

6/12/15

## Young America 1853 – POB 1:96

### Part 2

In the last part, spacers were shown being glued to the midship bulkhead. The spacers were cut from  $\frac{3}{4}$ " thick pine, ripped to a width equal to the distance between stations (even numbered/lettered frame lines) and the 9" plywood thickness. These were then glued to the bulkheads in an arrangement as shown in the first picture – to provide a continuous hull surface for later planking.



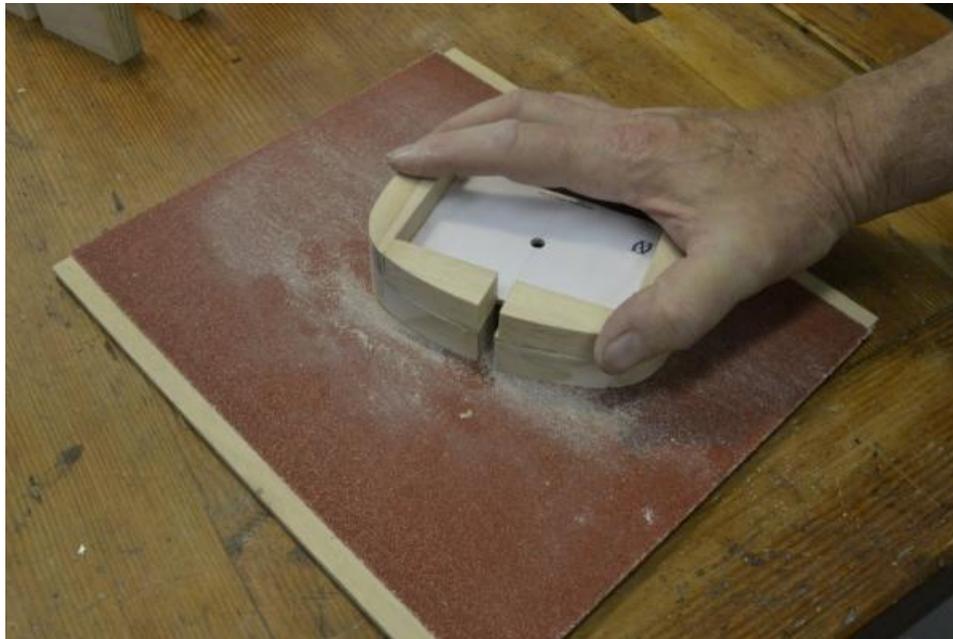
The spacers in this picture were cut to a width of 55" – marked on one of the loose pieces. Station spacing in this area is 64". Subtracting the 9" plywood thickness leaves 55". As mentioned before, 9" plywood was used because that is the siding of the integral toptimbers.

The excess spacer material was removed by cutting along the bulkhead as shown below.



This was then trimmed right to the line using a disk sander.

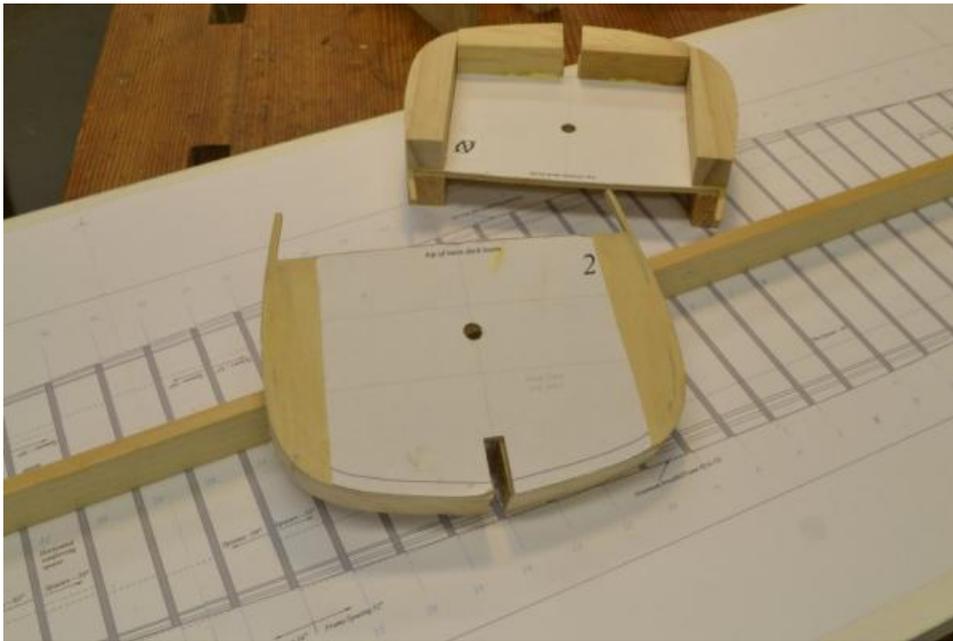
The thickness of the glued assembly was then measured and if necessary adjusted and/or leveled by sanding as shown below.



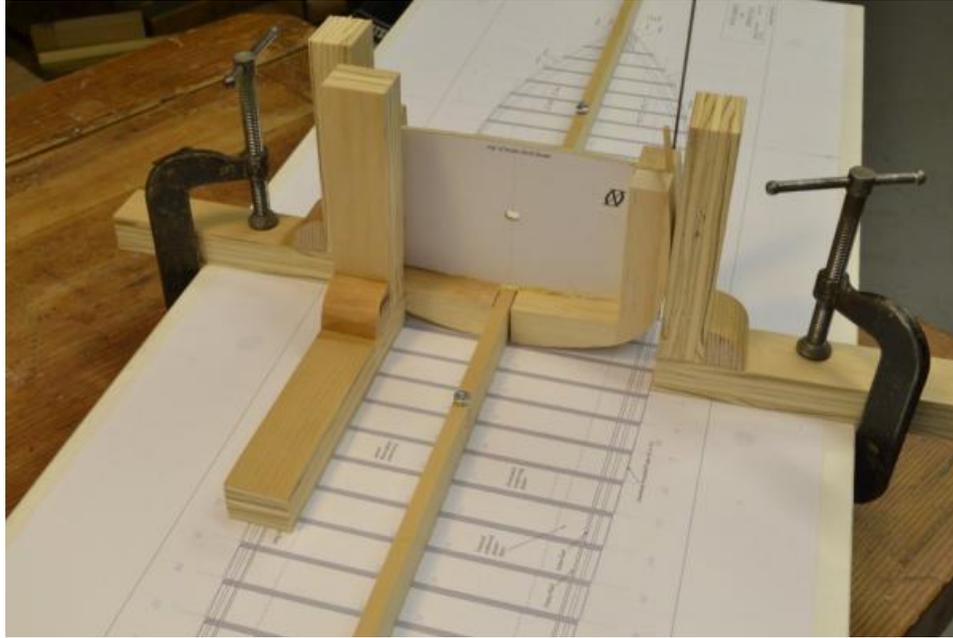
In this picture the midship bulkhead assembly is being sanded. It has spacers on both sides. The spacers are always sized at the broader of the two adjoining bulkheads, so bulkheads fore and aft of this one are smaller. All other bulkheads have spacers on only one side – the forward side on those forward of midship and the aft side on those aft of midship. Trimming the second bulkhead on this frame is shown in the next picture.



The next picture shows the finished midship bulkhead trimmed to size with its adjacent partner – both ready to be erected.



In the next picture the midship bulkhead is being erected on the spine.



The alignment methods are virtually identical to those used on the fully-framed version – squares set at the maximum breadth line on both sides and additional squares to hold it vertical and on the station line. The only glue joint here is between the plywood and the spine. Additional bulkheads will add the strength as they are installed.

This is very similar to the alignment of real frames at the original shipyards. Using this method on these simple assemblies is a step toward erecting authentic model frames on more advanced models. This was one of the purposes behind this process – and the entire bulkhead model.

Erection of additional frames will be described in the next parts.