

9/28/15

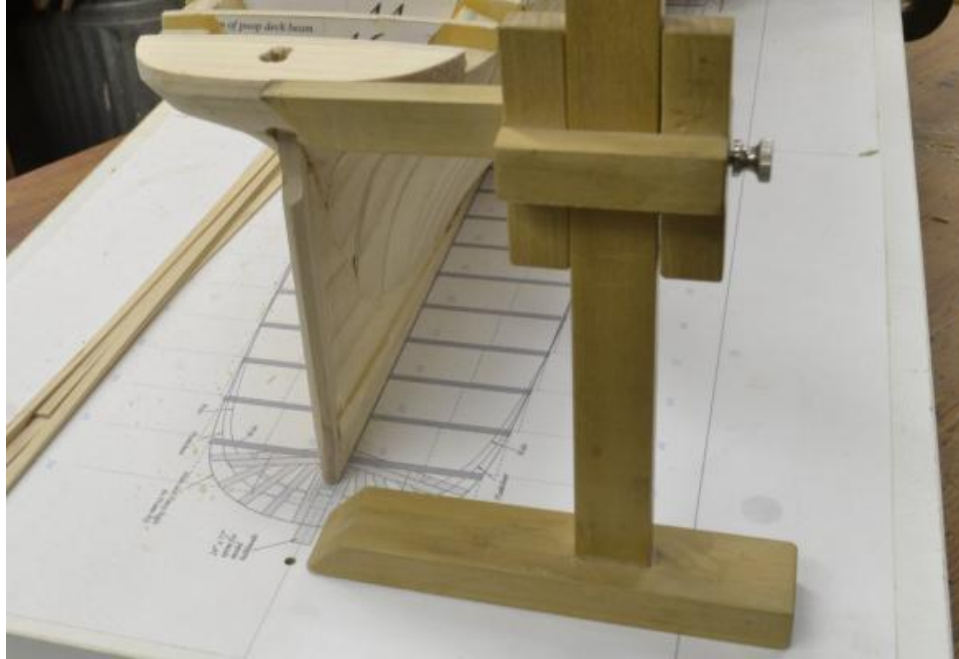
Young America 1853 – POB 1:96

Part 21 – Topside Works 1

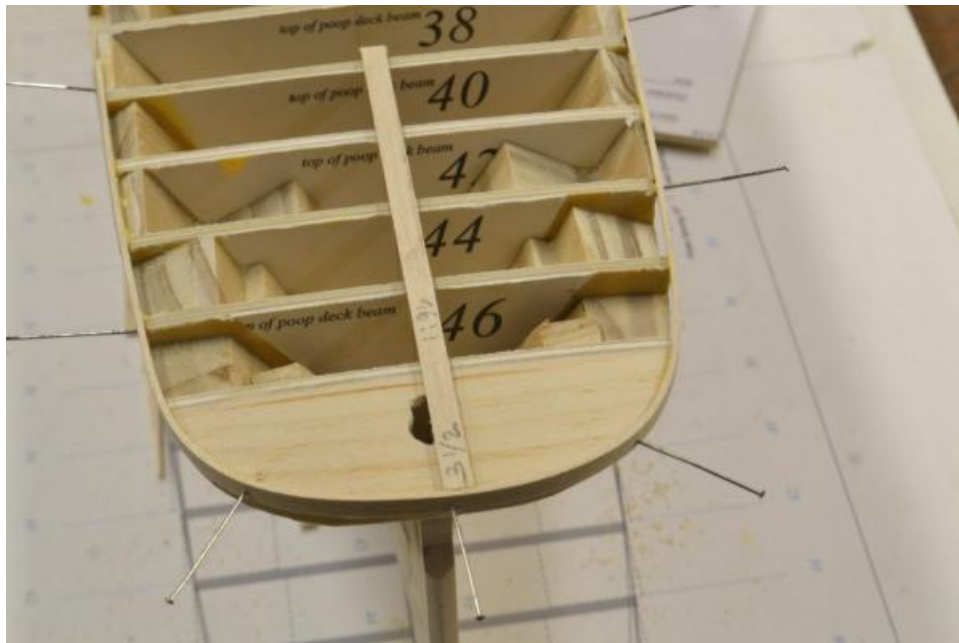
Because of the fragility of the plywood toptimbers, a slightly difference sequence was followed in constructing the topside bulwarks on POB model vs. that used on the full framed version. To reinforce these toptimbers and allow them to be faired and sanded smooth on the inside, the top strakes of planking just above the main rail were installed first – beginning at the elliptical stern. These two upper strakes were installed using one planking strip. In the first picture a strip has been boiled for bending and is clamped around the stern at the top for drying.



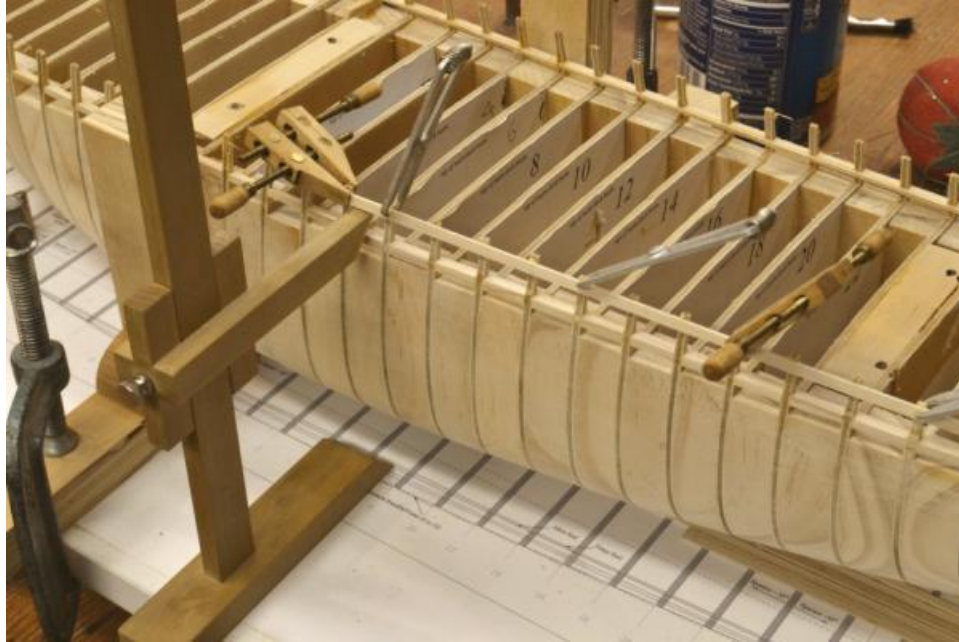
In the next picture, a final check of the height of the stern at the centerline is being checked against the drawing using the height gauge. Last chance to make sure the height is correct.



The decking of the poop was flush with the top of the side planking, allowing the fancy rail to cap the side and deck planking. In the next picture a gauge strip of deck plank thickness ($3\frac{1}{2}$ ") is being used to check the side planking height as it is glued and pinned in place.



The top plank was then continued forward to the stem as shown in the next picture.



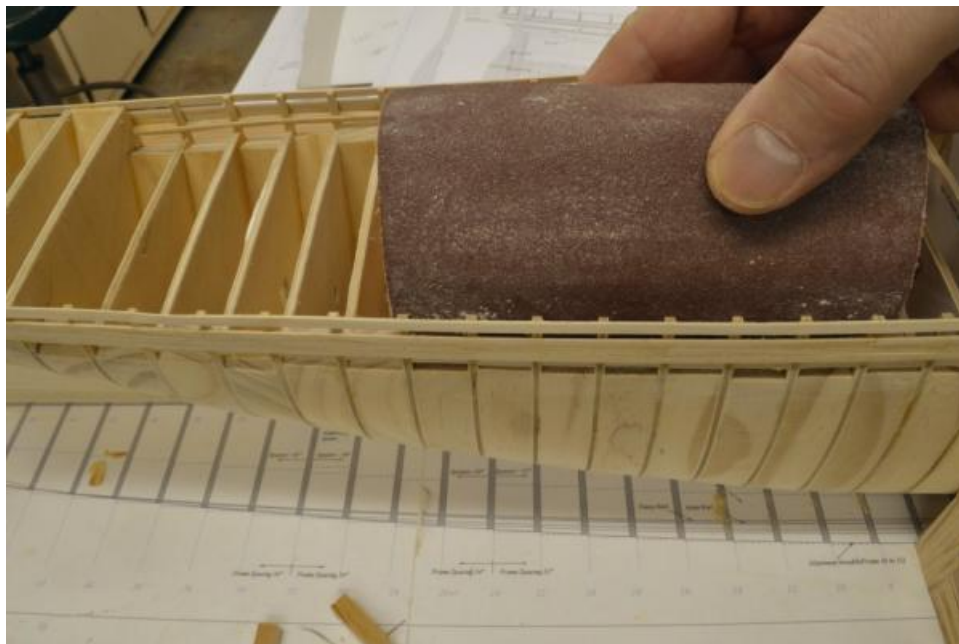
The height gauge was used throughout the installation of this upper strake to ensure an accurate line. The next picture shows some more of the installation of the upper strakes.



Once the work has proceeded forward of the poop deck and the plywood bulkheads, clamps were used in lieu of the pins as the planks were glued. In the next picture the upper side strakes are complete and the tops of the timbers are being levelled off at the correct height using a fine rasp. This could not be done safely without the upper strake in place.



Before sanding the insides of the toptimbers, outboard planking between the main rail and planksheer rail was installed. I will cover fitting of this planking around the stern in a later post. A temporary spacer was used to set the gap that will eventually be filled with the painted main rail. In the next picture the planking down to the planksheer has been installed and the insides of the toptimbers are being faired with a Softsander® pad fitted with 120-grit paper.



In the last picture the insides of the toptimbers are being sanded smooth with 220-grit paper.



At this stage the upper works were quite strong, the toptimbers sanded smooth and ready for the next step – installation of the inboard parts of the main rail.