

6/6/15

## Young America 1853 – POB 1:96

### Part 1

The 1:72 framed model of *Young America* will be on semi-hold for the next month or so, while I do further research and prepare drawings for the remaining work to complete the model. Since I have been working in parallel on a smaller 1:96 POB version of *Young America*, I decided to include some of that work in a separate build log. I do not yet know how far I will take this model. It has been built as a demonstration model for Volume I of the *Young America* book, which includes substantial information – text, pictures, drawings, patterns - for building this smaller, simpler model. I included this to address interests of beginning scratch builders and/or those not wanting to build the fully framed version.

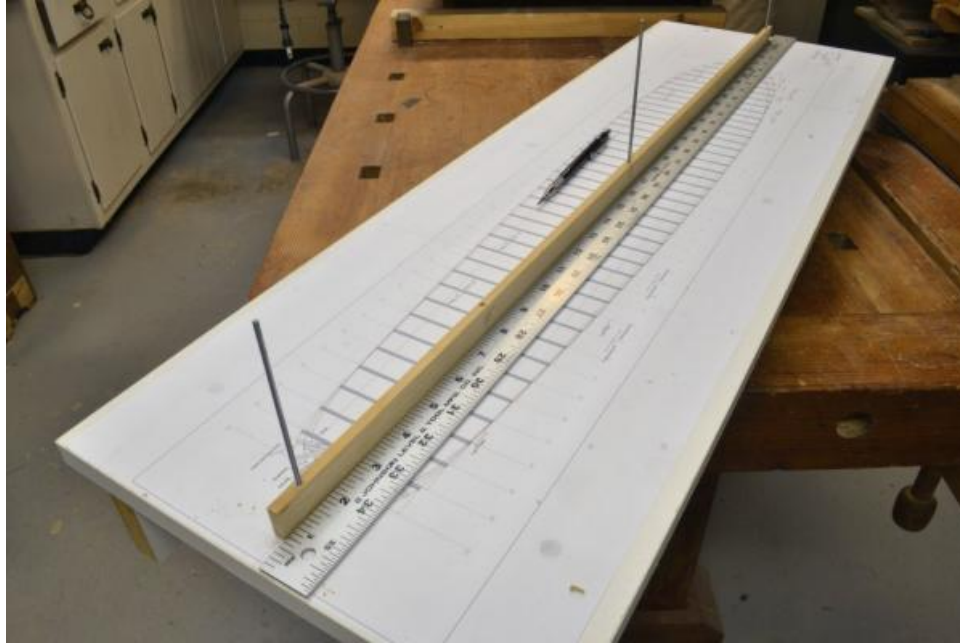
In developing methods for constructing this model, I wanted to think of this as a stairway on the learning curve to upright, framed modeling, like that used on *Naiad*, *YA*, *Alfred*, the popular *Swan* Class types, and others featured on this site. Although the hull framing for the POB model is much simpler, the methods described for setting and aligning bulkheads are very similar to those used on the larger framed version – and like those used in the real shipyards. These methods differ somewhat from common forms of POB modeling. I hope this different approach will be of value to some modelers. Like my other build logs, this will be an overview of progress and general description of methods - not a detailed tutorial. I leave that to the book.

So, with that introduction, I will start with some preparations. The first picture shows the model shipway constructed for the POB model – next to the larger version.



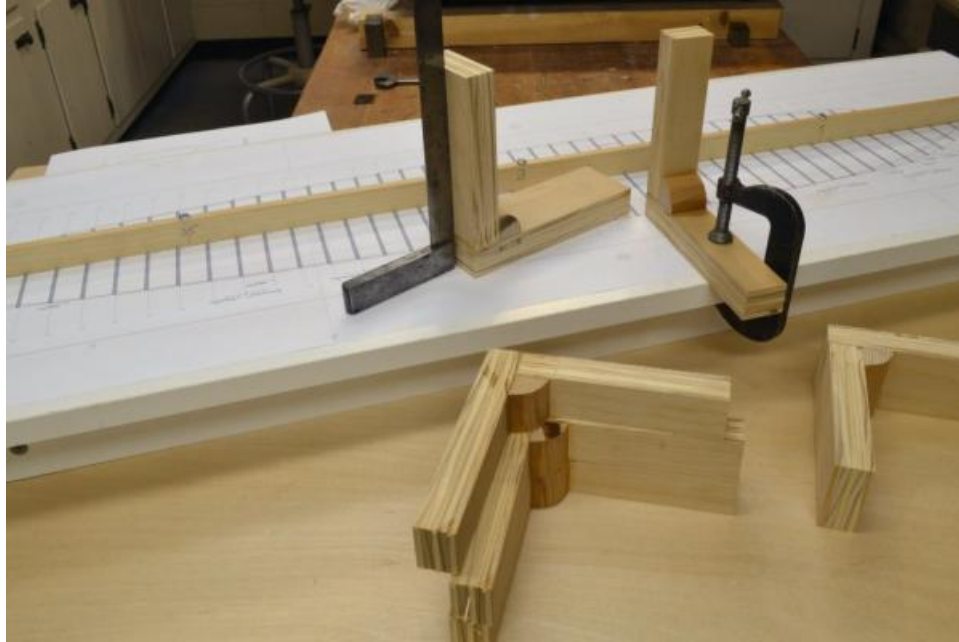
This photo was taken last November, shortly after deciding to incorporate a POB version in the book. The shipway is much simpler – no T-tracks and made from a melamine coated particle board shelf. The shipway plan is also simpler and geared to setting bulkheads instead of square, half and cant frames.

The next picture shows the “spine” on which the bulkhead assemblies will be set. Stud bolts are being installed that will attach it to the shipway and later serve as hold-down bolts.



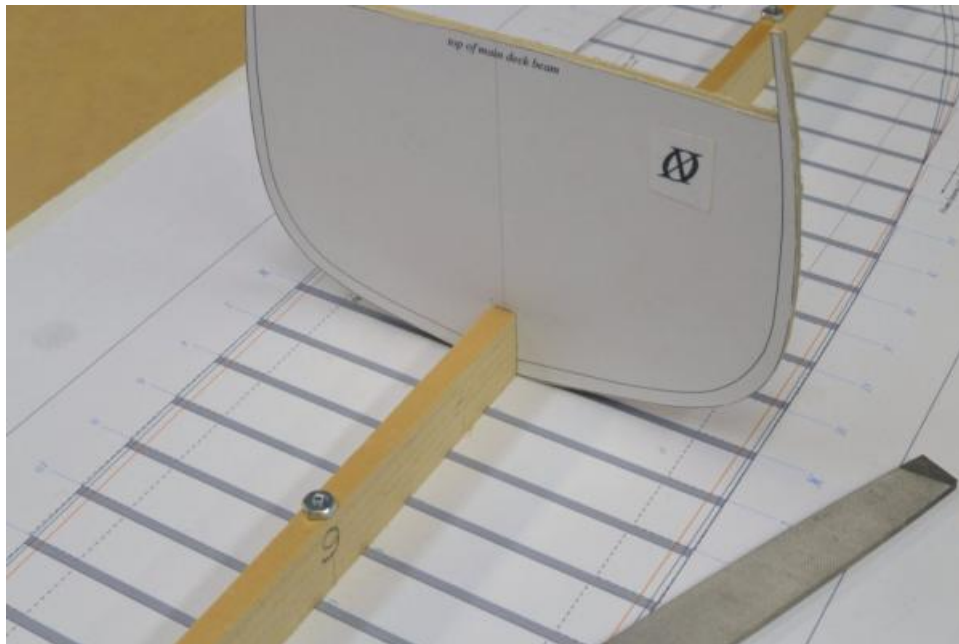
The spine is not a keel and does not replace the keel. A fully detailed keel assembly will be fit under this later. This is merely a device on which to align bulkheads. It is thick enough for that purpose and initially extends well beyond the hull.

The next picture shows the spine bolted down and the studs trimmed to size.



The picture also shows simple, homemade squares that can be clamped to the shipway as shown.

The next picture shows the midship bulkhead set on the spine.



The bulkhead is cut from 3/32", aircraft grade plywood, from the pattern shown. The pattern is an early version – note the pasted-on ID. Other detail was later added to the final patterns. The bulkhead includes the toptimbers. These were sided 9" (3/32" at 1:96). The high quality plywood will allow these to be finish sanded and painted, eliminating the need for separate toptimbers.

Pine spacers, cut from  $\frac{3}{4}$ " stock, provide the primary strength in the hull assembly. These are cut to widths that match the spacing between bulkheads. In the next picture two of these are being fitted to the midship bulkhead.



Most frames have four of these that fill the space between the plywood bulkheads. When faired to the outsides of the bulkheads, the spacers will provide a smooth, flat planking surface as well as great strength to the assembly. More on these spacers in the next part.