

8/24/15

## Young America 1853 – POB 1:96

### Part 16 – Garboard Strake

The planking of the lower hull begins at the keel with the installation of the garboard strake, heavy (7" X 18") members, bolted through the deadwood and edge bolted into the keel. At the ends of the ship the garboard strake is expanded into two strakes to begin the upward sheer of the bottom planking and to further strengthen to narrow deadwood at these points.

In the first picture the aft section of the garboard has been fitted against the post and is being marked for the insertion of the second strake "stealer".



In the next picture the strake was cut to receive the second section and is being held in place to check the final fit.



This strake members were then glued in place as shown below and over the entire length of the hull with a similar joint for a second strake at the bow.



Because this strake twists to lay against the curving hull, a lot of clamps were needed. The next picture shows the aft section after the piece of second strake was installed.



I did not use dark glue for any of the hull planking since the intention is to paint and sheath the hull later. Hard maple was used for all of this planking.

The last picture shows the forward part of the garboard, with the joint lines emphasized on the image to show the configuration.



In this picture, it can be seen that the line of the rabbet runs just aft of the joint line between the stem and false stem.

Note that in the last two pictures the garboard thins down to match the depth of the rabbet in the stem and sternpost. The garboard was, of course, installed on both sides of the hull at this stage. Since it is intended to sheath this lower hull, I did not install any of the bolts, as I would have done on the fully framed version – if I had installed the garboard on that model.

Above the garboard, the planking thickness drops to 4". The beginning of that work will be shown in the next part.