

8/21/15

Young America 1853 – POB 1:96

Part 15 – Final Hull Fairing

Once the keel/stem/sternpost assembly was installed, the final fairing of the hull into the rabbet could be done. Along the stem and keel the joint with the hull is on the bearding line, so the first step was to fair the hull along this line to meet the thickness of the stem/keel (16"), which is the hull breadth at that line. In the first picture the "hump" on the hull spine is being pared back to match the width of the keel.



In the next picture a riffler is being used to produce the final faired surface at the stem.



At the stem the area outside of the bearding line must be further pared back smoothly into the stem rabbet that was cut before assembly. In the next picture that is being done with a shallow gouge.



In the next picture the fairness in this area is being checked with a strip of planking.



The same process was repeated at the stern – and of course on both sides. The hump along the keel at the stern is being removed in the next picture.



Sanding is always the final step.



The final sanding of the hull was done using 120-grit paper.

With the hull now fully faired the bevels on the aft face of the sternpost were filed off as shown below, while the model was inverted.



The post bevels allowed the rudder to swing over its full arc without being obstructed by the post. After this work, the lower hull was ready to be planked.

And by the way, thanks again for all the likes and especially the nice comments.