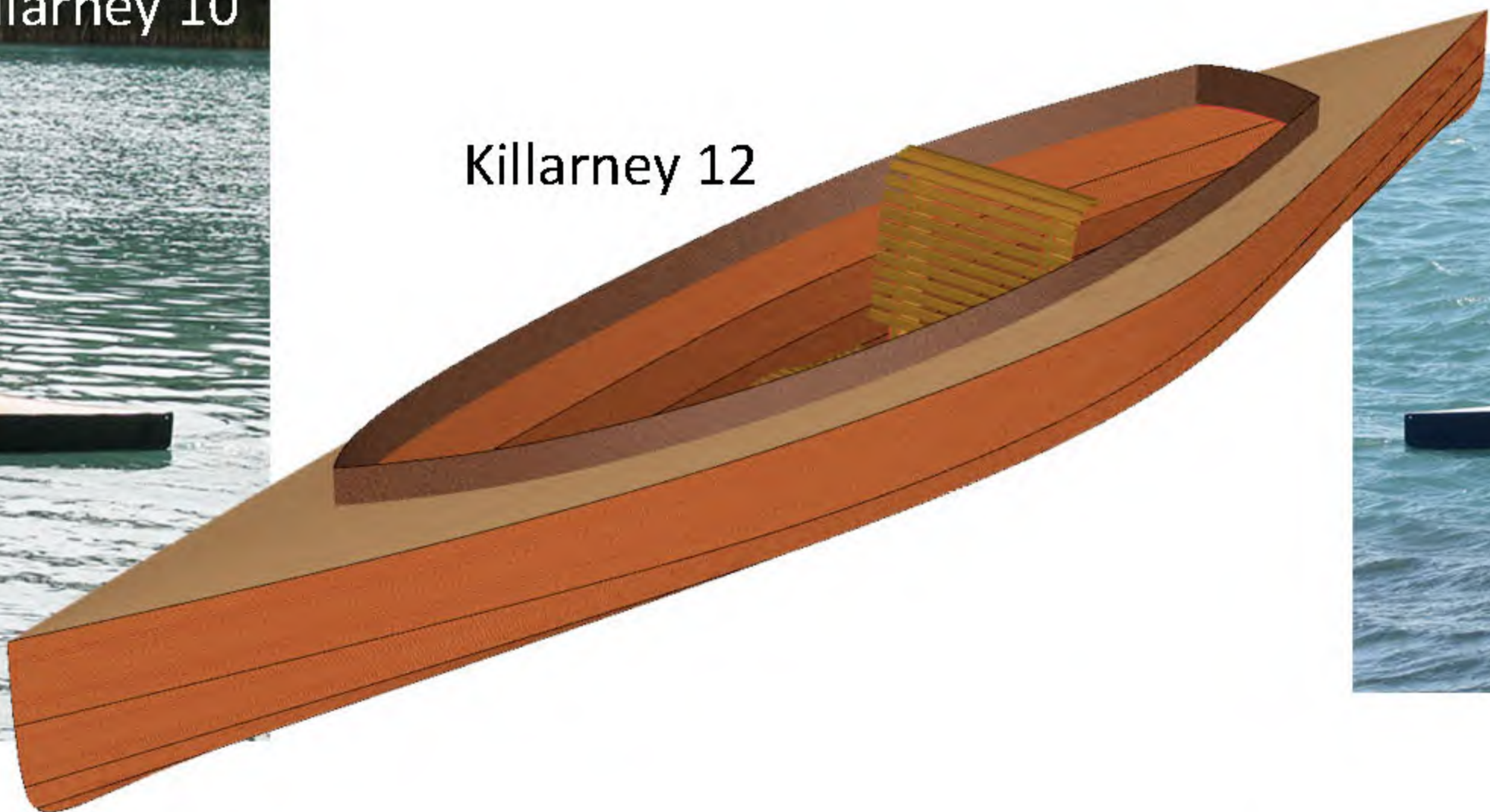


AuSauble 18

Length	Beam	Weight	Recommended Load Range	Maximum Capacity**	Cockpit Depth	PPI*
<i>ft/m</i>	<i>In/cm</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>In/cm</i>	<i>Lbs/kg.</i>
14/3.96	22/56	37/17	120 to 170/54 to 77	220/100	10/25	70/42
16/4.8	23/58	45/20	150 to 220/68 to 100	320/145	11/28	88/40
18ft/5.49m	23.5/60	52/24	240 to 315/109 to 142	465/211	11.5/29	100/45

Killarney

The design concept was for boats with the performance of a kayak, propelled by a kayak paddle, with space to allow loading gear in backpacks or barrels, creating a great tripping boat. No need to stuff gear through tiny hatches as required with a conventional kayak. There is the option of building and installing a movable seat in the two larger boats, allowing adjustment of the boats balance to match the boats loading. Hulls in this series have multi- chine hulls, plywood decks, watertight compartments at each end and a coaming that allows for the fastening of a spray skirt, plans for the skirts are included with your kit or plan set.



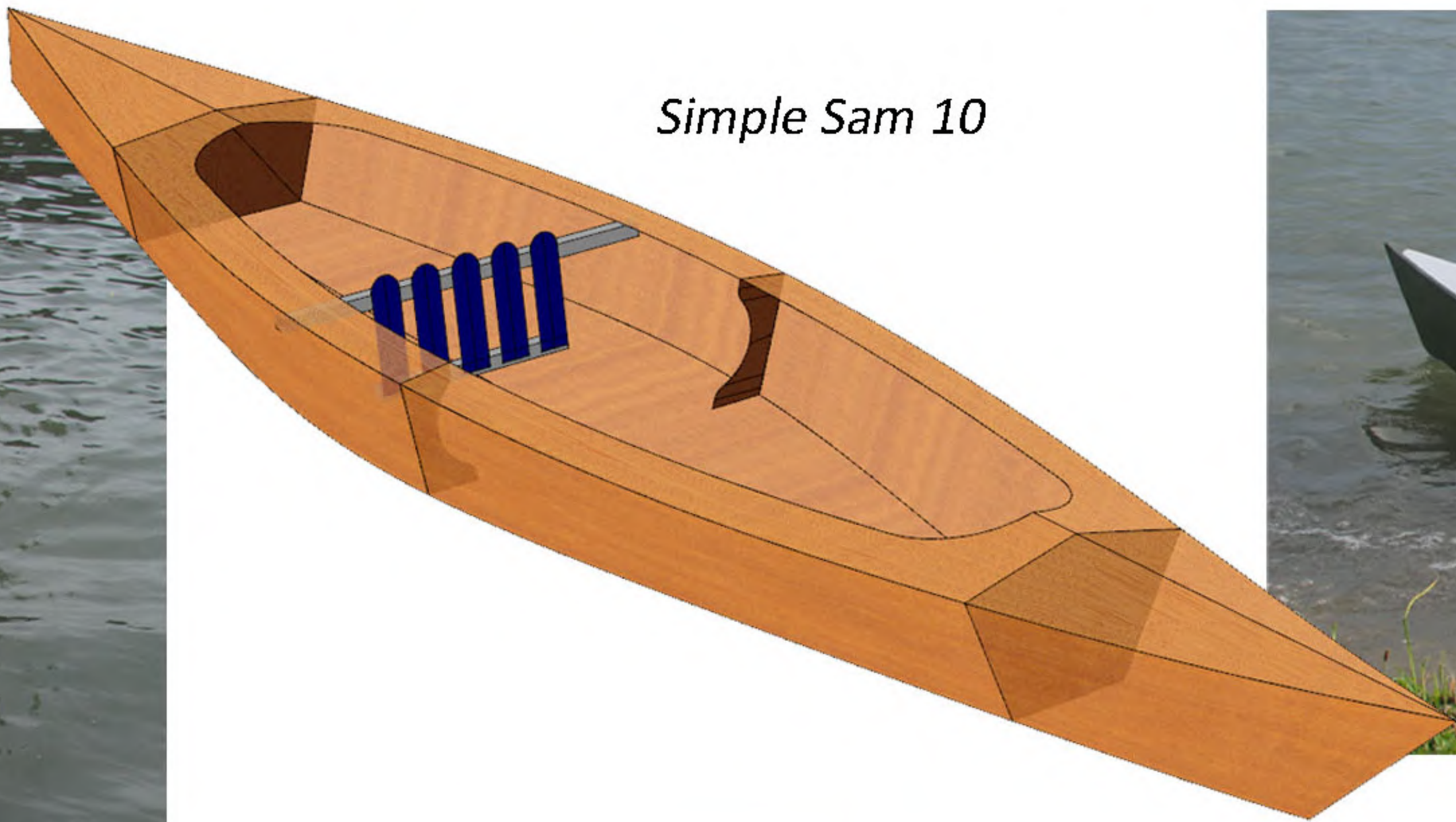
Length	Beam	Weight	Recommended Load Range	Maximum Capacity**	Cockpit Depth	PPI*
<i>ft/m</i>	<i>In/cm</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>In/cm</i>	<i>Lbs/kg.</i>
10/3.05	26/66	34/15.4	120 to 175/54 to 80	195/88	NA	65/30
12/3.66	26.5/67	40/18	180 to 240/82 to 108	270/122	NA	80/36
14/4.27	27/69	46/21	200 to 290/90 to 132	335/152	NA	92/42

Simple

Designed to be simple and inexpensive to build, the plans focus on building using lumber from your local lumber yard. To further reduce cost, they make use of less expensive resins to seal and protect wood surfaces. The boats are flat bottomed, with compartments fore and aft for flotation, in the larger models the compartments can serve as storage. Use of less expensive materials for construction will affect their longevity, building from higher quality marine grade materials is an option.



Simple Simon 8



Simple Sam 10



Simple Simone 12

Length	Beam	Weight	Recommended	Maximum	Cockpit	PPI*
<i>ft/m</i>	<i>In/cm</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>Lbs/kg</i>	<i>In/cm</i>	<i>Lbs/kg.</i>
7' 8.25"/2.34	21/53		40 to 85/18 to 39	88/40	NA	42/19
10' 2"/3.1	24.5/62		70 to 120/32 to 54	125/57	NA	57/26
12'9"/3.88	24/61		120 to 180/54 to 82	200/91	NA	70/32

Full size patterns available for these boats at additional cost.

Basic Ingredients



Plans



Strips



Molds



Epoxy



Boat Cloth



Molds



Wood Glue



Hull takes shape

Add Elbow Grease



+



=



Sheath the Exterior



+



=



Interior Time

Sheath the Interior



+



=



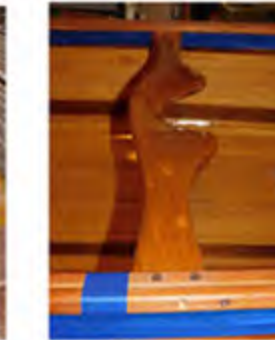
More time with the Sander



=



Add the Bits and Pieces



=



+



This Again

Final Application of Effort



+



+



=



Variations on the Theme



The mold system is modified when building strip/Epoxy SUP's to enable the construction of a deck and to form the internal structure. The structure serves as the construction molds, for some SUP builds this is combined with temporary molds.



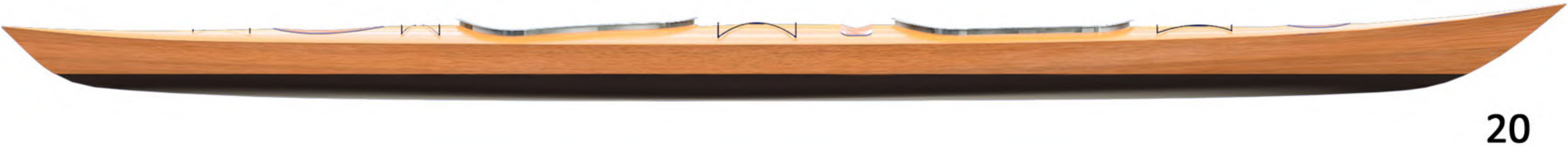
The strip application techniques used to build a canoe, kayak or SUP are the same. SUP's require a few more internal pieces to be installed during the build for the fin, vent, and safety line.

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Design: Epoxy Strip Construction
Dwg: Introduction

The Pukaskwa kayaks are designed to be versatile, easily paddled boats, built using cedar strips and epoxy, constructed over molds as illustrated on the previous page and in the picture on the bottom of this page.

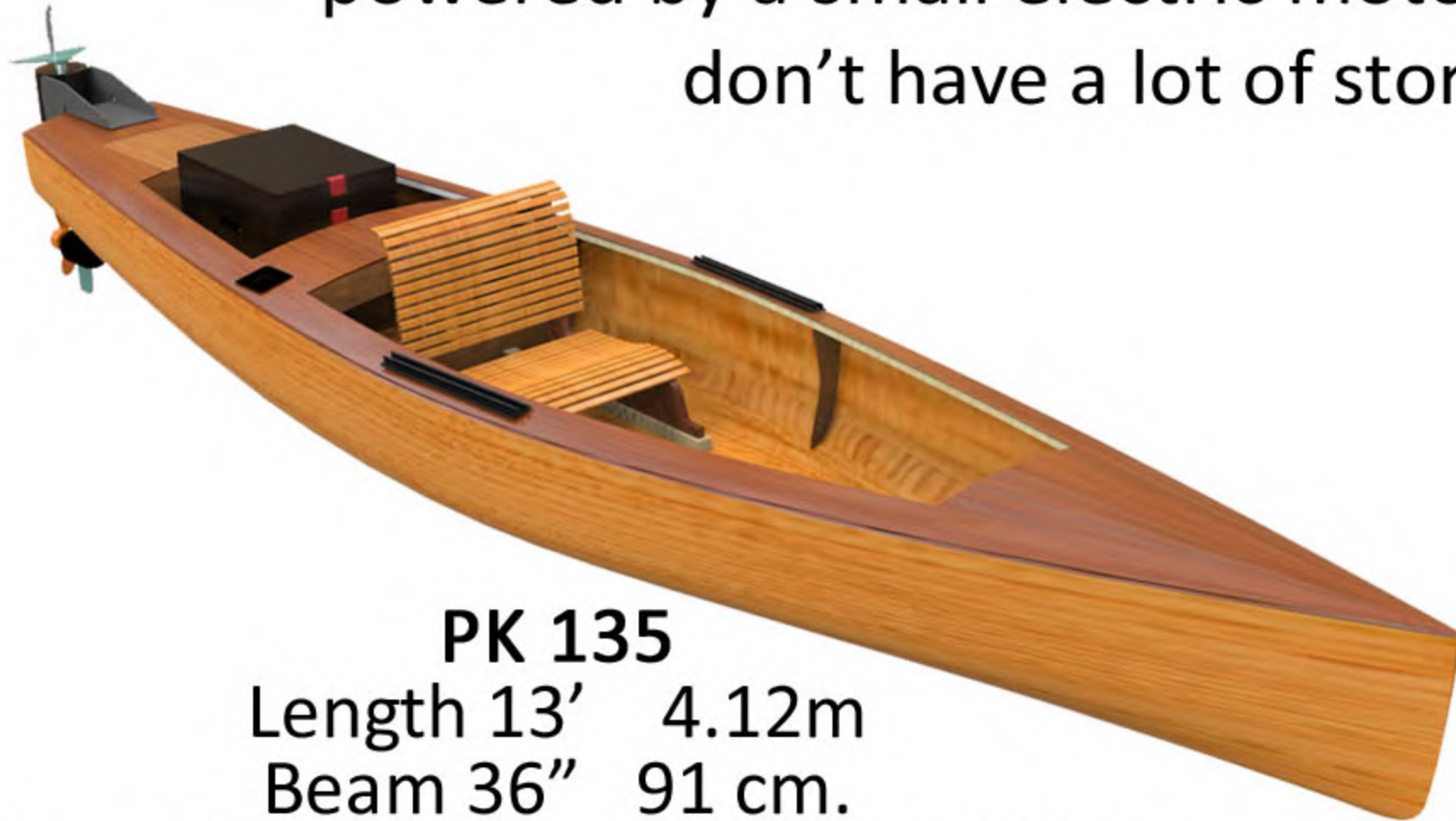


Molds set up for construction of a Pukaskwa 20.
Photo: RHW

Length	Beam	Weight	Recommended Load Range	Maximum Capacity**	Cockpit Depth
<i>ft/m</i>	<i>in/cm</i>	<i>lbs/kg</i>	<i>lbs/kg</i>	<i>lbs/kg</i>	<i>in/cm</i>
13'2"/4.01	23/58	28/13	120 to 160/ 54 to 73	180/82	10.5/26.7
14'11 3/4"/4.56	23/58	31/14	132 to 170/ 54 to 77	240/109	11/28
17'/ 5.18	24.5/62	40/18	150 to 280/ 68 to 127	325/147	11/28
20'/ 6.1	27/68.6	65/29	300 to 500/ 136 to 227	800/363	11/28 11.5/29

New Strip Kayak Designs

As time permits we continue to develop new designs, often as a result of conversations at shows or online, the two projects on the right are performance oriented, sized based on boats commonly raced in the areas the paddlers making the inquiries are from. The other two are designed for fishing and differ greatly. The first is designed to be powered by a small electric motor, the second is a very portable boat designed for paddlers who don't have a lot of storage space at home but desire a higher capacity boat.



PK 135

Length 13' 4.12m
Beam 36" 91 cm.

Designed Displacement 470lbs. 213 kg.
Max. Rated Capacity 640lbs./ 290 kg.



Fish'n' 480

Length 13' 1 1/4" 4m
Beam 32" 80 cm.

Recommended Load Range 180 to 450lbs. / 82 to 204 kg.
Cockpit Length 48" 122cm.
Cockpit Depth 14" 35 cm.



NA 18

Length 18' 5.49m.
Beam 22" 55.9cm.
Cockpit Depth 11" 28cm.
Recommended Capacity
150 to 290 lbs. / 68 to 132 kg.



M6

Length 19' 8" 6m
Beam 21.5" 54.5cm.
Cockpit Depth 11.25" 28.6cm.
Recommended Capacity
150 to 290 lbs./ 68 to 132 kg.



Canoes

Our canoes are constructed using the strip plank method, sheathed with fiberglass cloth inside and out. We also offer the Vuntut series of pack canoes meant to be paddled using a double blade paddle by a paddler sitting low in the boat.

Kichissippi 16



The Kichissippi is designed for paddlers seeking a good all round boat, one they can take out for a relaxing day on the water, or for a few days of tripping.

Length 16 ft. 4.88m.

Beam 36 in. 914 mm.

Maximum Capacity 550 lbs. 250 kg.

Height at Bow 20.5 in. 519 mm.

Mid 13.25 in. 334 mm.

Stern 19 in. 481 mm.

*** Note:** Capacities are calculated using TP1332E and ABYC H29 which calls for 7" (178mm) of freeboard not 6" (152mm) which is used as the industry standard, as a result the capacities listed for our boats will often seem lower than that quoted for competitors boats of the same size.

Tay 15



Length 15 ft. 4.57 m.

Beam 35 in. 89 cm.

Weight 51 lbs. 23 kg.

Maximum Capacity 550 lbs. 250 kg.

Hull Depth @ Bow 19.5 in. 49.5 cm.

Mid 13.25 in. 33.5 cm.

Stern 18.25 in. 46.4 cm.

Designs Copyright Otto Vallinga Yacht Design

Touring 15.75



Length 15.7 ft. 4.79 m
Beam 33 in. 84 cm.
Weight 60 lbs. 27 kg.
Maximum Capacity 860 lbs. 390 kg.
Hull Depth @ Bow 18.5 in. 47 cm.
Mid 14.5 in. 36 cm.
Stern 17.4 in. 44 cm.

A great thing about designing and building boats for cedar strip construction is the customization the method allows during both the design and construction stages. Builders can take advantage of differing wood types, inlays and graphics providing many options to construct a boat that truly reflects them.

Blackwater 16



Length 16 ft. 4.88m
Beam @ Deck 34 3/8 in. 87.3 cm.
Beam @ WL 31 3/4 in. 81 cm.
Bow & Stern Height 26 1/8 in. 66.4 cm.
Mid Depth 14 3/4 in. 37.5 cm.
Capacity @ 4 in. WL 372 lbs. 168 kg.
Maximum Rec. Capacity 862 lbs. 391 kg.

The Blackwater 16 was designed around particular criteria, the primary driver being the canoe logo of the Blackwater Coffee Company, one of its intended uses being promotion of the company. A second source of inspiration was the Ojibwe longnose canoes found in 'The Bark Canoes and Skin Canoes of North America'.

Vuntut Pack Canoes

The Vuntut canoes are designed to be propelled with a kayak paddle, with the paddler seated low in the boat, the double paddle increases directional stability, helping fight the tendency of all short boats to spin around the force of each paddle stroke. The low seating position increases stability as a result of the paddlers lower centre of gravity. Being small and light makes them easily portable, a boat that can live up to its name, which means 'among the lakes' with its suitability as a boat for travel among your favourite lakes and streams.



Length 10 ft. 3.05m

Beam 24in. 61cm

Weight* 26lbs. 12 kg.

Displacement @ 2in. [50mm] 68lbs. 31kg

Displacement @ 3in. [75mm] 124lbs. 56kg.

Recommended Max. Capacity 140lbs. 64kg.

Height a@: Bow 12.9in. 33cm

Mid 10.1in. 26cm

Stern 12in. 31cm

Length 12ft. 3.66m

Beam 25in. 64cm

Weight* 34.5lbs. 15.6kg.

Displacement @2 in. [50mm] 95lbs. 43kg.

Displacement@3in. [75mm] 163lbs. 74kg.

Displacement@4in. [100mm] 237lbs. 108kg.

Max. Recommended Capacity 245lbs. 110kg.

Height @ Bow 15.5in. 39cm

Mid 11in. 28cm.

Stern 14.375in. 37cm

Length 14ft. 4.26m

Beam 29in. 73cm

Beam at Sheer 27.4in. 70cm

Weight* 39lbs. 18kg.

Displacement @2in.[50mm] 109 lbs 49kg.

Displacement @3in. [75mm] 193lbs. 87kg.

Displacement @4in. [100mm] 284lbs. 129kg.

Max. Recommended Capacity 375lbs. 170kg.

Hull Depth @ Bow 18 in. 45cm

Mid 12.5in. 32cm

Stern 17in. 42cm.

* Weight of all craft varies from boat to boat depending on materials, build choices and techniques.

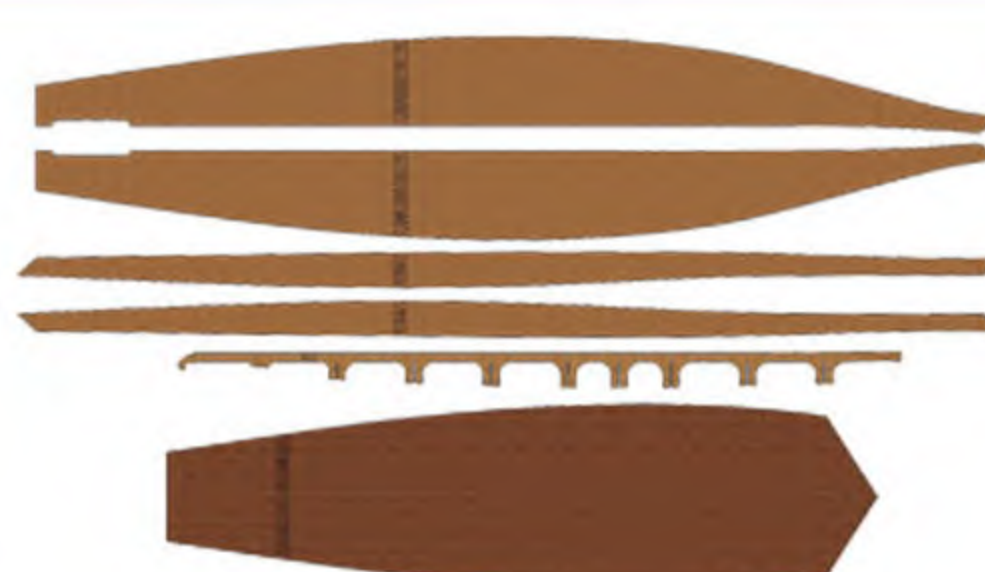
Designs Copyright Otto Vallinga Yacht Design



It begins with a kit of CNC cut parts, some lumber, glass cloth, resin and a set of plans.



A flat surface is needed on which to build, this is important, it is used as a base to align the parts of the structure. With the table set up the parts that need to be joined are glued together.



These are the parts that are joined for the Sport 3.8, the number of pieces to be joined varies from board to board.



With the pieces joined the structure is assembled by slipping the slotted joints in the structure together, they are checked for square and glued together. Cedar strip boards as pictured on the right use similar methods to assemble the structure/mold that the board is built on.



Simple jigs on the ends of the table align the hull and structure, of the plywood hulls as well and give the hull the designed amount of rocker.



The bottom panels are set into the jig as per the plans, then the structure is set in place.



Next the stitching part of stitch and glue, the structure is wired to the hull, the hull sides and bottom are wired together.



This is followed by gluing everything together, installing the forward structure and sealing the interior with epoxy.



Once the epoxy has cured the deck is installed.



The board is sheathed and any decoration/personalization added.



Finishes are applied and hardware installed.



Cedar strip hull being formed over the structure/mold. Most of the forms the hull is built around become part of its structure.

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Note: this is a simplification of the building process, the exact steps involved will vary from board to board. Cedar strip boards use a similar method for the structure the difference is that the interlocking kit parts form not just the structure but the mold over which the board is constructed.

Northern Light Paddleboards

The SUPs featured here are constructed using the eggcrate construction method, each CNC cut piece is assembled, forming an interlocking grid that resembles an eggcrate. Once the structure is completed and glued together the panels that make up the hull are wrapped around the structure and glued in place, then the last couple pieces of structure are glued in place, then the deck glued on, sheathed in glass cloth/epoxy the hardware is installed and the final finish is applied.



Northern Light 10.5

Length 10 ft. 6 in. 3.2m

Width 30 in. 76 cm.

Board Depth 5.5" 14 cm.

Capacity Range 120 to 160 lbs. 54 to 72kg.

Weight* 32 pounds



Northern Light 12.5

Length 12 ft. 6 in. 3.8m.

Width 32in. 81cm.

Board Depth 6 in. 15 cm.

Capacity Range 160 to 200 lbs. 72 to 91 kg.

Weight* 39 lbs. 18 kg.



Northern Light 3.8 Sport

Length 3.8 m 12 ft. 6 in.

Width 74 cm. 29 in.

Board Depth 18.4 cm. 7.25"

Capacity Range 68 to 114 kg. 150 to 250 Lbs.

Weight 17 kg. 37 lbs.

* As with all boats in this booklet, weight will vary with the builder and materials

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Expedition/Explorer/Excursion PaddleBoards

Next in our growing line of paddle board design offerings is the Expedition 14.5 designed to be constructed in cedar/epoxy over a mold with an eggcrate type structure similar to those used in the Northern Light boards. The kits are the most comprehensive that we have offered to date containing not only the materials needed to build the board but also the mold system used to construct the hull, the mold and structure are all CNC cut. The boards can be configured in a variety of ways, those looking to do some tripping can build one with storage fore and aft, day trippers can have just forward storage, the third option is more conventional, a flush deck with no built in storage compartments.



Length 14.5 ft. 4.42m

Beam 31.5 in. 80 cm.

Board Depth 7 in. 17.75 cm.

Displacement @ Designed Waterline 3.5in./9cm.

300 lbs. 136 kg.

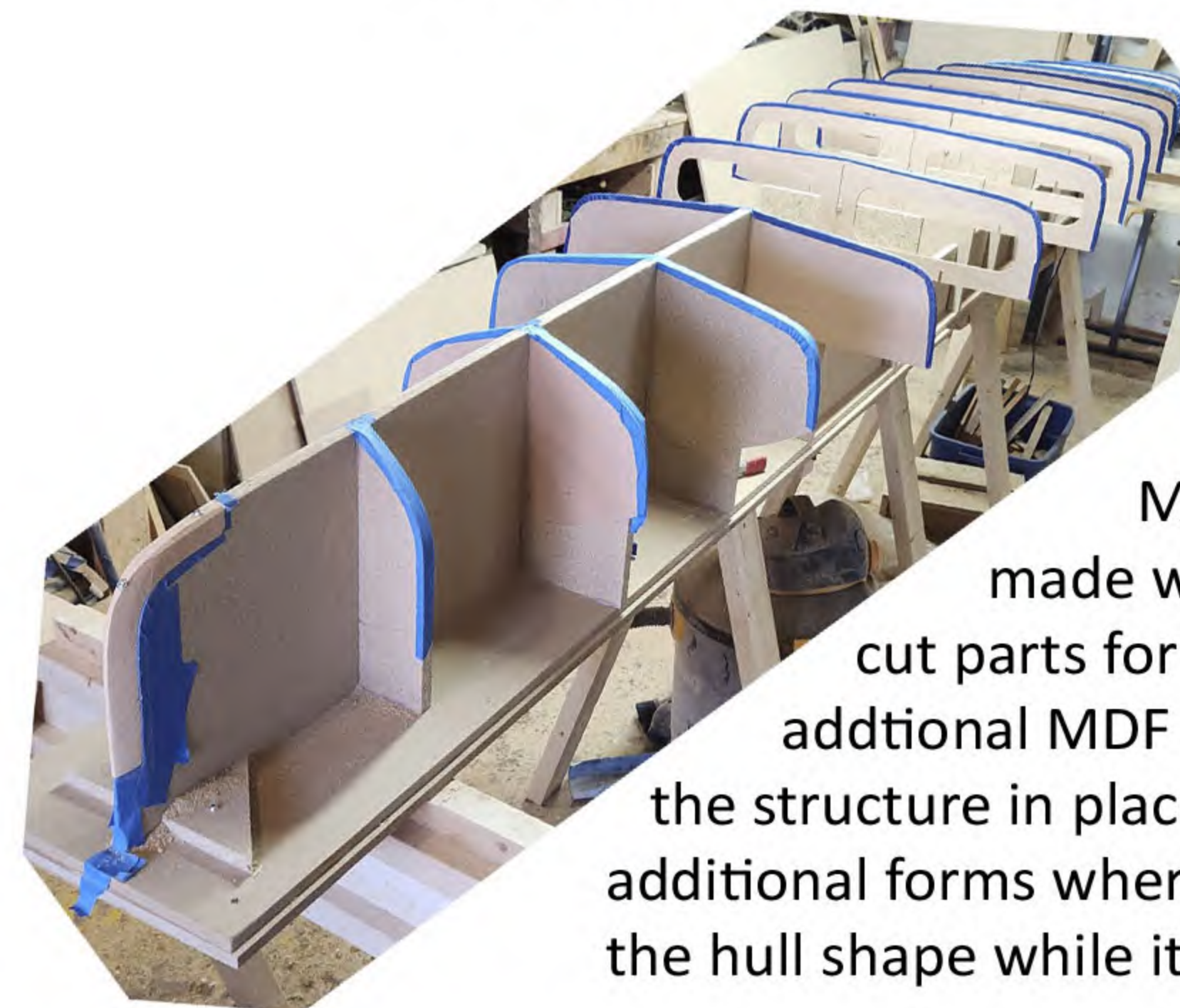
Maximum Recommended Capacity

425 lbs. 193 kg.

We are i developing a 12.5 ft version
that offers the same three options.



Rendering of the Explorer model of the 14.5, the Excursion is
the same minus the forward storage.



Mold system
made with CNC
cut parts for the structure
additional MDF pieces hold
the structure in place and provide
additional forms where needed to control
the hull shape while it is stripped.

Day Dreamer 11 Cedar Strip SUP



The newest of our SUP designs, is more conventional, designed for one pupose, getting you out to enjoy some time on the water. Construction is similar to that used for the Explorer/Expedition/Excursion models.

Pictures show a hull being constructed using mahogany and cherry in addition to the cedar strips that make up a standard kit



Length 11 ft. 3.35m.
Beam 31 in. 79 cm.
Board Depth 5 in. 12.7cm
Displacenment @2in 50mm WL
150 lbs. 68 kg.
Recomended Capacity
160 lbs. 73 kg.

Sail & Row

Rondane 8 & 12



Length 7 ft. 8 in. 2.35m

Beam 49 in. 1.24m.

Design Displacement 325 lbs. 147 kg.

Draft 5 in. 12.8 cm.

Draft CB 25 in. 64 m.

Sail Area 35 sq. ft. 3.25 sq. m.

Both boats are S&G construction shaped over jigs made from a combination of the hull framing, the transoms and some temporary framing, kits can be purchased for either a rowing version or a row/sail model.



Length 12 ft. 3.66m

Beam 48 in. 1.22m

Sail Area 75 sq. ft. 6.97 m²

Designed Displacement 500 lbs. 226 kg.

Draft (hull) 6 in. 15 cm.

Draft (daggerboard) 28 in. 70 cm.

PPI 147 lbs. 67 kg.

The pram below is a larger version of the Rondane 8, drawn for someone looking for a boat for their grandkids, unfortunately they did not pursue it to completion.

The drawings are complete and the cut files developed. Allowing a kit if to be quickly produced for someone interested in building one.



Row & Sail

These designs; the DRBi in stitch & glue plywood, and the Jolly 12 in cedar strip epoxy. The DRBi 454's plans were sent directly to the gentleman who commissioned its design (Downriver Bill), the plan set for the Jolly 12 is in the builders hands.



DRBi 454

Length 15' 9" 4.8m

LWL 14' 10" 4.54m

Beam 34.5" 88 cm.

BWL 28" 71 cm.

Capacity 310 lbs. 140 kg.

The 454 is modelled after a rowing Wherry and can be set up for either fixed or sliding seat rowing.

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Jolly 12

Length 12 ft. 3.66 m.

Beam @ deck 3 ft. 7 1/2 in. 1.11 m.

Beam @ WL 3 ft. 1.01 m.

Draft 5 in. 2.7 cm.

Draft DB down 32 in. 81 cm.

Sail Area 52 ft. sq. 4.83 m. sq.

Weight* Approx. 90 lbs. 41 kg.

Designed Capacity 500 lbs. 226 kg.

PPI 132 lbs. 60 kg.

* Weight will vary depending on the options builder chooses and due to the natural variations that are part of building in wood.

Sail & Row



Sailing/Rowing Skiff

Length 16' 4.88m

LWL 15' 10" 4.83m

Beam 43.5" 110 cm.

Designed Displacement 450 lbs. 204 kg.

A cedar strip design that would be a great craft to have at the cottage or behind the house ready to go for fun times on the water.



Charley

LOA 18' 5.48m

LWL 17.6' 5.36m

Beam 40" 102 cm.

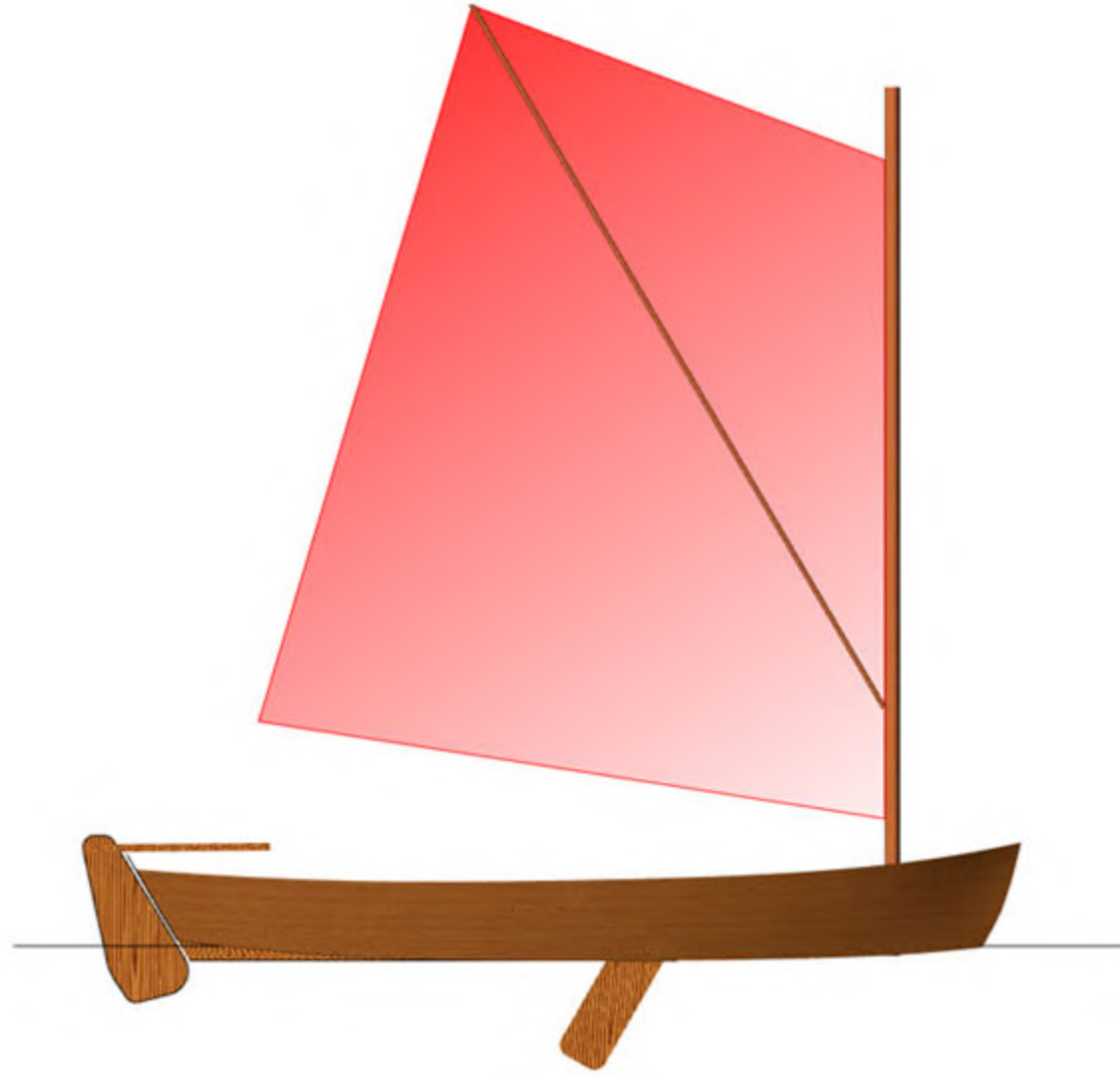
Draft 4.75" 12 cm.

Designed Displacement 525 lbs. 238 kg.

Designed to be built using the cedar strip/epoxy .

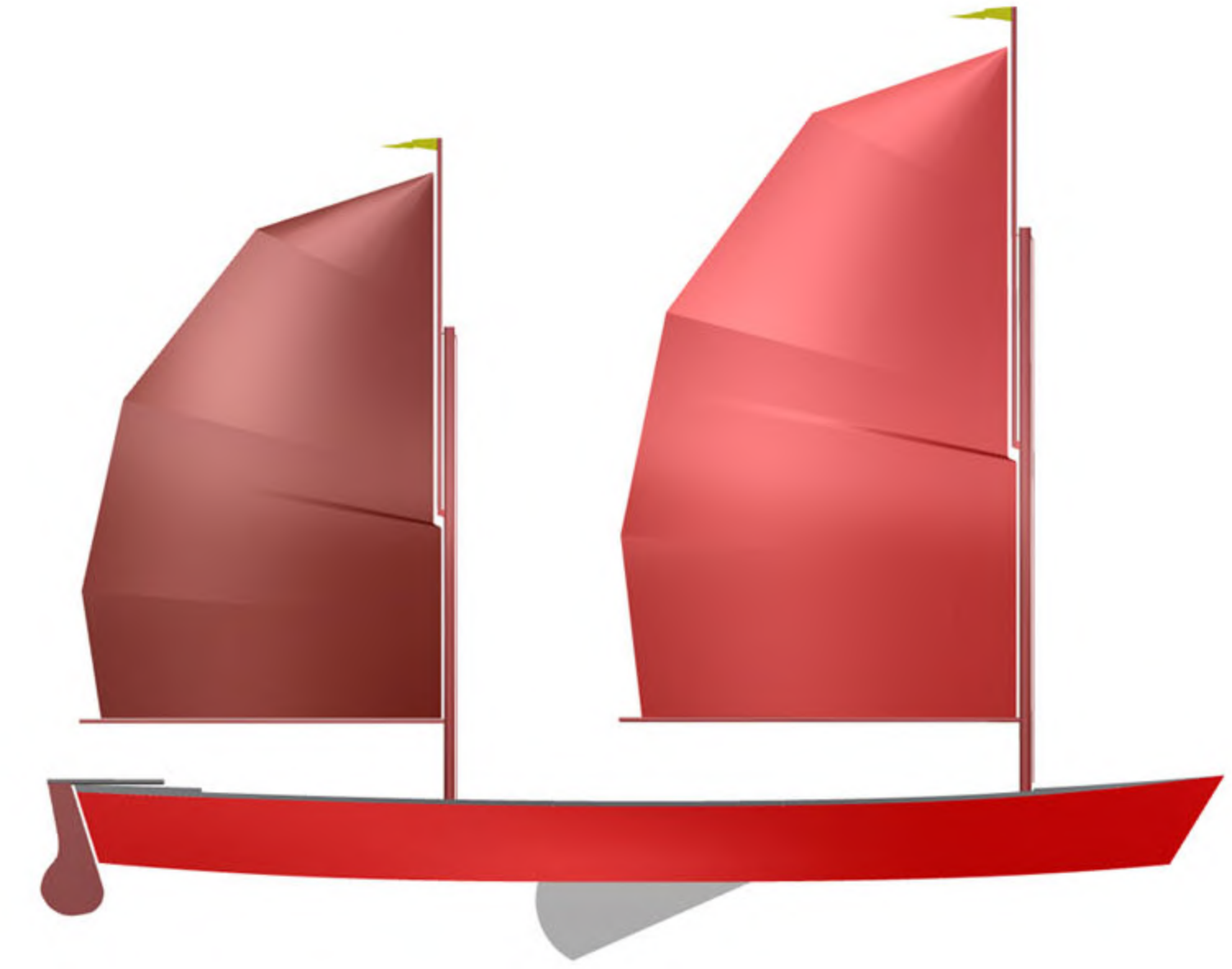
This boat has storage compartments fore and aft to provide dry storage areas for those who would like to use the boat for tripping. The boat can be set up for fixed or sliding seat rowing.

More Sail



Length 12 ft. 3.66 m.
Beam 4 ft. 4 in. 1.33m
Displacement 300 lbs. 136 kg.
PPI 153 lbs. 69 kg.
Sail Area 70 sq. ft. 6.53 m. sq.

Preliminary rendering of a simple flat
bottom sailing and rowing skiff.



Length 18 ft. 5.49m.
Beam 3 ft. 10 in. 1.17m
Displacement 600 lbs. 272 kg.

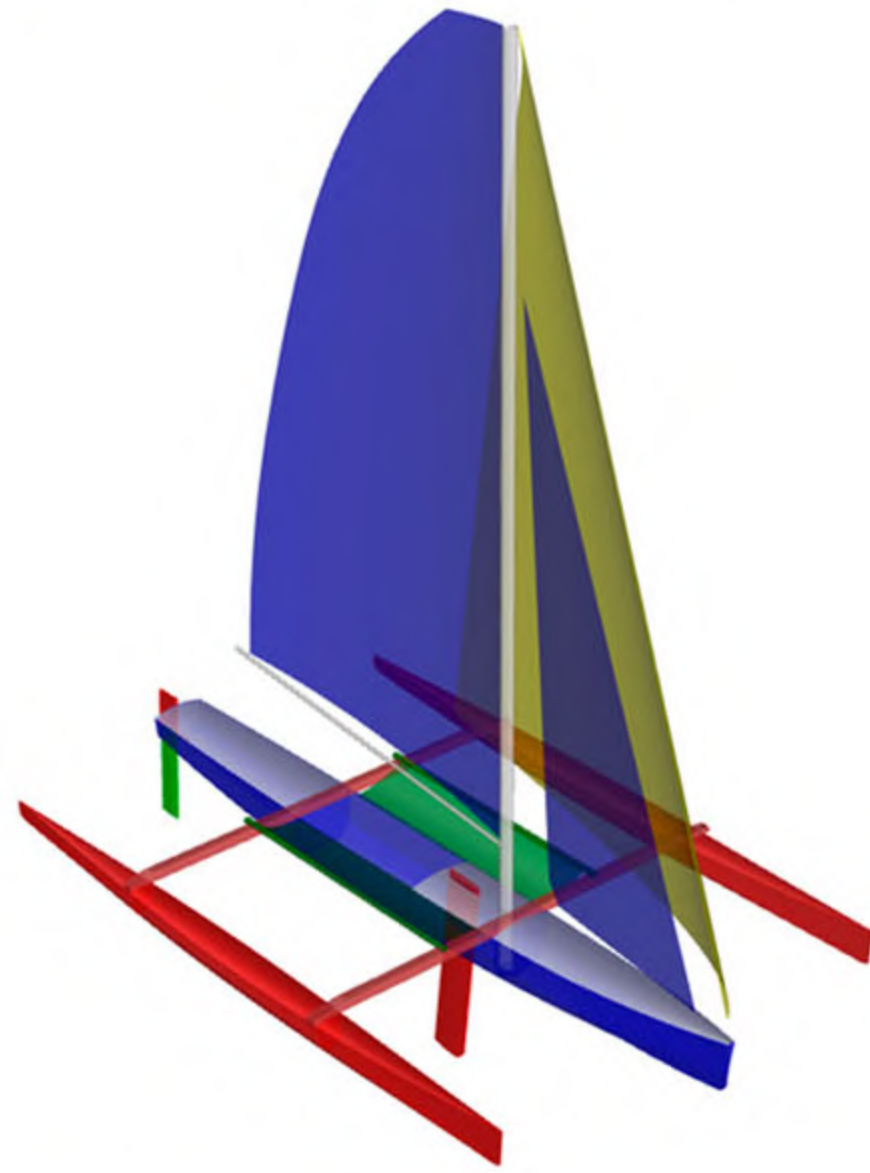
Sailing/rowing skiff inspired by
Pete Cullers Sharptown barge.

These are the last two sailing cartoons* included in this booklet, there are many boats of various types that reach this stage in the computer as inspiration is easier to come by than the time to finish them. We would like nothing better than the opportunity to complete them, all it takes is someone who is looking for a boat of that style.

*Cartoons are designs in their early stage, they are close to having their final outward form but some design work is yet to be completed as are the final plans and building notes.

Cyber Sailers

The boats here are in various points on the design spiral but to this point only exist in the computer, all three are well past the point of being only sketches. In the case of the 16 foot day sailer it has reached the point where we had costed the CNC cutting, before the builder lost interest. Others, such as the little trimaran and the trailer sailer designs are boats I would like to have and sail, but time has not allowed them to be pursued to completion. They are all designed for S&G construction



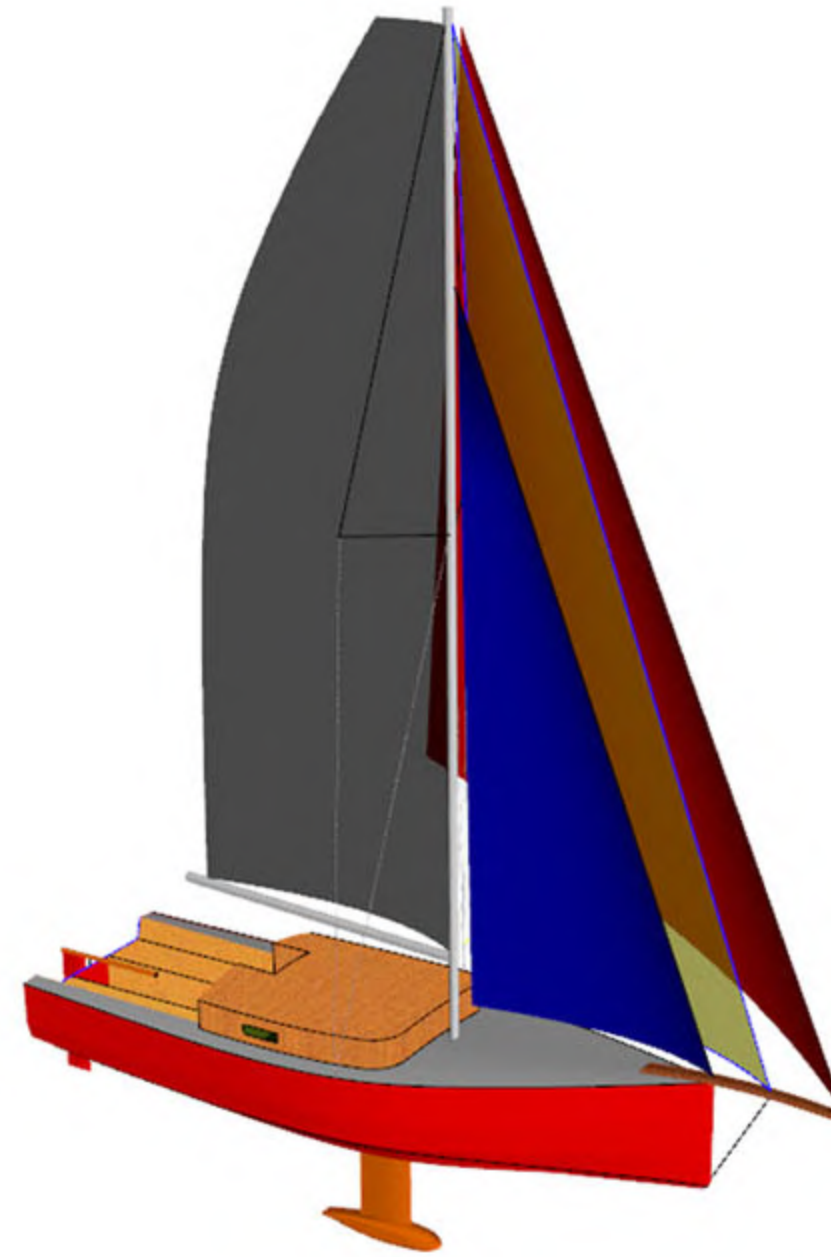
Length 18 ft. 5.49 m.

Beam 11.8 ft. 3.61m

Designed Displacement 700 lbs. 318 kg.

Sail Area Main& jib 154 ft.sq. 14.3 sq.m.

Reacher 105 ft.sq. 9.75 sq.m.



Shore Bird

Length 24 ft. 7.3 m.

Length w/sprit 28.75 ft. 8.76 m.

Beam 8 ft. 2.44m

Displacement 4,000 lbs. 1815kg.



Length 16 ft. 4.88 m.

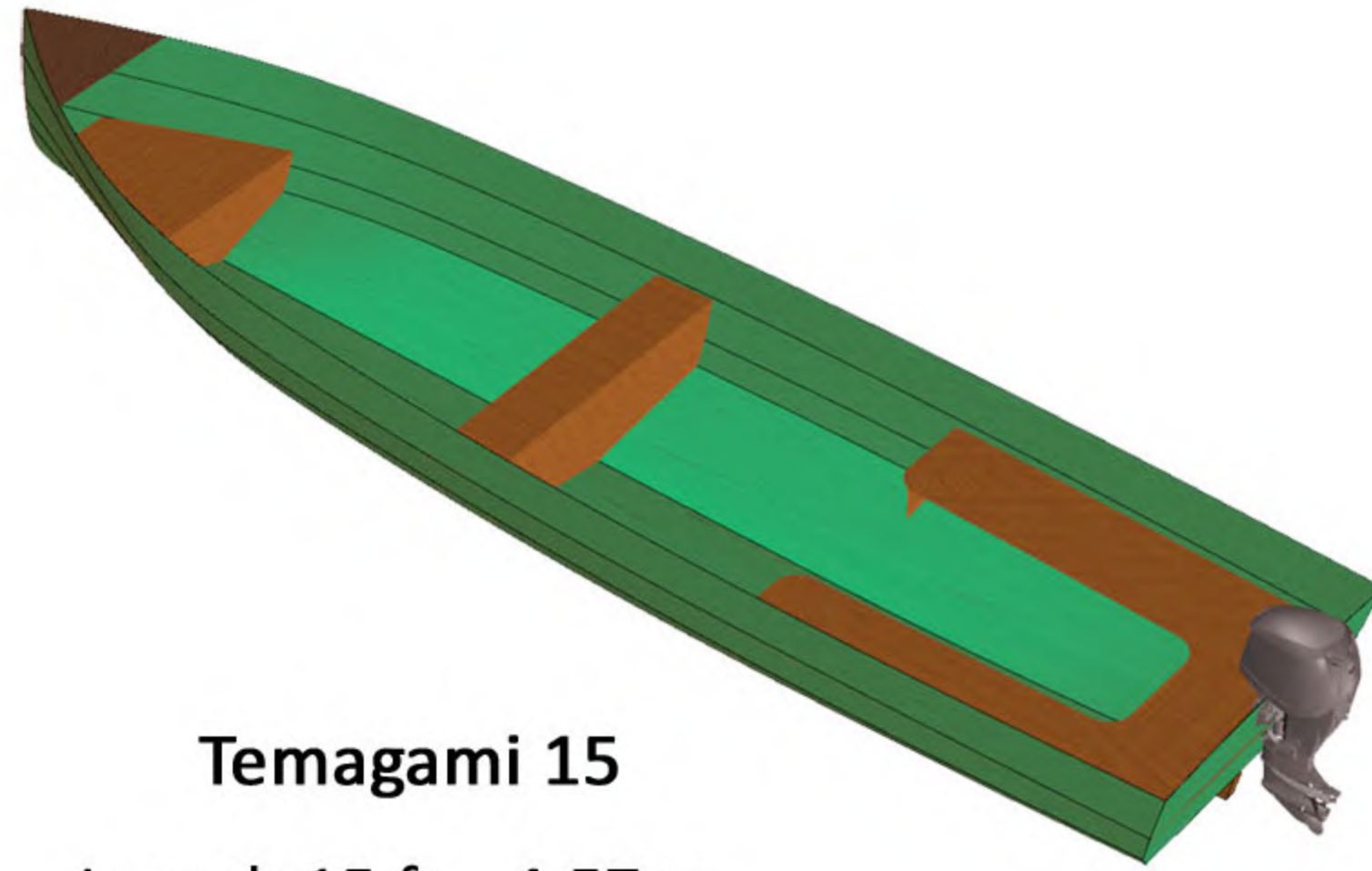
LWL 15 ft. 9 in. 4.8 m.

Beam 5 ft. 1.75 m.

Sail Area 144 ft. sq.13.4 m sq.

Displacement 620 lbs. 280 kg.

Power



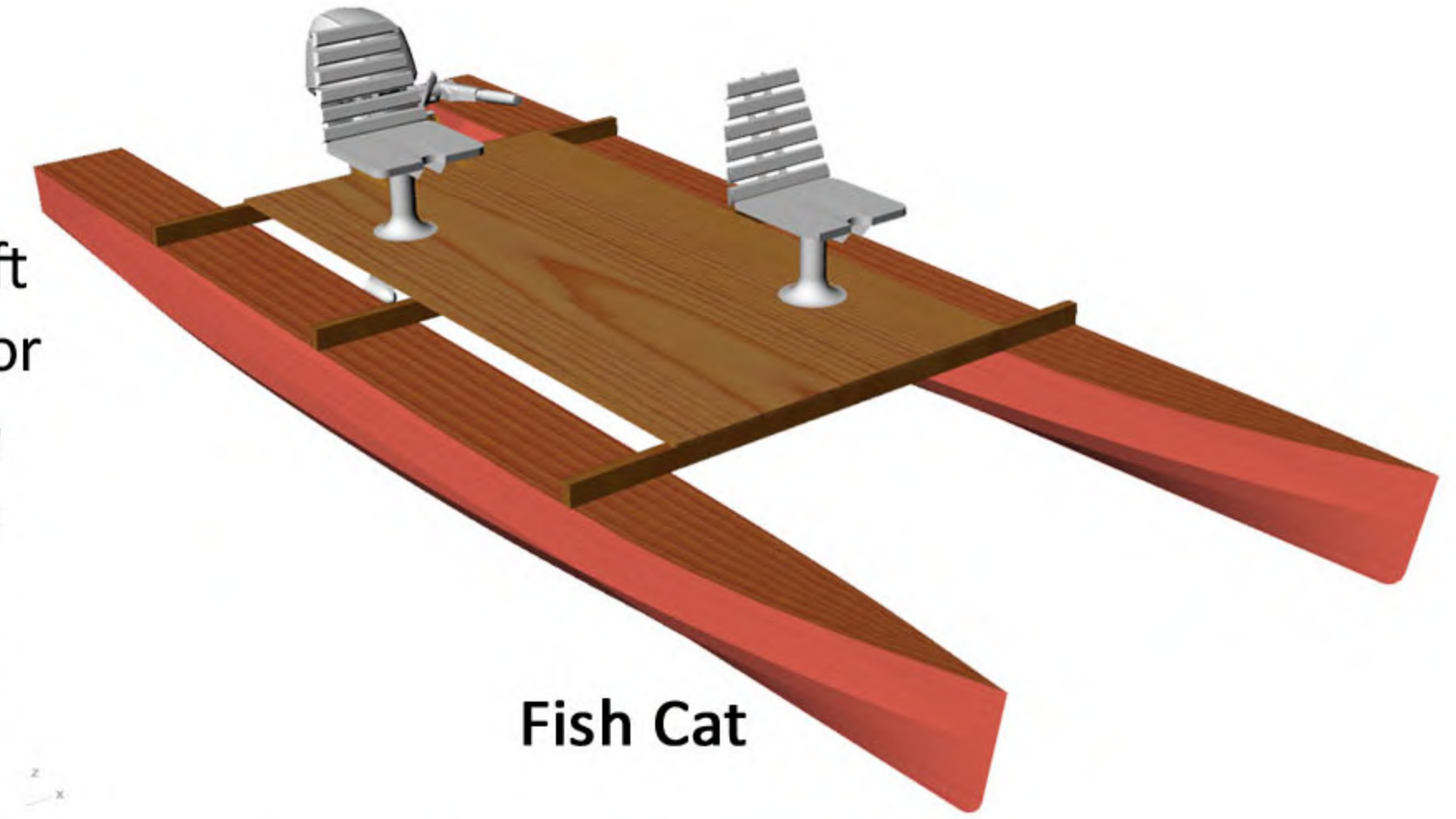
Temagami 15

Length 15 ft. 4.57 m.
Beam 3 ft. 8in. 1.11 m.
Capacity 700 lbs. 317 kg.



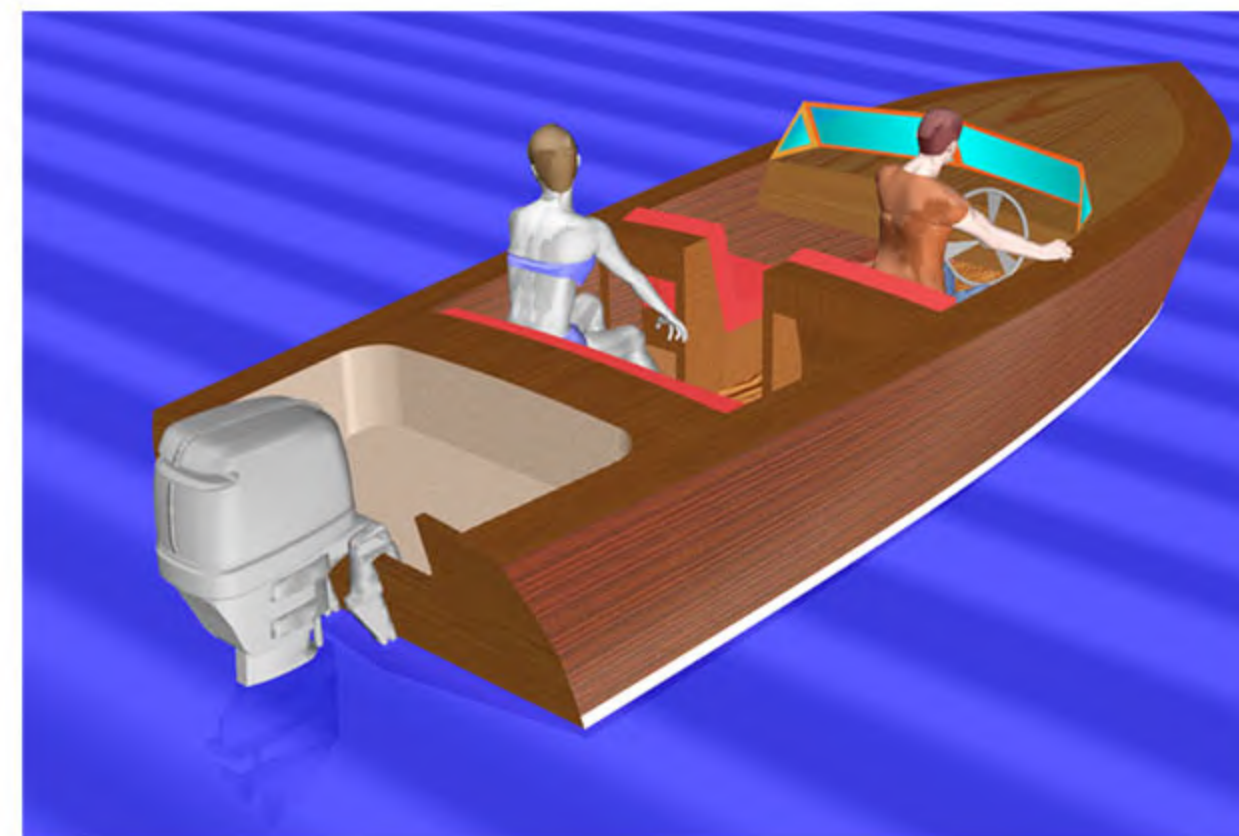
Presented here are a variety of powered craft we have drawn, the Temagami was drawn for a friend who liked to fish that region of the province. The cats were drawn in response to the fact that many fishing kayaks have lost the portability and agility that kayaks have. Rather than sitting in a heavy, plastic sit on top kayak with water slopping about in it, why not a more stable, drier, faster platform that requires a similar sized trailer.

The runabout featured was drawn simply for the fun of drawing a boat in that style. As with any boat and in particular those that do not have all the design work completed specifications are subject to change.



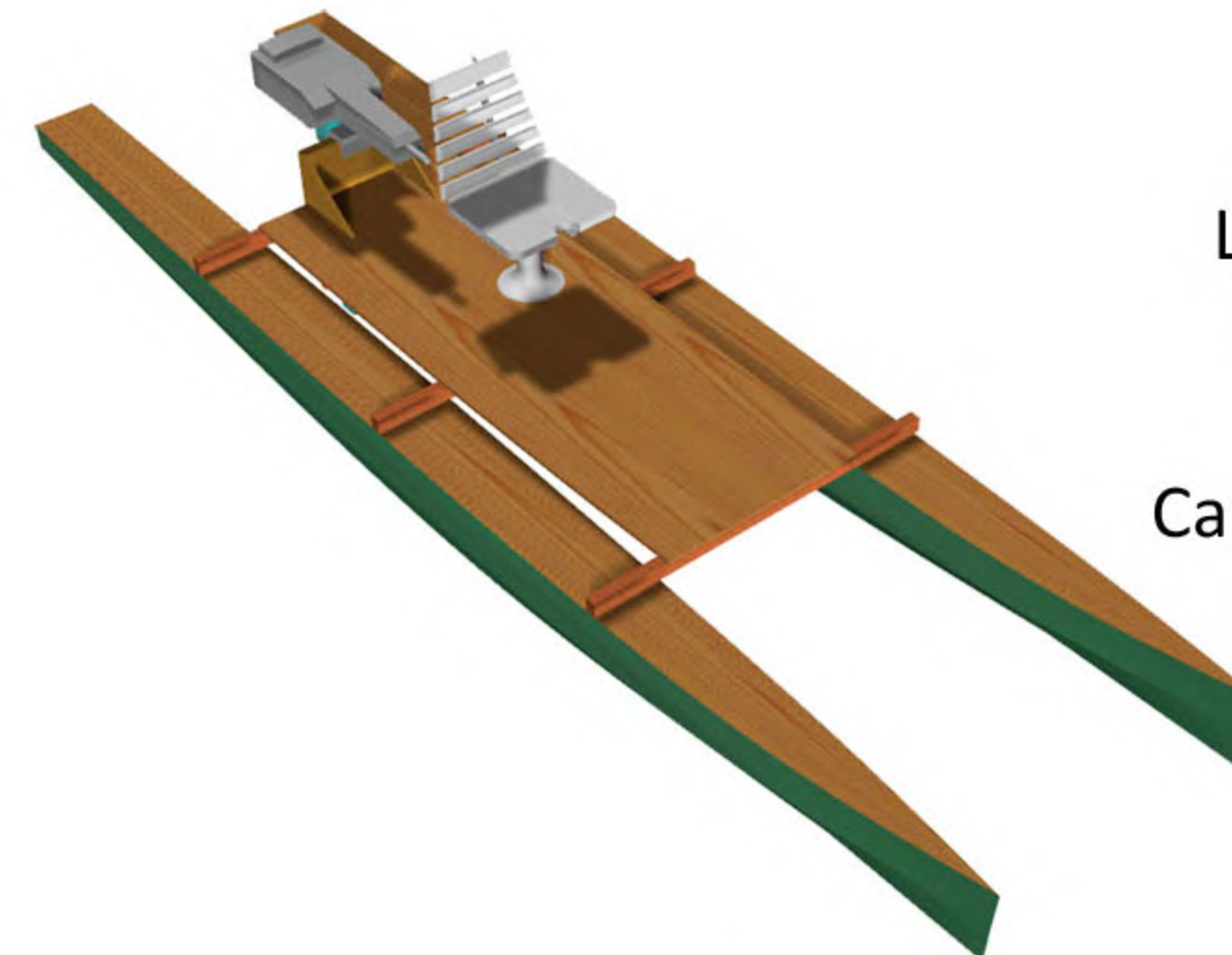
Fish Cat

Length 15 ft. 10 in. 4.83 m.
Beam 6 ft. 3 in. 1.91m
Draft 8 in. 20 cm.
Capacity 725 lbs. 330 kg.
Max. hp. 10 7.46 Kw.
Speed Estimate
12 knots 20 kmh
Capacity 3



M18 Preliminary Design Details

Length 18 ft. 5.48 m.
Beam 6.52 ft. 1.99 m.
Draft 9.25" 23.5 cm.
Displacement 2200 lbs. 997 kg.
Deadrise 10.5 degrees
HP 125 93 kw



Solo Cat

Length 15 ft. 4.57 m.
Beam 4 ft. 1.22 m.
Draft 5 in. 13 cm.
Capacity 372 lbs. 169 kg.
Max. hp 5 3.8 Kw
Speed Estimate
6 knots 11 kmh.
Capacity 2



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