7/27/15

Young America 1853 – POB 1:96 Part 10 – Hull Fairing – Method 1

As seen in some of the previous photos, there is quite a bit of wood to be removed from the spacers used in this framing method. It is much like working on a solid lift type hull, but the numerous bulkheads make it very easy to accurately duplicate the original shape by merely removing wood down the each of the bulkheads then finishing it off to a smooth fair surface.

My natural response to this work was to use available carving tools to remove wood between bulkheads, followed by rasping and sanding. This is a good method to use if you have the tools and the ability to keep then razor-sharp. However, although I used this method on the starboard side, I wanted to offer a simpler process, using less expensive tools on the opposite side. That second method will be described in the next part.

The first picture shows shavings being pared off the hull using a shallow curved gouge with hand pressure.



A solid anchoring of the hull is essential to allow two hands for this work. The sharp gouge easily removes thin cross-grain shavings. In the next picture a deeper gouge is being used with a mallet to chip off larger pieces of the extreme bevels near the stern. Again, this requires the hull to be firmly secured.



After paring with the gouges the shape was further smoothed out with fine-cut rasps. The curved rasp in the next picture was used on the concave surfaces.



A flat rasp was used on the convex hull surfaces as shown in the next picture.



The rasps used here are fine-cut Iwasaki® carving rasps. This is not a job for the coarse hardwarestore variety. You can pay almost anything for a rasp. These are good quality and reasonably priced. The last step on this side was done with 120-grit sandpaper on Softsander® pads – as shown in the next two pictures.



The rasping and sanding bevel the plywood bulkheads as necessary to leave a smooth surface. This involves trimming only the small side of the plywood shapes. This point is indicated by feel as well as sight.



The above picture shows the finished and unbeveled sides and gives an idea of the amounts of wood to be removed.

This work went pretty fast, taking less than 2 hours for this side of the hull. A second method will be shown on the port side in the next part.