



# Ebihen 18



Following the success of Ebihen, a beautiful hull, stable and seaworthy, I have been asked to design the same boat with the one metre more most owners wish. Then, Ebihen 18 came out from my computer.

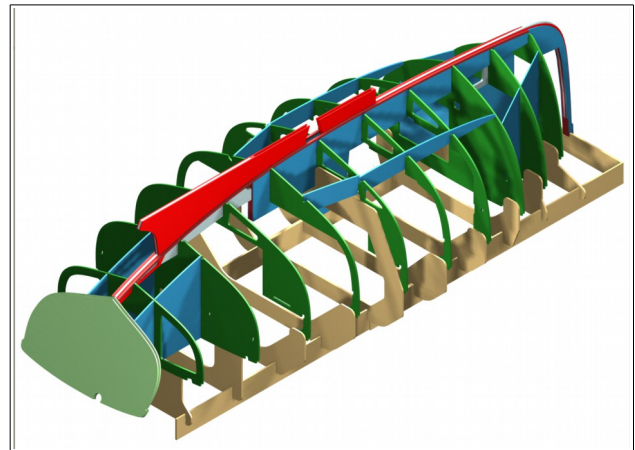
She is half decked for safety, with a wide space to spend a full day wandering or fishing. It is also possible to spend a night on-board under a tent. Boat and personal equipment take place in large lockers. Even the long sculling oar is stowed on the floorboards.



To resolve the required heavy displacement (about 1500 kg loaded) of such a traditional hull and the ability to be trailered behind a car, I have fitted a water ballast tank and a steel centreboard. The tank arrangement is quite simple : a drain plug in the hull and a dinghy type inspection hatch cover just over. After launching, open the plug. When the tank is full (it takes about 5 minutes), lock the plug and shut the cover. After recovering, just open all to empty. It is also possible to drain into the bilges and to pump the water out before recovering the boat (15 minutes).

The hull is strip planked over a criss-crossed structure made of a plywood backbone, including centreboard case, and plywood transverse bulkheads. The planking is lightly sheathed for better resistance to chafe and to reduce maintenance. The sketch shows this structure temporarily bolted to a supporting building frame. Erection of all

numerically cut parts is extremely simple, without any measurement and marking, and assure a perfect result for the amateur builder and lessen significantly the labour time for the professional boat-builder.



Ebihen 18 is offered with several rigs versions, in particular the gaff cutter and the two masted lug rig named "flambart" in northern Brittany. Both are superb, efficient, and well suited to this powerful hull. I may also draw other rigs on demand.

A well for an outboard motor, up to 10 hp, is fitted aft. The propeller is just in front of rudder for easy manoeuvring, and the handle is at helmsman reach. The motor is fully hidden under deck. A flush hatch cover gives access for installation and start up.

The first Ebihen 18, was built by Grand-Largue (near Saint Malo). In the future I intend to add other versions : keel-boat (without water ballast), diesel engine, small cabin, etc....

Ebihen 18 plans are very complete and detailed. They are sold by the designer. However, due to the easy building method, the minimum kit including all plywood parts cut on NC machine has to be bought from Icarai.

Icarai boat-yard markets Ebihen 18  
as complete boat or kit.  
La Lande - 50110 Le Mesnil au Val - France  
phone: 33 2 33 41 38 91  
e-mail : [nviviervivier@icarai.fr](mailto:nviviervivier@icarai.fr) - Internet : [www.icarai.fr](http://www.icarai.fr)

7, avenue des Courtils – 44380 Pornichet – France - tél : 33 2 28 54 97 86

email : [fr@vivierboats.com](mailto:fr@vivierboats.com) – internet : [www.vivierboats.com](http://www.vivierboats.com)

François Vivier Architecte Naval – SARL au capital de 8 000 € - Siren : 451 456 669 RCS Saint Nazaire



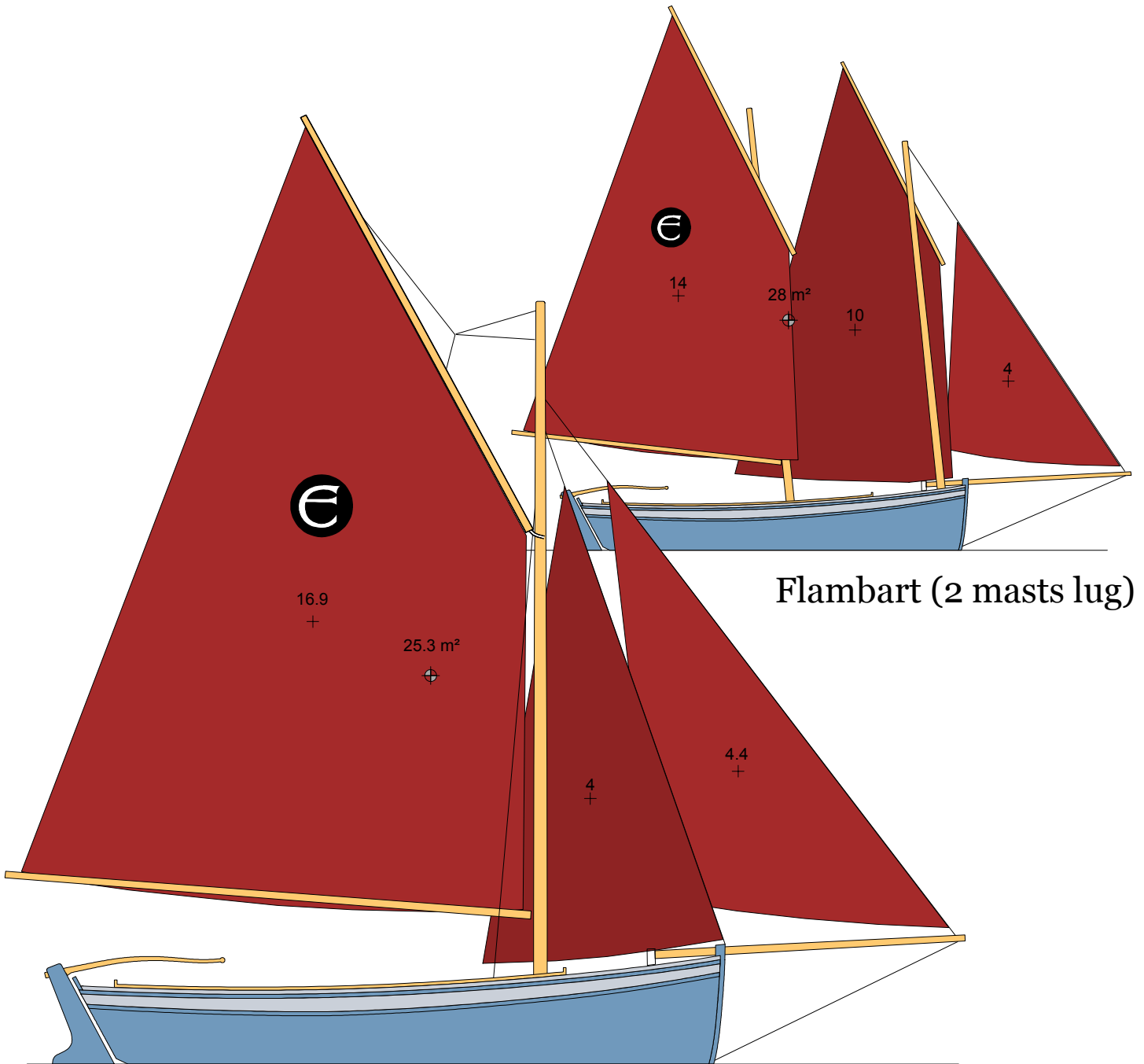
Ebihen 18 construit par Icarai







# Ebihen 18

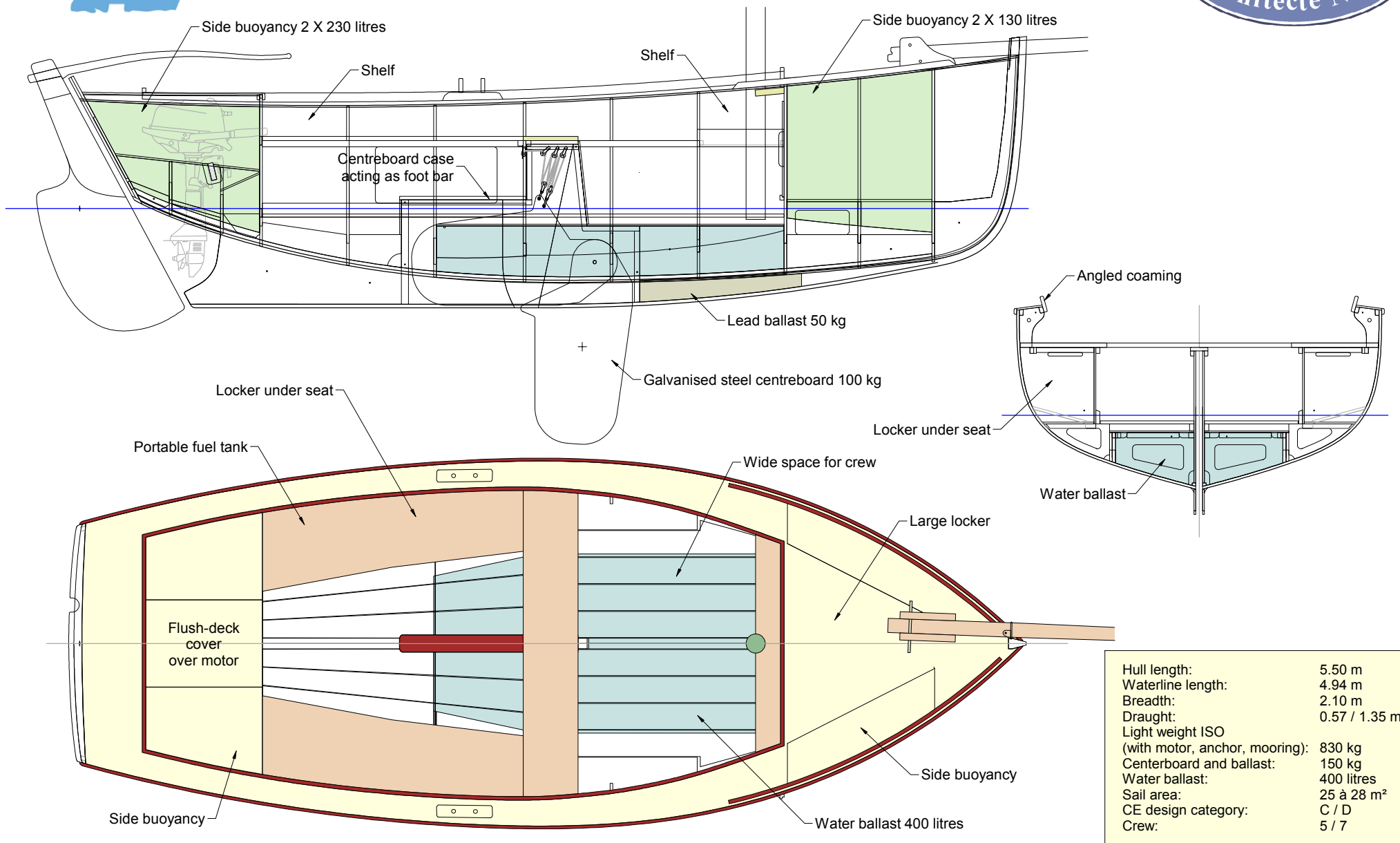


Flambart (2 masts lug)

Gaff cutter



# Ebihen 18



Hull length:	5.50 m
Waterline length:	4.94 m
Breadth:	2.10 m
Draught:	0.57 / 1.35 m
Light weight ISO (with motor, anchor, mooring):	830 kg
Centerboard and ballast:	150 kg
Water ballast:	400 litres
Sail area:	25 à 28 m <sup>2</sup>
CE design category:	C / D
Crew:	5 / 7