

10/16/15

Young America 1853 – POB 1:96

Part 26 – Hull Planking continued

With the completion of the curved strakes around the stern, planking of the hull continued downward – or upward in the pictures of the inverted hull. This planking again begins at the stern, but after the fourth curved strake, further planking butts into this strake. The point where this occurs is called the “knuckle” of the counter. This mysterious term and the line it describes will be seen on the drawings. At this break point on the original ship, a transom was fitted to bed the ends of the planks. This can be seen on the framed model, but on the POB version it is incorporated into the solid stern block. The first picture shows the first two butted planks on the starboard side.



Because the first several of these planks intersect the curved planks at an acute angle, they are “cut in” to the last curved plank to avoid a sharp tapered edge that could not have been caulked. This cutting into the last curved strake is shown in the next picture.



The planks should enter the joint in a fair line with their ends tapered down to about half width to fit into the cutout. These cutouts are made by first marking the point where the plank will end, then plunge-cutting perpendicular to the plank with a sharp chisel to start the joint. The edge along the plank is then pared out in a fair line as shown in the above picture. Note the thickness of these planks. The last two curved planks are the upper planks of the 6" thick wale and are therefore heavier. The next photo shows the butted strake being fit into the joint.



Additional butted planks continued to be added. When the ends of the butts reached an angle of 45 degrees or so, cutting in is eliminated and the ends simply butted into the last curved strake. In the

next picture this planking has reached the sternpost and the sternpost rabbet is being trimmed at the top to allow the next planks to be seated into it.



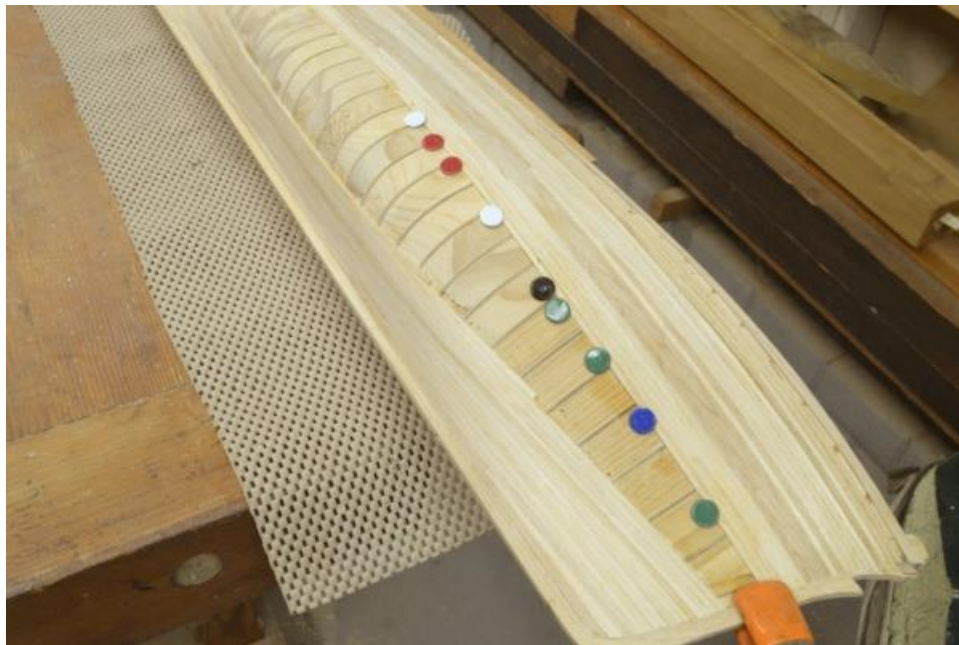
The next picture shows the first plank being fitted into the rabbet. Some curving was necessary as can be seen.



The next picture shows wale planking proceeding downward and the status of the planking from the bottom.



The last picture shows progress at the bow. Fitting the “hooding ends” of the planks into the stem rabbet was simpler than the work at the stern. A heavy clamp was used to make sure these ends were held well into the rabbet and tight against their neighbors.



This picture shows that a lot of strake dropping and use of stealers will be needed as the forward (and aft) ends of the hull approach. Completing this planking will be shown in the next post.

One may ask, if the model will be painted, why go through all of this authentic, complex joinery. You will recall that earlier in these posts I mentioned that this version of the model was intended for beginning builders, but that as a learning device, practices that would be necessary in full-framed modeling would be introduced to provide some practice with those methods. That has been the reason for a number of the methods used on this version. I hope this will prove helpful.