

# THE SKIFF



*An*  
*Apprentice Kit*  
**Kit # 967**

**All Wood  
Display Model**

## **About This Construction Manual**

This manual divides the construction of this model into sub-assemblies; frames, planking, etc. Read each sub-assembly carefully and identify all of the parts before starting on a particular sub-assembly. There is a complete description of all of the kit parts under **Kit Contents**, (Page #3). Please check to be sure that your kit is complete, and that it is not missing any parts.

The illustrations in this manual clarify and detail many of the assemblies shown on the plans, and the two should be used together during construction. Check-off boxes are provided to help you keep track of your progress.

## **Customer Service**

Should you experience a problem with this kit, we recommend you see your dealer first. If you are unable to solve the problem, please contact us at:

### **Model Expo**

1155 NW 159th Dr. Miami Gardens , FL. 33169

US (800)222-3876

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## Before You Begin

### The Skiff

If you have spent any time on American lakes or rivers, you have probably seen small flat-bottomed rowboats. These are, for the most part, utility boats known as Skiffs. Their lightness and flat bottoms allow these boats to be easily beached and stored aboard most yachts.

Almost any material is considered good enough for a Skiff. Simple, cheap, and easy construction are the only important design considerations. Skiffs are usually built using one of two methods. In the first, the bottom planks are laid lengthwise and the hull is built upright. This is called "Dory-Built" construction and is commonly used in small boats. In the second, the hull is built upside down and the bottom is planked crosswise. This is called "Skiff-Built" construction, and is most often used in larger boats.

This kit represents an 8'6", two-man skiff. It is a 19th century Dory-Built design that is still in use today. This model is built using the same parts and construction methods as the full-size boat and can be finished as a utility or yacht boat.

# Kit Contents

## Stripwood

ME Part No.	Part No.	Qty.	Dimensions	Description	Wood Type
3314	10671	2	1/16" x 1/8" x 10"	Guard	Walnut
3620	10407	4	1/16" x 1/8" x 11-7/8"	Risers, Oar Blades, & Inwales	Basswood
3623	10664	2	1/16" x 1/4" x 11-7/8"	Cleats & Chafing Plank Floor	Basswood
3622	30063	4	1/16" x 3/16" x 11-7/8"	Boards	Basswood
3625	10665	1	3/32" x 3/32" x 5/8"	Shim	Basswood
3643	10667	3	1/4" x 1/4" x 1-3/8"	False Stem, Stand, & Shim	Basswood
3696	10668	1	5/8" x 7/8" x 9"	Strongback	Basswood

## Dowels

5103	10669	2	3/16" dia. x 5-7/8"	Oar Handles	Birch
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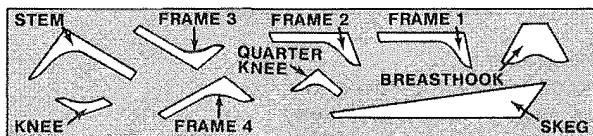
## Fittings

JN4BG	M-445	2	Cast Metal	Oar Locks	
	M-284	1	12" Cord	Painter	
	M-447	3	Push Pins		

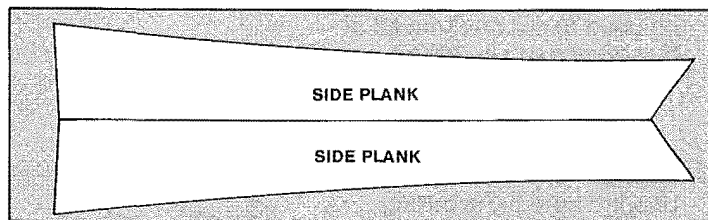
## Miscellaneous

P-311	1	Full Size Plan Sheet
P-312	1	Construction Manual

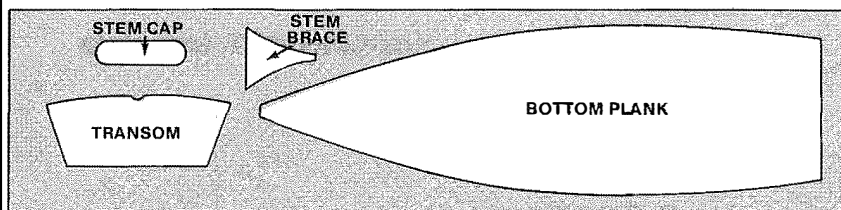
## Die-Cut Parts



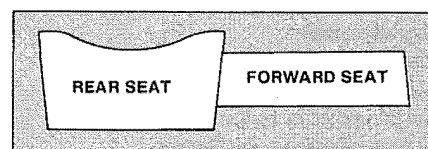
Pt. #10666 - 3/32" - Basswood - 2 Required



Pt. #10660 - 1/32" - Basswood - 1 Required




Pt. #10661 - 1/16" - Basswood - 1 Required




Pt. #10670 - 1/16" Walnut - 1 Required


## Stripwood Identification Guide

The templates below have been provided to assist you in identifying the various sizes of stripwood you will use to build your Skiff. Simply lay the end of the stripwood over the template and identify the size by referring to the dimensions listed below each template.


  
1/16" X 1/8"

  
1/16" X 3/16"

  
1/16" X 1/4"

  
3/32" X 3/32"

  
1/4" X 1/4"

  
5/8" X 7/8"

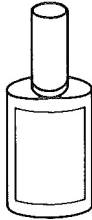
First dimension is thickness

# Getting Started

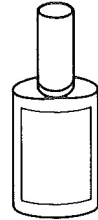
## Tools and Materials You Will Need

You will need the following items to build this kit. Most of them are available from your local hobby dealer.

- ☐ **Fast Drying Cyanoacrylate (super-glue type) Adhesive -**  
Used to Instantly bond parts. Use where an instruction tells you to glue, or bond parts with **CA**.



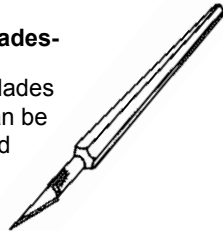
- ☐ **Slow Drying Cyanoacrylate (super-glue type) Adhesive -**  
Used to glue parts that are to be moved for alignment. Use where an instruction tells you to glue, or bond parts with **Slow CA**.



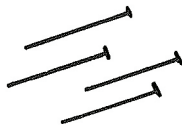
**Note:** Cyanoacrylate adhesives are manufactured in many different formulations, some of which do not work well on models. Consult your local Hobby Dealer for the proper adhesive brands.

**Warning:** Cyanoacrylate adhesives cure (dry) very rapidly. Read all warnings and safety instructions on these adhesives.

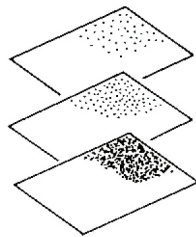
- ☐ **X-Acto® Knife and Extra #11 Blades-**  
This is a hobby knife with a small diameter metal handle. The #11 blades are a general purpose size and can be used to cut and trim all of the wood parts in this kit.



- ☐ **Straight Pins -**  
Used to hold parts during finishing. You will need at least 6 straight pins.



- ☐ **#80, #320, and #400 Grit Sandpaper -**Used to sand and shape wood parts. The #80 grit sandpaper is to be used with the sanding block listed below to shape and trim wood parts. The #320 and #400 grit sandpaper is used to finish-sand wood parts prior to painting.



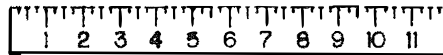
- ☐ **Pin Vise and 1 /16" Drill Bit.**  
The pin vise is a small handle and chuck for holding the drill bits. The 1 /16" drill bit is the only size you will need to build this model.



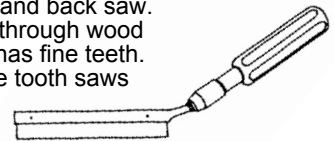
- ☐ **#910 Midwest Apprentice Boat Paints Kit -**  
An assortment of popular acrylic colors and wood sealer for model boats.



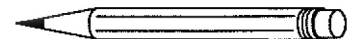
- ☐ **12" Steel Straight Edge-**  
Used to measure parts and as a guide for cutting straight lines.



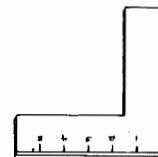
- ☐ **Razor Saw-**  
Also called a zona saw and back saw. It is used to cleanly cut through wood parts. Be sure the saw has fine teeth. The medium and coarse tooth saws will tear the wood.



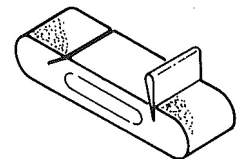
- ☐ **Pencil-**



- ☐ **Small Square-**



- ☐ **Sanding Block -**  
This can be a piece of wood about 1/4" x 2" x 4". **Glue a piece of #80 grit sandpaper to one side.** This block will serve as an excellent tool for trimming edges and shaping wood parts.



- ☐ **Building Board -**  
This can be any flat stiff material, such as a pine board or a cork bulletin board. You will need a building board that is at least 12" x 18".





## Construction Tips

### Cutting

When cutting parts with your knife, make your first cut at light pressure, being careful that the point of the knife goes exactly where you want it. Subsequent cuts should be made at moderate pressure until the part is cut out. Use a steel straight edge to guide the blade when cutting straight lines.

### Adhesives

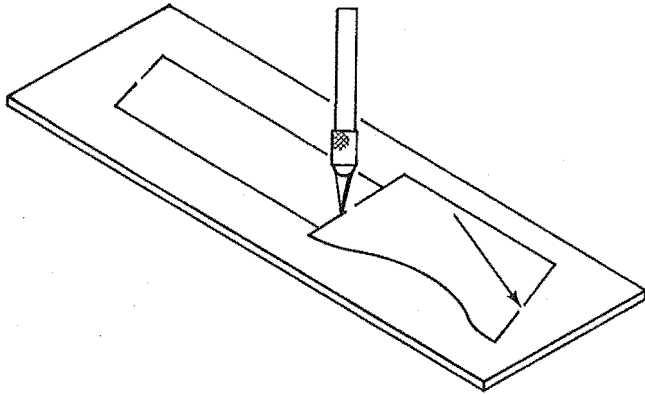
Although water based (white) glue can be used to build this kit, we recommend cyanoacrylate adhesive. Because it cures in seconds, you will not have to use pins or tape to hold thin or small parts in position. This will make building your Skiff much more enjoyable.

When using fast-drying cyanoacrylate adhesive, hold the parts to be joined in their exact positions and then run the **CA** in the joint. The parts will bond instantly.

When using slow-drying cyanoacrylate adhesive, apply the adhesive to one of the parts and then join the assembly. Hold the parts in position until the adhesive cures, about 30 seconds.

The instructions will tell you which adhesive to use for each assembly.

### Die-Cut Parts

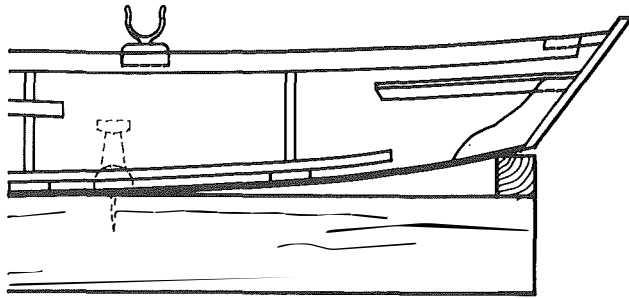


Some of the parts on the die-cut sheets are held in place with notches. Before attempting to remove any die-cut parts, cut through these notches with a sharp X-acto knife, as shown here.

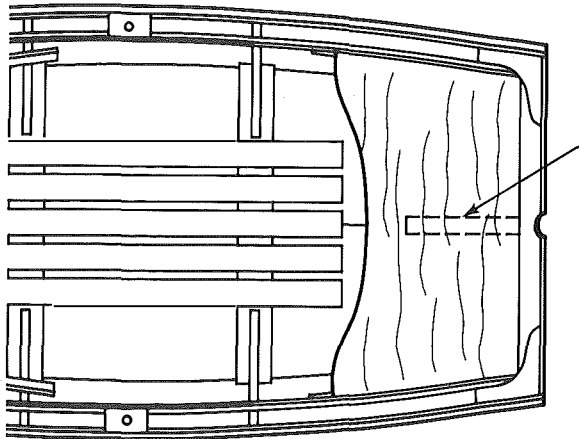
## How to Read the Plan

If this is your first model, the symbols and lines on the plan may be unfamiliar to you. This section will explain what the plan is and how to use it.

The plan is a full-size drawing of the model that shows the correct size, shape, and relationship of all of the parts. In order to show all of the parts **together**, the plan is drawn using cutaway views and dashed lines that allow you to **see through** some, or all, of the parts.



Cutaway views appear as if a part, or parts, were removed. This is done to clearly show the parts immediately behind the cutaway part. The Side View on the plan shows the left side of the hull as if the right side were removed, or cut out.



Dashed lines indicate a part, or a portion of a part, that is underneath or inside of another part. The knee is shown by dashed lines in the Top View on the plan.

The plan will be used in several ways. It will be helpful in identifying and positioning parts on other parts that are not built directly on the plan. Assemblies, such as the oars, will be built on the plan using the drawing as a pattern to locate parts.

## Assembly Instructions

In order to build this model correctly and easily, these instructions **must** be followed in the order that they are presented. Some of the instructions will tell you **not** to glue certain parts in place after they are completed. This is done to ease painting and detailing the model.

Check-off boxes (☐) appear next to each instruction throughout the text to help you keep track of your progress. Dual check-off boxes (☐ ☐) appear next to instructions that are to be repeated.

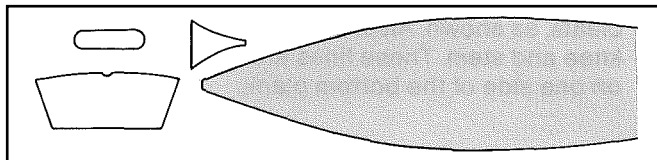
Some of the sections in this manual do not have check-off boxes. These sections explain **general procedures**, rather than specific instructions.

The illustrations in this manual are not necessarily proportionally correct. Their purpose is to augment the written instructions, and also to clarify and detail many of the assemblies shown on the plan. This manual and the plan should be used together during construction.

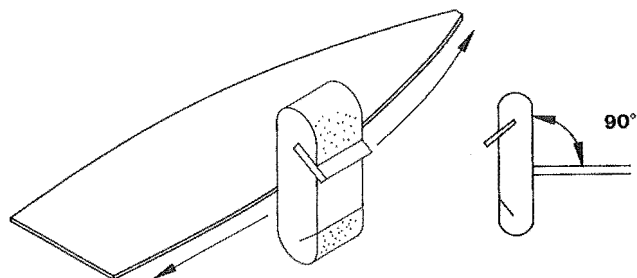
Follow the instructions in this manual carefully. Build each sub-assembly accurately, according to the plan and instructions. Be sure that all of the parts are aligned correctly and that you use the proper adhesive for each assembly. The instructions will tell you which adhesive to use for each assembly.

## Bottom Plank

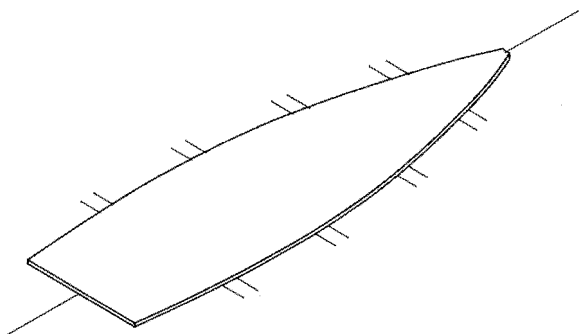
In this sub-assembly, the locations of the parts that will be glued to the bottom plank will be marked on this plank. Work carefully and accurately, as these part locations will have a large influence on the shape of your Skiff's hull.



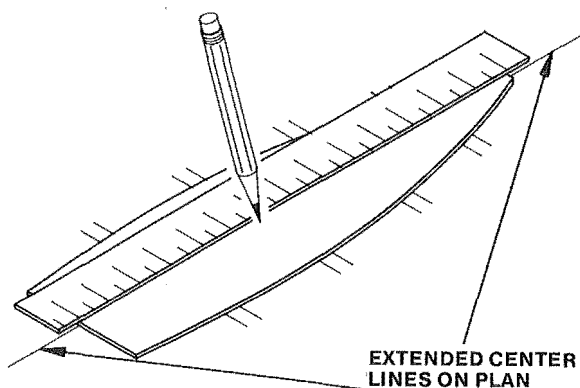
- 1. Remove the bottom plank from die-cut sheet Number Two (#2).



- 2. Use a sanding block with #80 grit sandpaper to **lightly** sand the edges of the bottom plank, removing **only** the burrs and rough spots. Be sure to hold the sanding block at a 90° angle while sanding, as shown.

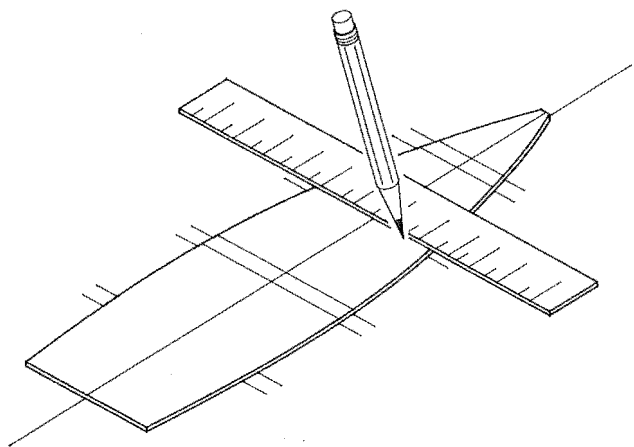


- 3. Lay the plan on your building board so that the drawing of the bottom plank is completely over the building board. Then, lay the bottom plank on the plan and align it over the drawing of the bottom plank, as shown.

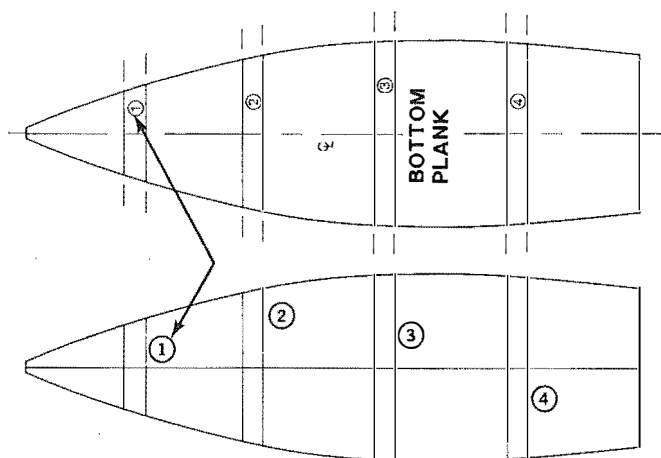


- 4. Using a straight edge and a pencil with a sharp point, scribe the plank joint lines into the bottom plank, as shown. Use the extended plank lines on the plan to align the straight edge on the bottom plank, as shown.
- 5. Turn the bottom plank over and repeat Instruction #4 to scribe the plank lines onto the opposite side of the bottom plank.

**Note:** When the model is finished, these pencil lines will look like caulking between individual planks.

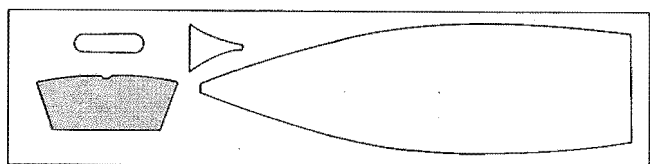


- ☐ 6. Lay the bottom plank on the plan so that it is over, and aligned with, the drawing of the bottom plank.
- ☐ 7. Using a straight edge and the extended lines on the plan as a guide, draw light pencil lines across the bottom plank to locate the positions of the cleats, as shown. Also, mark the locations of the knee and stem. These lines are to be marked only on one side of the bottom plank.

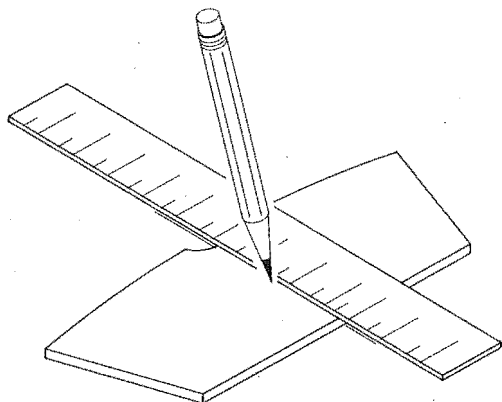


- ☐ 8. Lay the bottom plank next to the drawing of the bottom plank on the plan. Lightly write the frame numbers shown on the plan on the bottom plank, as shown.

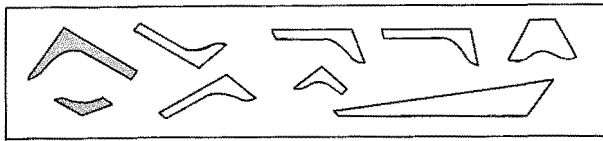
## Stem, Knee, and Transom



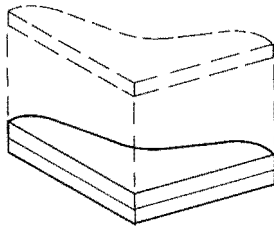
- ☐ 9. Remove the transom from die-cut sheet Number Two (#2)
- ☐ 10. Use a sanding block, as explained in Instruction #2, to remove any burrs or rough spots from this part.



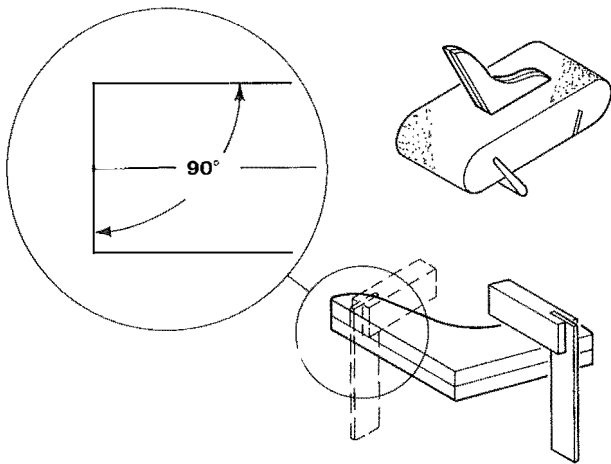
- ☐ 11. Align the transom over the drawing of the transom, on the plan. Using a ruler and the extended lines on the plan, lightly draw the centerline on the transom, as shown.



- 12. Remove the knee and stem parts from the two die-cut sheets Number One (#1)

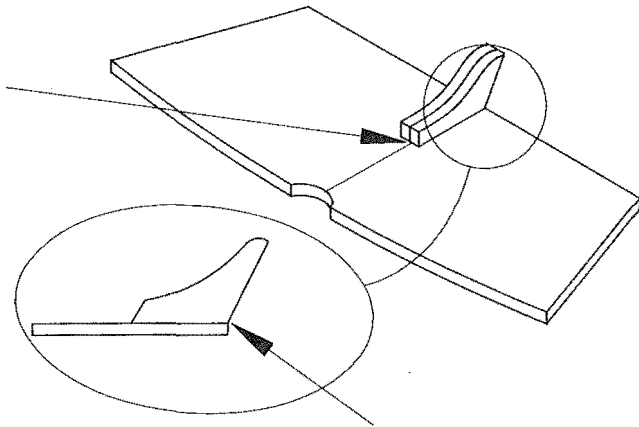


- 13. Apply Slow CA to one knee and press the two knee parts together so that the edges of the two parts are flush, as shown.

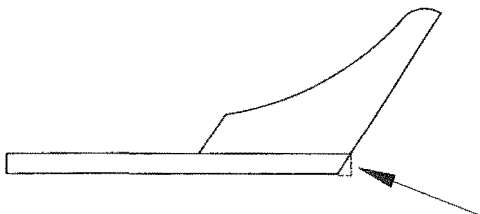


- 14. Use a sanding block to sand the straight edges of the knee flush and smooth. Be careful to sand these ends so they are flat and 90° to the sides, as shown. Then, use a piece of #80 grit sandpaper to sand the curved edges of the knee flush and smooth.

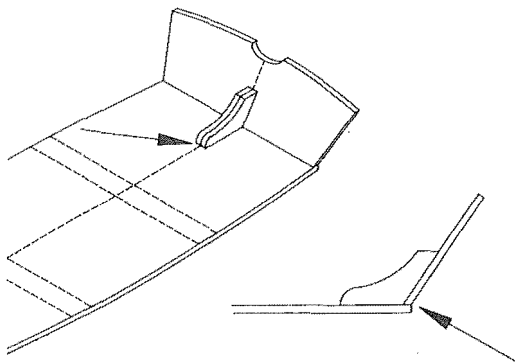
**Note:** It is important that the flat ends of the knee be 90° to the sides, in order to correctly fit the transom in the following instructions. Use a small square to check this angle while sanding, as shown.



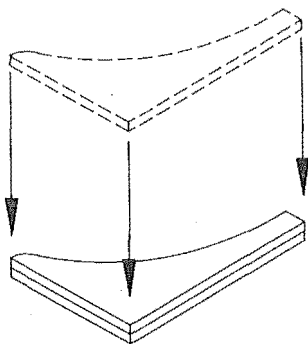
- 15. Apply Slow CA to the straight edge of the knee adjacent to the blunt end. Position the knee on the transom, so that the joint in the knee is on the centerline of the transom and the corner of the knee is centered on the bottom edge of the transom, as shown.



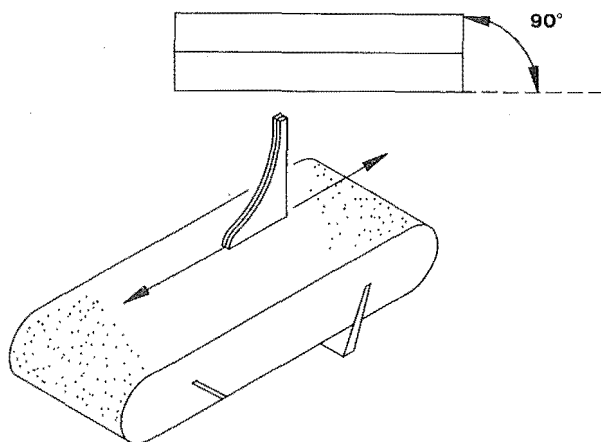
- 16. Use a sanding block to sand the bottom edge of the transom to the same angle, and flush with, the bottom of the knee, as shown.



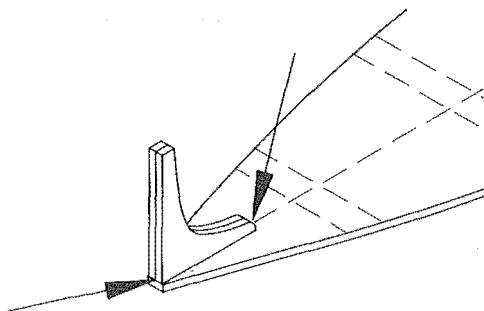
- 17. Apply Slow CA to the bottom of the knee and transom. Position the transom on the bottom plank, so that the joint in the knee is on the pencil line of the bottom plank, and the bottom of the transom is on and flush with the edge of the bottom plank, as shown.



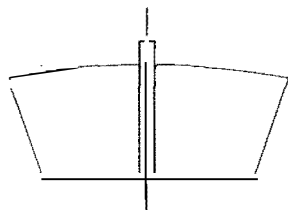
- 18. Apply Slow CA to one stem part and press the two stem parts together, so that the edges of the two parts are flush, as shown.



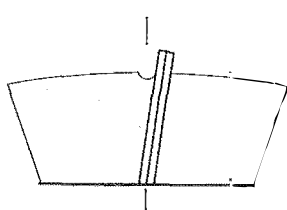
- 19. Use a sanding block to sand the straight edges of the stem flush and smooth. Be careful to sand these edges so they are flat and 90° to the sides, as shown. Use a square, as in Instruction #14, to check your work. Then, use a piece of #80 grit sandpaper to sand the curved edges of the knee flush and smooth.



- 20. Apply Slow CA to the stem. Position the stem on the bottom plank, so that the joint in the stem is on the centerline on the bottom plank, and the front of the stem is centered and flush with the end of the bottom plank, as shown.



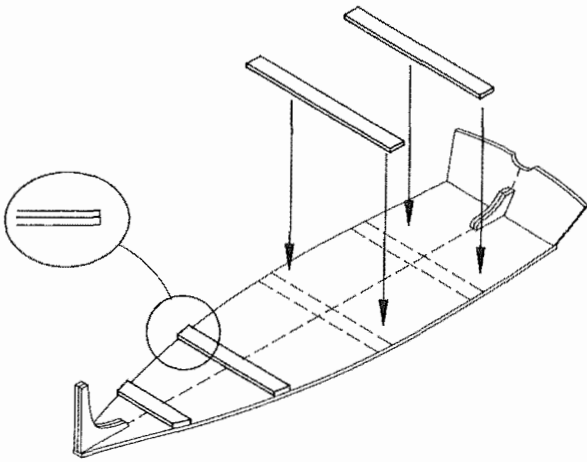
CORRECT



INCORRECT

**Note:** Before pressing the stem into position, check to see that it is square with the bottom plank and the transom by sighting along the bottom plank, as shown.

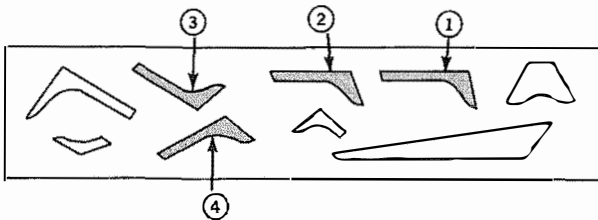
## Cleats



- ☐ 21. Use the drawing of the bottom plank on the plan as a pattern to cut four (4) cleats from one piece of 1/16" x 1/4" x 11-7/8" basswood. The ends of the cleats should be cut flush with the edges of the bottom plank.
- ☐ 22. Apply Slow CA to each cleat and glue them to the bottom plank, as shown. Use the penciled location lines on the bottom plank to position the cleats.

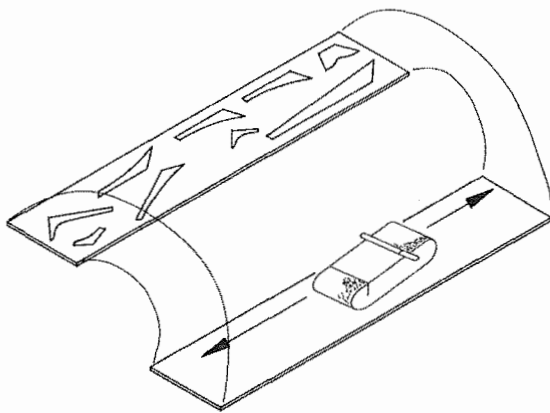
## Frames

The frames determine the shape of the boat's sides. Accuracy in their construction and in their positioning on the bottom plank will greatly ease later construction. Follow the directions carefully and work accurately.



**Note:** Do not remove the frames from the die-cut sheets until after completing Instruction #23.

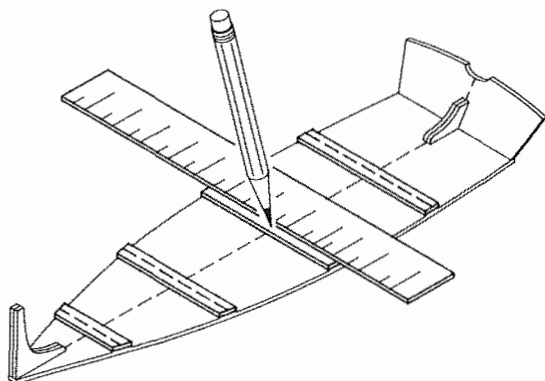
- ☐ 23. The frames are constructed from two identical halves. Frames# 1, #2, #3, and #4 are similar in shape. In order to avoid confusing these parts, use the drawing of die-cut sheet Number One (#1), at the left, as a guide to lightly mark the frame numbers on each frame, as shown. Do this on both of the die-cut sheets Number One (#1).



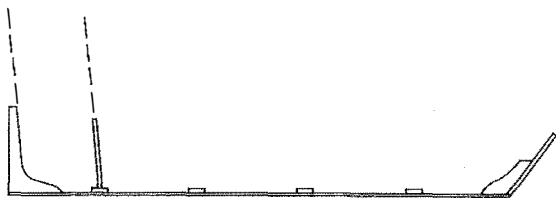
- ☐ 24. After marking the frame numbers on each frame, remove them from the die-cut sheets.

**Note:** If the frames will not come out of the die-cut sheets easily, turn the sheets over, so that the unmarked side is up, and sand this side with a sanding block. This will remove any wood that was not cut in the die-cutting process and will allow the parts to be removed.

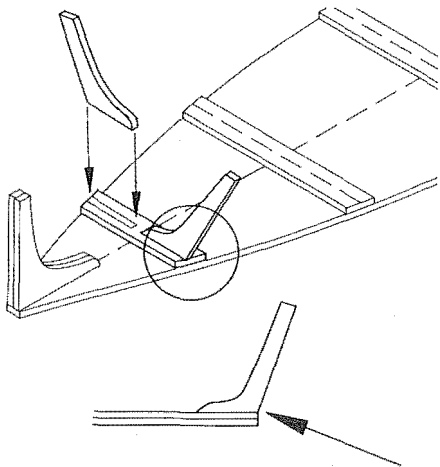
## Setting Up the Frames



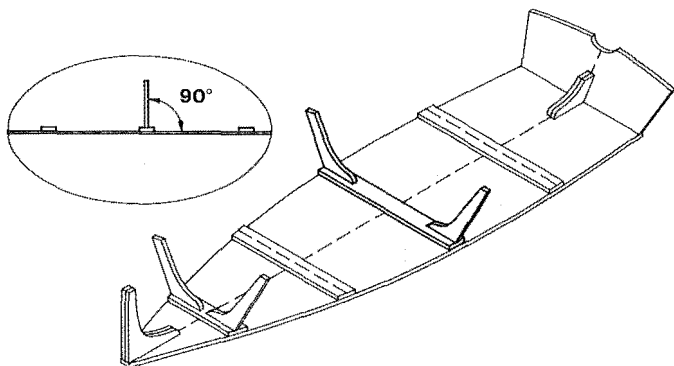
- ☐ 25. Using a pencil and straight edge, **very lightly** mark a centerline on each cleat, as shown. These center-lines will be used to position the frames.



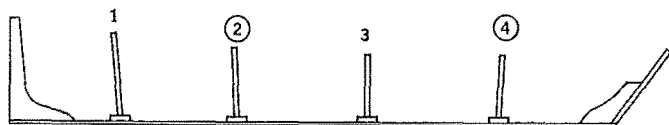
- 26. Use a sanding block to sand a slight bevel on the bottom edges of both frames #1, so that they sit on the first cleat at the same angle as the back edge of the stem, as shown.



- 27. Apply Slow CA to the bottoms of each frame #1, and glue them to the first cleat. Center them on the penciled lines on the cleat, positioning them so that the corners of the frames are flush with the ends of the cleats, as shown



- 28. Use a sanding block to sand the bottoms of frames #3, so that they sit vertically on cleat #3, as shown. Glue them to cleat #3 with Slow CA, aligning and positioning them as explained in Instruction #27.



- 29. Use a sanding block to sand a slight bevel on the bottoms of frames #2 and #4, so that they sit at a slight angle to frames #3, as shown. Glue them to the cleats with Slow CA, aligning and positioning them as explained in Instruction #27. Note that frames #2 lean towards the stem and frames #4 lean towards the transom.

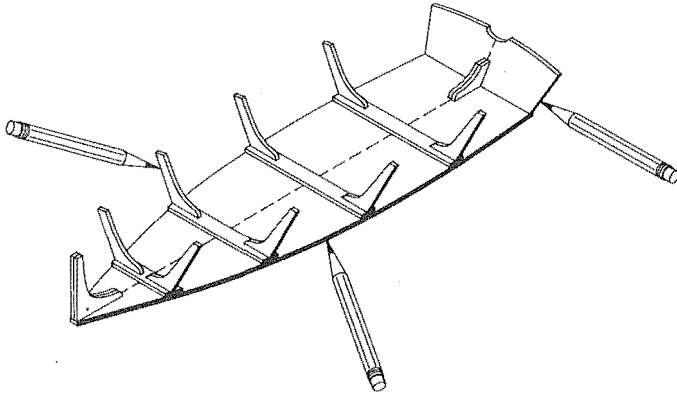
Note: Later in construction, when the bottom plank is bent, these angled frames will become upright. (Study the Side View on the plan.)



## Fairing

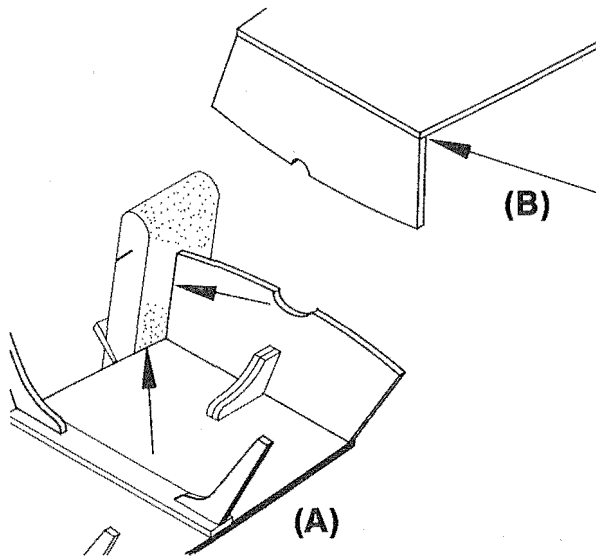
At this point in construction, the outside edges of the assembled bottom plank and frames will not be exactly flush. Also, there will be slight irregularities between the edges of these parts. In order to have the hull planking lay smoothly over the framework of the hull, the high spots must be sanded down. This process of determining the correctness of curvature in the hull is called "fairing".

**Note:** A **sanding block** with #80 grit sandpaper will be used to fair the hull. **Do not** use a piece of sandpaper held in your hand to do any fairing, as this will cause waviness in the parts.

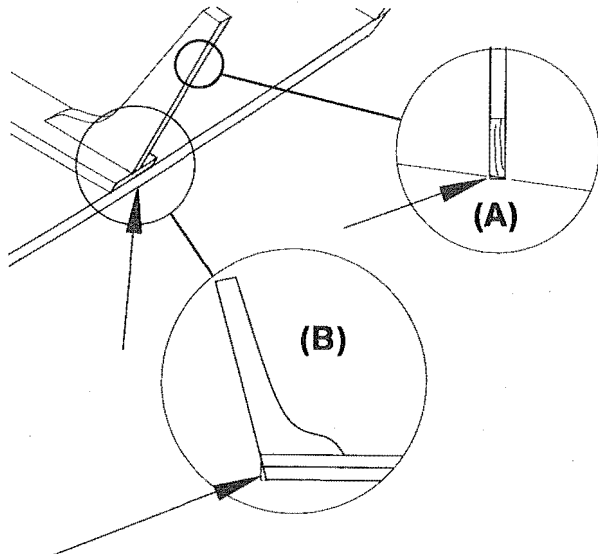


- 30. In order to **see** how your work is progressing in the following instructions, rub pencil lead on the outside edges of all of the frames, transom, and bottom plank, as shown.

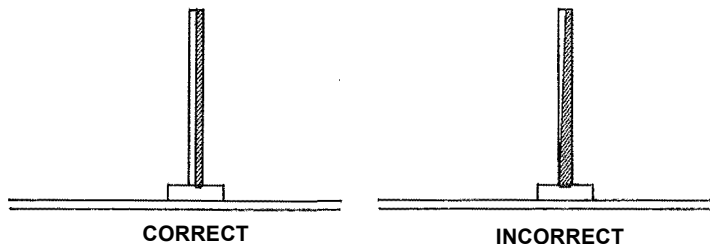
**Note:** While sanding, the pencil lead will show you whether the edges of these parts are being sanded correctly.



- 31. Lay your sanding block against the transom and bottom plank, as shown in (A). Sand these parts until their edges are beveled and flush, and no pencil lead is visible on their edges, as shown in (8).

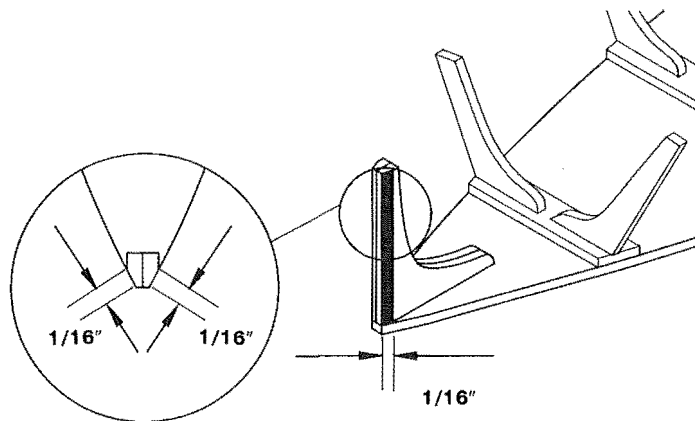


- □ 32. Lay your sanding block against frame #4 and the bottom plank. Sand the edges of frame #4 to match the angle of the bottom plank, as shown in (A). Sand the bottom plank to match the angle of frame #4, as shown in (8).

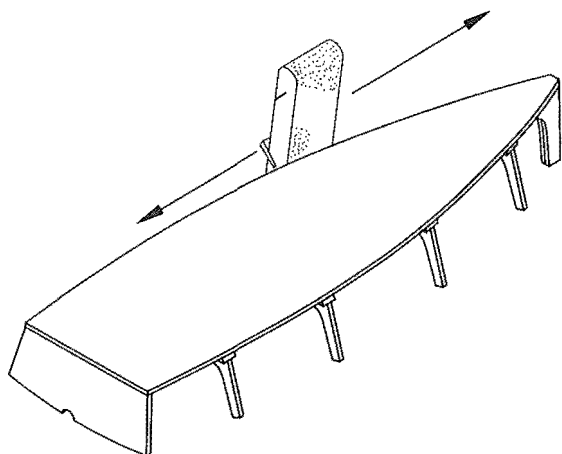


**Note:** While sanding (fairing) the frames, support them with your fingers to avoid breaking them. Also, note that it is not necessary to sand each frame until all of the pencil lead is removed. It is only necessary to sand these edges to create a flat spot, as shown here.

- 33. Repeat Instruction #32 to fair the remaining frames.



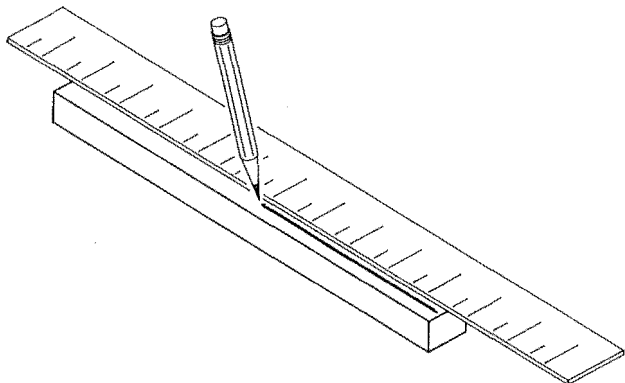
- 34. Sand a 1 /16" bevel into each side of the stem with the sanding block, as shown. Be sure that the edges of the bevel are parallel, as shown



- 35. After fairing the frames and stem, carefully run the sanding block along the length of the bottom plank to restore its edges to a smooth curve, as shown. While doing this, the sanding block should lightly contact each frame. This will insure that the angle on the edge of the bottom plank will be flush and fair with the frames.

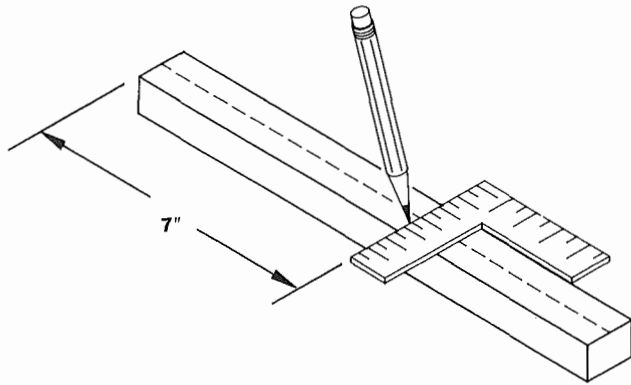
## Strongback

Dory-Built construction makes use of a strongback which holds the hull framework rigidly in position so that the planking can be put in place without fear of bending or twisting the hull. Pay careful attention to the construction of the strongback and the alignment of the hull on the strongback. Any misalignment will become permanent once the planking is glued in place.

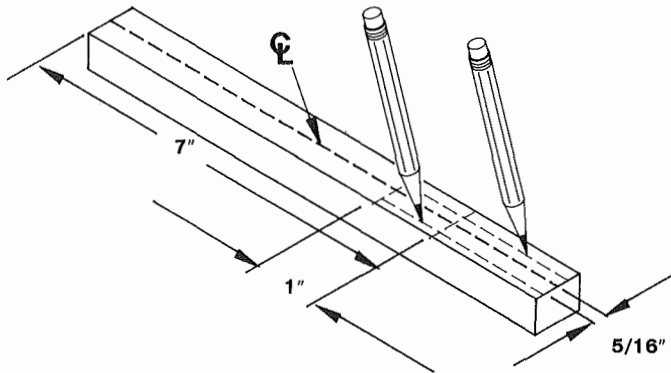


- 36. Lay the 5/8" x 7 /8" x 9" hardwood strong back on your building board. Use a straight edge and pen-cil to measure and mark a centerline along the length of one, 7 /8" side of the strong back, as shown.

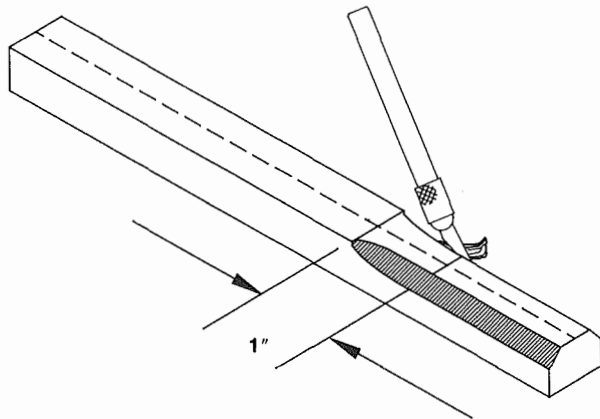
**Note:** Due to manufacturing requirements, the exact dimensions of the strongback in your kit may vary slightly from the dimensions listed above .



- 37. Use a square to draw a line across the strongback, 7" from one end, as shown.

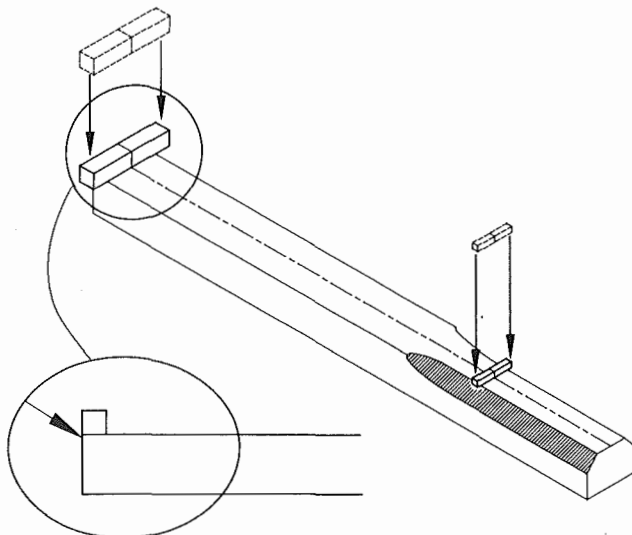


- 38. Use a straight edge and pencil to measure and mark a line  $\frac{5}{16}$ " out from each side of the centerline. Draw these lines from the end nearest the 7" mark and 1" beyond it, as shown.



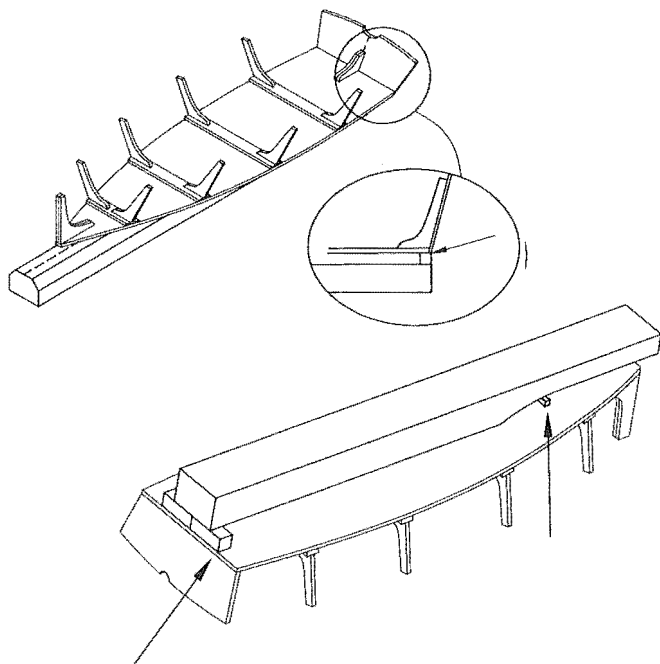
- 39. Use a sharp X-acto knife to carve about a  $45^\circ$  bevel into both sides of the strongback, as shown here. The corners of the bevels should just meet the pencil lines made in Instruction #38, and the bevels should extend 1" beyond the 7" mark, as shown.

Note: The bevels are necessary to clear the side planks when they are bent into position.



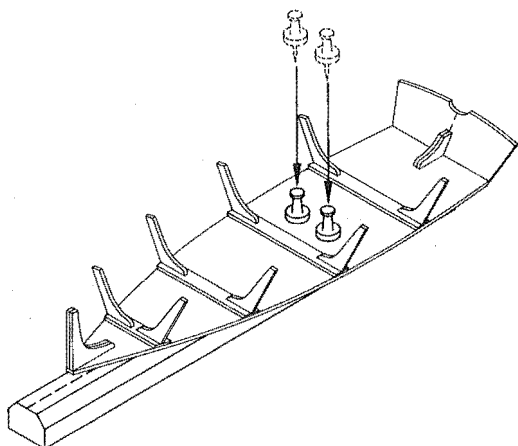
- 40. Measure and mark the center on one,  $\frac{1}{4}$ " x  $\frac{1}{4}$ " x  $1\frac{3}{8}$ " shim and the  $\frac{3}{32}$ " x  $\frac{3}{32}$ " x  $\frac{5}{8}$ " shim. Then, use Slow CA to glue each shim to the strongback. The larger shim is to be positioned flush with the end of the strongback. The small shim is to be positioned flush with the 7" pencil line, as shown here and on the plan. Be certain that each shim is centered on and square to the centerline, as shown.

## Bending the Bottom Plank

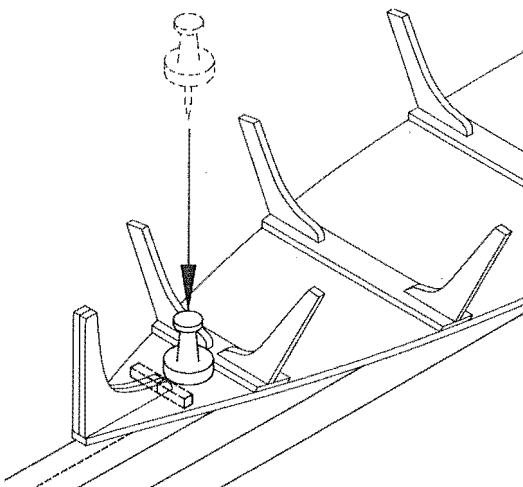


- 41. Position and center the bottom plank on the strongback , so that the bottom edge of the transom is over the rear shim, as shown here and on the plan.

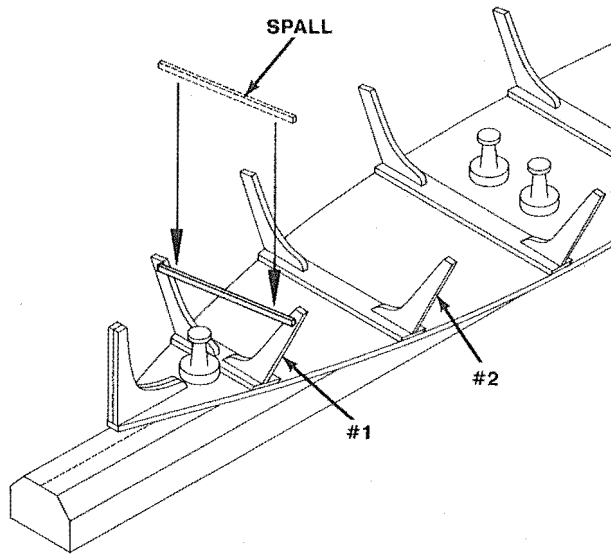
**Note:** Be sure that the edges of both shims are inside of the edges of the bottom plank, as shown. Otherwise, the shims will prevent the side planks from contacting the bottom plank.



- 42. After aligning the bottom plank, as explained in Instruction #41, bend it into contact with the strongback at frame #3. Press two push-pins through the bottom plank and into the strongback behind frames #3 to hold the bottom plank in position, as shown here and on the Side View of the plan.



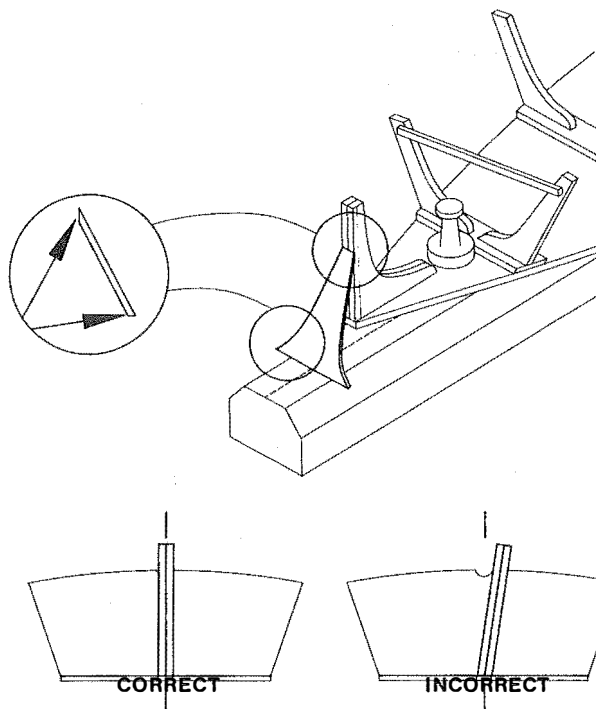
- 43. Push a third push-pin through the penciled plank line on the bottom plank and into the strongback between the first cleat and the 3/32" square shim, as shown here and on the plan. This push-pin will prevent the bottom plank from twisting when the side planks are fitted.



A spall is a temporary brace that strengthens the frames during planking.

- 44. Cut a spall from one 1/16" x 1/8" x 11-7/8" basswood strip to fit across the top front of frame #1, as shown. Glue it in place with Slow CA.

**Note:** Glue the spall flush with the tops of the frames. The frames are longer than necessary to allow for differences in construction.



- 45. Remove the stem brace from die-cut sheet Number Two (#2). Use a sanding block to sand a 45° bevel on the flat ends, as shown. Then, glue this brace to the strongback and the stem with CA. This brace will hold the stem rigidly in position while adding the side planks. When positioning the stem brace, be certain it is centered on the stem, as shown. Otherwise, it will interfere with the plank-ing.

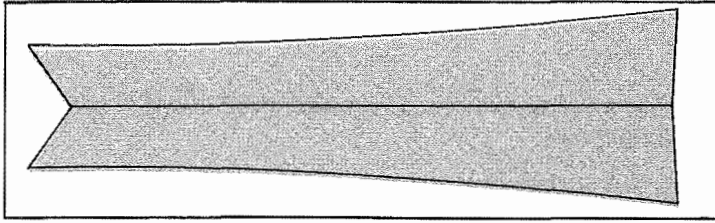
**Note:** Check the alignment of the stem with the transom, as shown here. If necessary, bend the stem into alignment with the transom before gluing the stem brace in place.

The hull framework is now ready for planking. **Do not** remove the framework from the strongback and **do not** remove the spall until told to do so.

## Planking

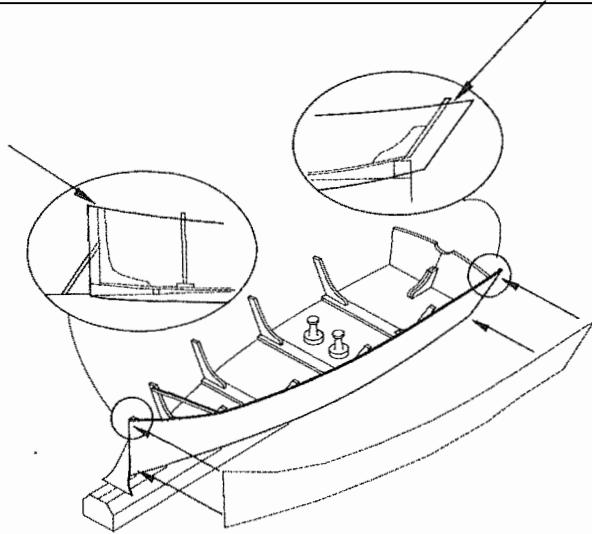
In order for the side planks to fit properly they must be located as explained in the following instructions. Work carefully.

The frames are longer than necessary to allow for differences in construction techniques. They will be trimmed later in construction.

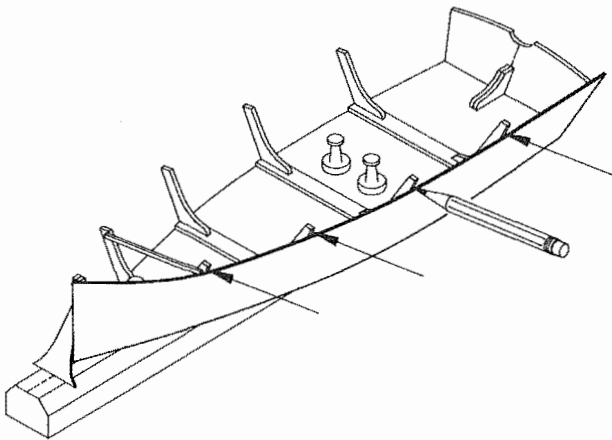


- 46. Remove the two side planks from die-cut sheet Number Three (#3). Use a sanding block to **lightly** sand the edges of these planks, removing only the burrs and rough spots.

**Note:** The wide ends of these planks are the front ends and are to face the stem when the planks are attached to the hull.

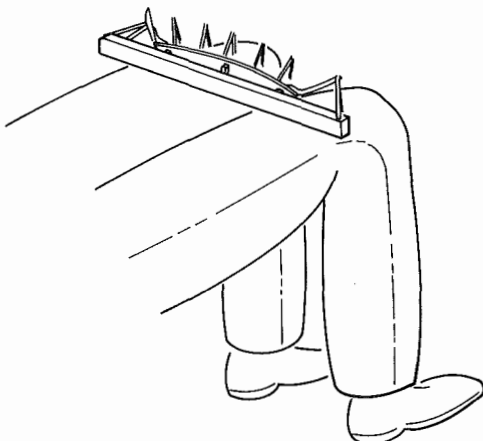


- □ 47. Bend one side plank into contact with the bottom plank, stem, frames, and transom on the left side. Align its upper edge flush with the top edges of the stem and transom, as shown. The front edge of the plank should extend slightly beyond the front edge of the stem, as shown. The side planks are longer than necessary to allow for fitting. The ends will be trimmed later in construction.

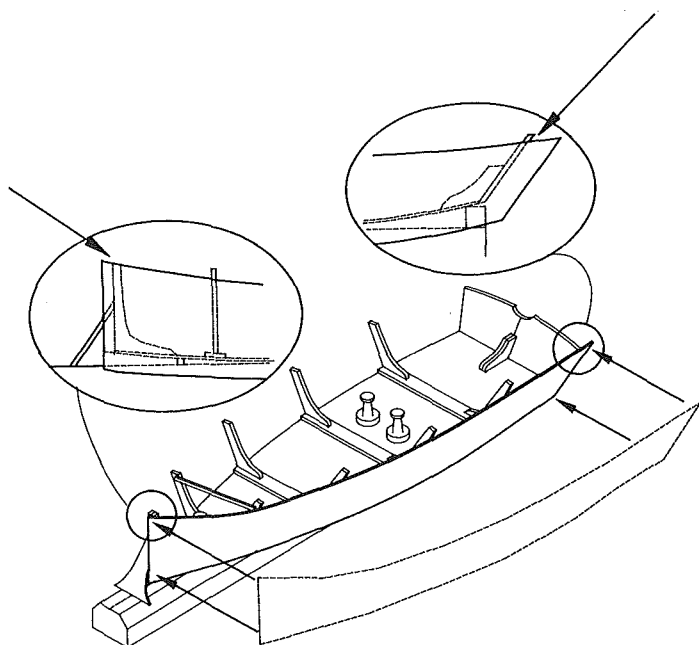


- □ 48. While holding the plank in position, mark the location of the upper edge of the plank on each frame, as shown. Then, remove the plank.

**Note:** If your hands are small, it will be helpful to have someone assist you with holding this plank in position while marking the frames.



**Note:** In the following instructions, it will be easier to apply the glue and planks if you lay the strongback on its side across your legs, as shown.



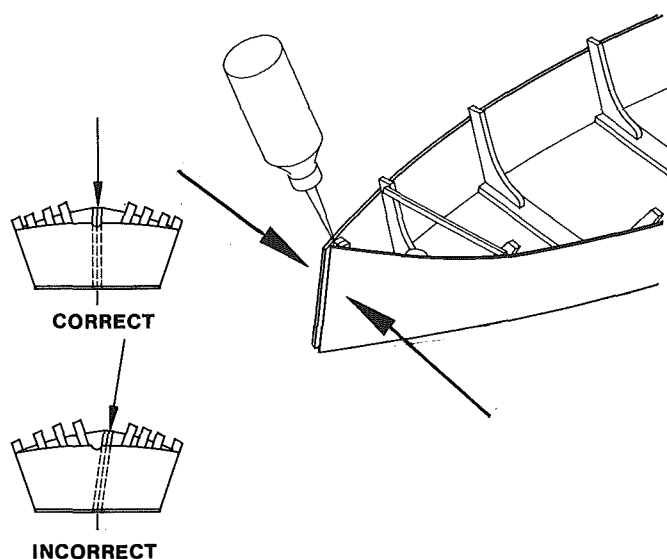
- □ 49. Apply a bead of Slow CA to the edges of the transom and frames on the left side. Then, apply a bead of Slow CA to the left edge of the bottom plank, from the transom to frame # 1.

**Note:** Do not apply any Slow CA to the bottom plank ahead of frame #1, or to the stem.

- □ 50. Bend a side plank into position against the bottom plank, stem, frames, and transom on the left side, as shown. Be certain to align the upper edge of this plank flush with the tops of the stem and transom and to allow it to extend slightly ahead of the stem. Hold the plank in position until the Slow CA sets (about 20 sec-onds).

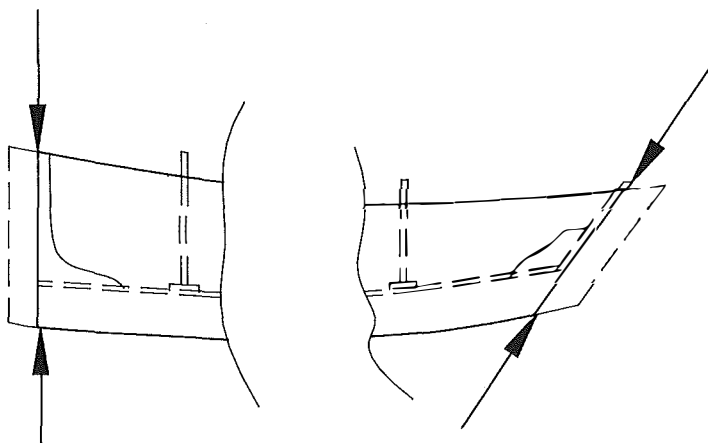
**Note:** It is only important to align the upper edge of the plank flush with the top edges of the stem and transom. Use the pencil marks on the frames only as a guide to initially help you position the plank.

- 51. Repeat Instructions #41 through #50 to fit and glue the remaining side plank to the right side of the hull framework.



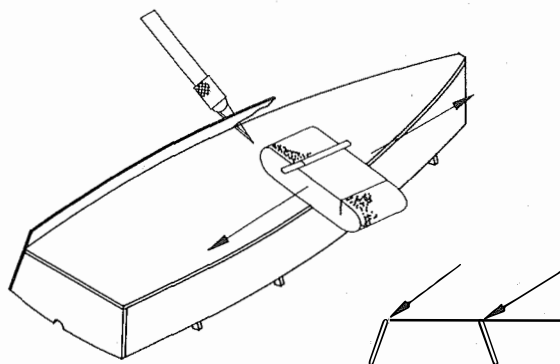
- 52. Remove the stem brace and push-pins from the hull and remove the hull from the strongback.

- 53. Squeeze the side planks against the stem and bottom plank with your fingers. Sight down the hull from the rear. Align the stem, so that it is square with the transom, as shown. Then, run CA into the joints between the side planks, bottom plank, and the stem.

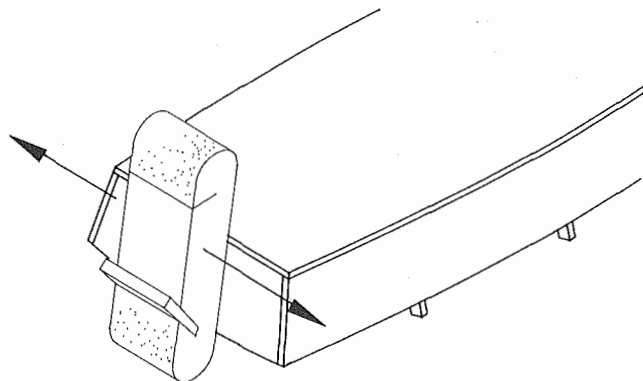


- 54. Use a sharp X-acto knife to trim the excess wood from the side planks, near the stem and transom, as shown.

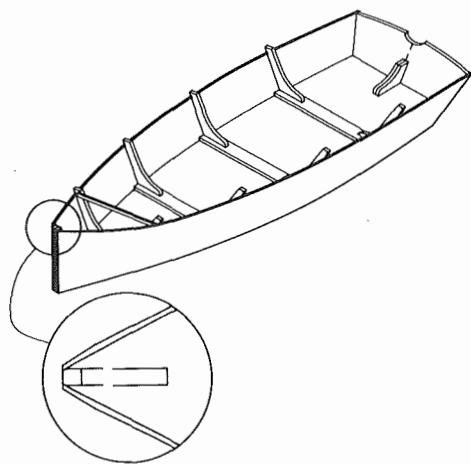
## Fairing the Planks



- 55. Use an X-acto knife to trim the excess wood from the side planks, near the bottom plank. Then, use a sanding block to sand the side planks flush with the bottom plank, as shown.

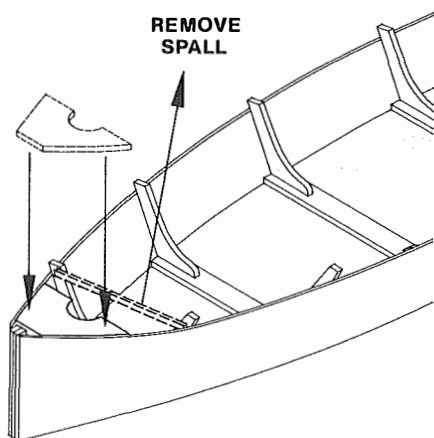


- 56. Lay a sanding block flat on the transom and sand the plank ends flush, as shown.



- 57. Use a sanding block to sand the other ends of the planks flush with the front edge of the stem, as shown.

## Breasthook



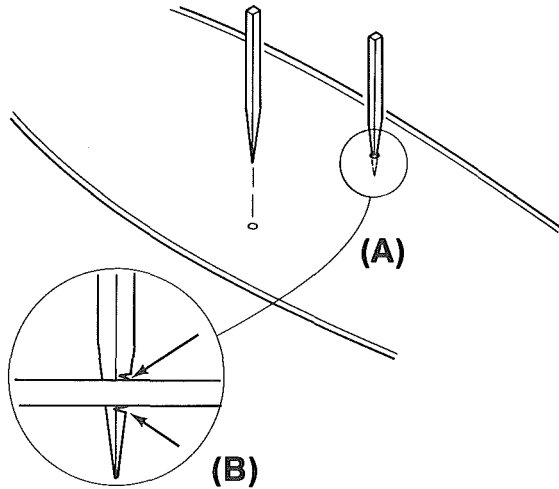
- 58. Remove **one** breasthook from one of the die-cut sheets Number One (#1). Use a sanding block to bevel the edges of the breasthook, so that it butts against the back of the stem and fits tightly against the side planks. Position it flush with the upper edges of the side planks, as shown, and run CA into the joints.

**Note:** The remaining breasthook on the other die-cut sheet is not used.

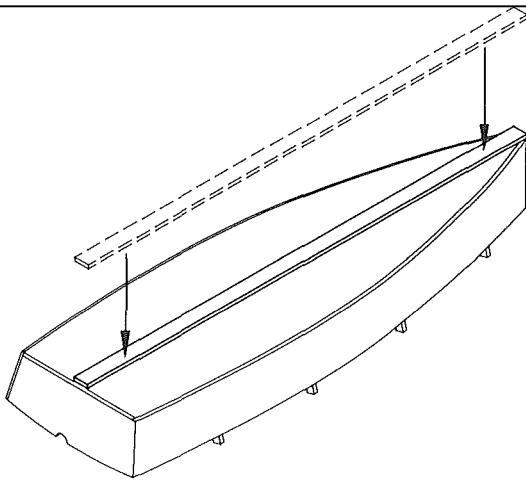
- 59. Use an X-acto knife to cut the spall from frames #1.



## Chafing Plank



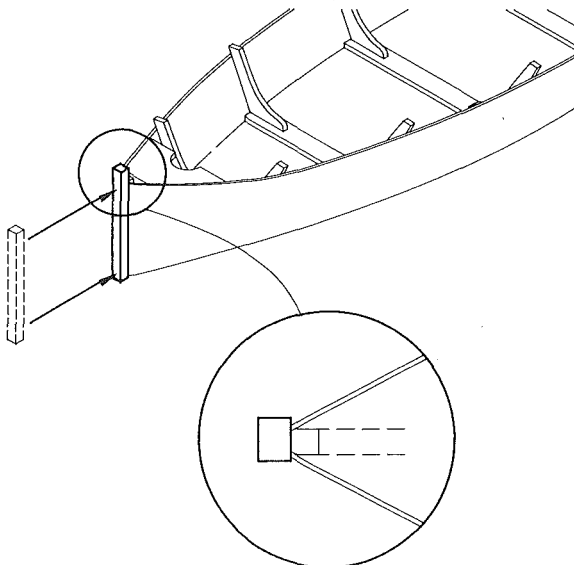
- 60. Cut three pieces of scrap wood from one of the die-cut sheets to about the size and diameter of toothpicks. Carve one end on each piece to a sharp point.
- 61. Press the sharpened ends of these pieces firmly into the three holes left by the push-pins in the bottom plank, as shown in (A). Use an X-acto knife to score these pieces flush with the inside and outside of the bottom plank, as shown in (B). Then, break the excess wood off.
- 62. Sand the ends of the remaining pieces in the holes flush with the inside and outside of the bottom plank. Then, apply a small drop of CA to each piece.



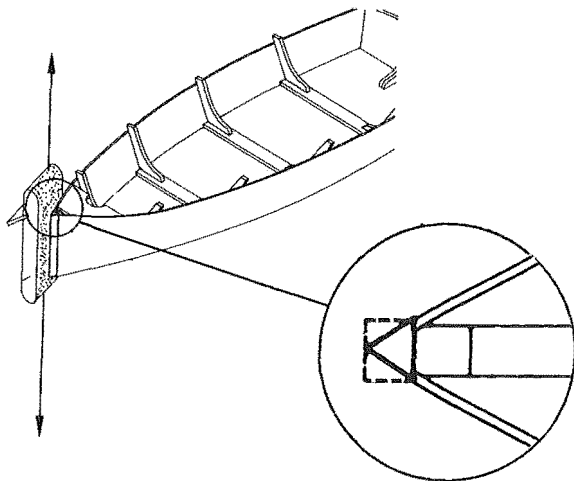
- 63. Cut an 8" length from one 1/16" x 1/4" x 11-7/8" basswood strip. Apply Slow CA to one side of this piece. Center it over the blunt end of the stem and over the plankline on the bottom plank. Press it into position. Use a sanding block to sand the ends flush with the transom and stem.

## False Stem

**Note:** In real Skiff construction, the stem, false stem, and stem cap would all be made from one piece of wood; this piece having vee-shaped notches in its sides to accept the side planks. This would be very difficult to do on a model of this size, so the stem has been built-up from three parts to make construction easier.

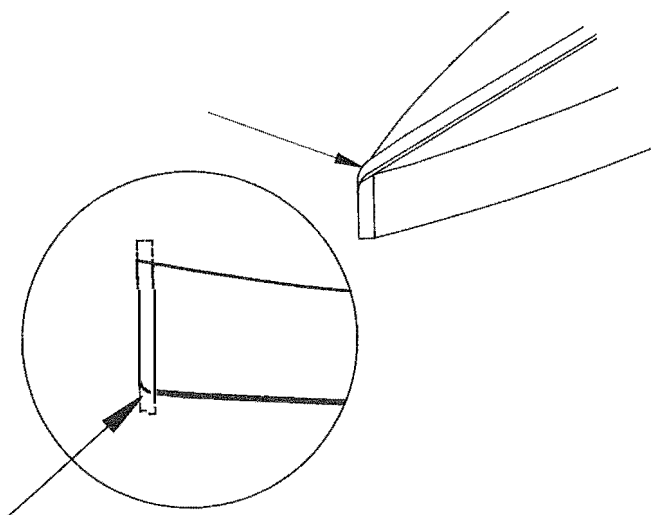


- 64. Apply Slow CA to one side of a 1/4" x 1/4" x 1-3/8" basswood strip and glue it to the front of the stem and plank ends. Be sure it is centered on the stem and overlaps the plank ends, as shown.

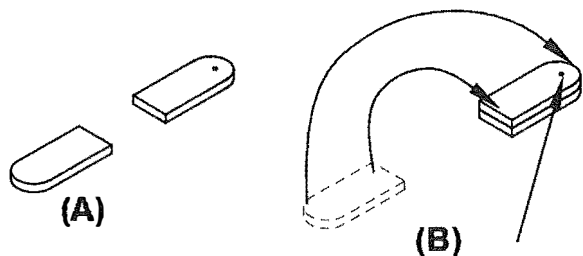


- 65. Use a sanding block to fair the false stem to a point and flush with the side planks, as shown.

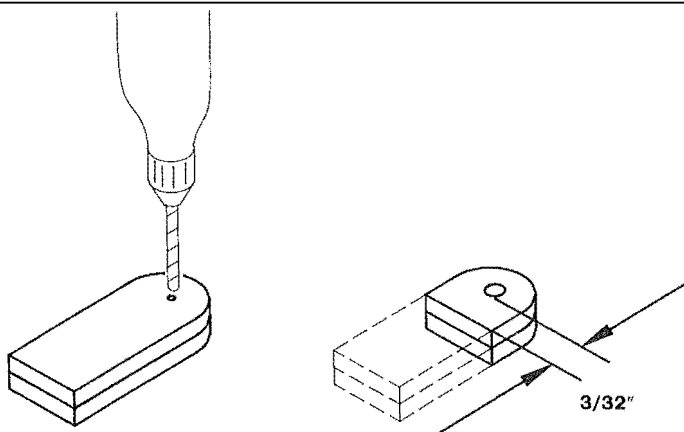
**Note:** Hold the sanding block against the false stem and sand parallel to the stem length, as shown, to avoid sanding through the side planks.



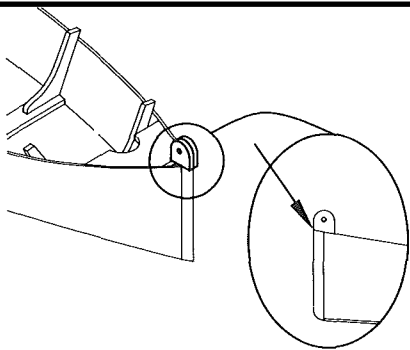
- 66. Use a sanding block to sand the ends of the false stem flush with the chafing plank and top of the stem. Then, use it to sand a curve in the false stem, as shown here and on the plan.



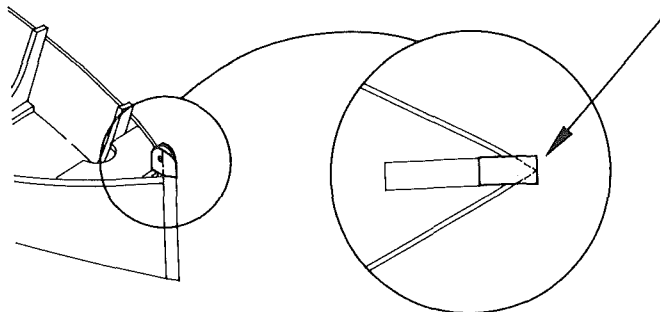
- 67. Remove the stem cap from die-cut sheet Number Two (#2). Use a razor saw to cut it in half, as shown in (A). Apply Slow CA to one side of one stem cap and laminate the two parts together so that the indented mark on one half faces out, as shown in (8). Then, use a sanding block to sand the edges on the rounded end flush.



- 68. Drill a 1/16" hole through the stem cap, at the indented mark. Then, use a razor saw to cut through the stem cap 3/32" below the hole, as shown.



- 69. Apply Slow CA to the flat edge of the stem cap. Glue it over the top of the stem and false stem, so that it is centered and flush with the point of the false stem, as shown.



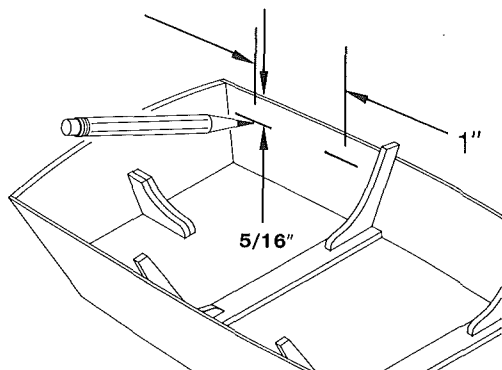
- 70. Use a sanding block to fair the stem cap flush with the false stem.

## Risers and Quarter Knees

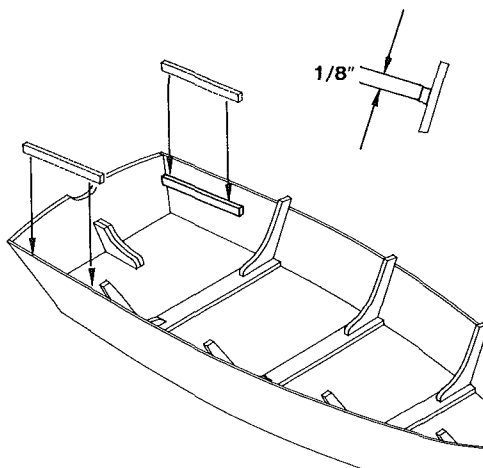
In this sub-assembly the quarter knees and rear seat risers will be installed.

Risers are wood strips that support the boat's seats. Knees are parts that support two planks that must be joined at an angle, in this case, the side planks and the transom.

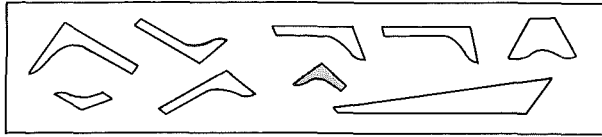
**Note:** There are two sets of risers in this boat. Only the rear seat risers will be installed at this time. The center seat risers, inwales, and floor boards will not be installed until after the boat is painted. This will make painting the interior of the boat's hull, and these parts, much easier.



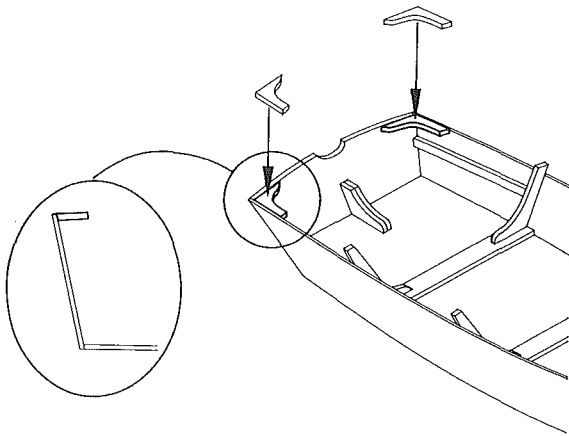
- 71. Cut two, 1-1/4" risers from the same 1/16" x 1/8" x 11-7/8" basswood strip used to make the spall in Instruction #44.
- 72. Use a straight edge and pencil to measure and mark two points, 5/16" down from the upper edge of both side planks, near the transom. The two marks on each side should be made within 1" of each other, as shown.



- 73. Apply Slow CA to one 1/8" side of each riser. Glue them in place against the inside of the side planks, so that their upper edges are on the pencil marks and their ends are butted against the transom, as shown.



- 74. Remove the quarter knees from the two die-cut sheets Number One (#1).

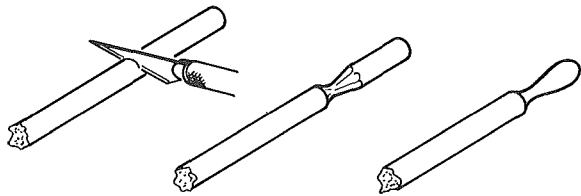


- 75. Use a sanding block to sand a bevel into the flat edges of the knees, so that they fit against the side planks and transom with no gaps in the joints, as shown.

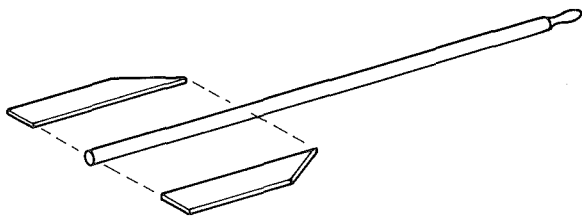
**Note:** When fitting the knees, be sure that the pointed end of each knee rests on the transom and the blunt ends rest on the side plank, as shown here and on the plan.

- 76. Apply Slow CA to the beveled edges of the knees and glue them in place, so that their upper edges are flush with the upper edges of the side planks.

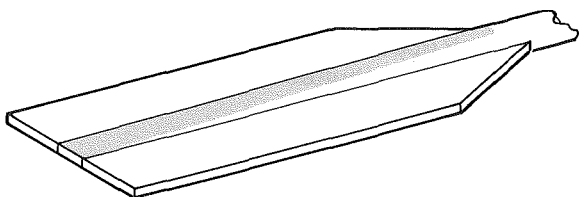
## Oars



- 77. The oar handles are made from two, 3/16" x 5-7/8" wood dowels. They are already cut to length. Use the drawing of the oar on the plan as a pattern to carve and sand an oar handle on one end of each dowel, as shown.

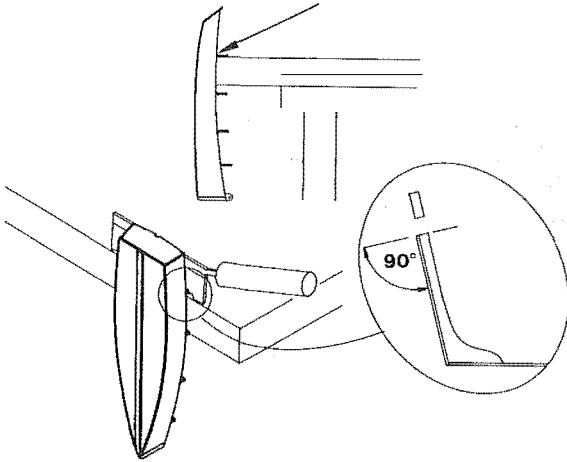


- 78. Using the drawing of the oar on the plan as a pattern, cut four oar blades from a 1/16" x 1/8" x 11-7/8" basswood strip.
- 79. Glue the blades to the oar handles, as shown, with Slow CA. Be careful to align them parallel to each other.



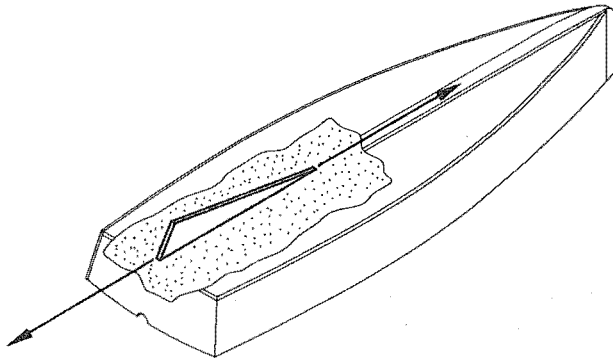
- 80. Carve and sand a taper on each side of both oars, as shown. Then, use a sanding block to shape the oar blades, as shown here and on the plan.

## Trimming the Frames

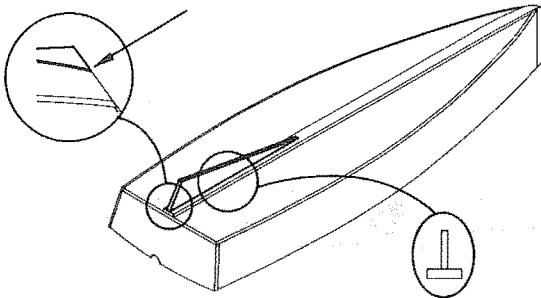


- 81. Position your building board so that one edge hangs slightly over the edge of your workbench. Hold the hull so that the tops of frames #4 rest flat on the upper surface of your building board, as shown. Then, use a razor saw to trim the tops of these frames flush with the upper edges of the side planks, as shown. Also, be sure that each frame is cut at a 90° angle to the side planks, as shown.
- 82. Repeat Instruction #81 to trim the tops of the remaining frames.

## Skeg



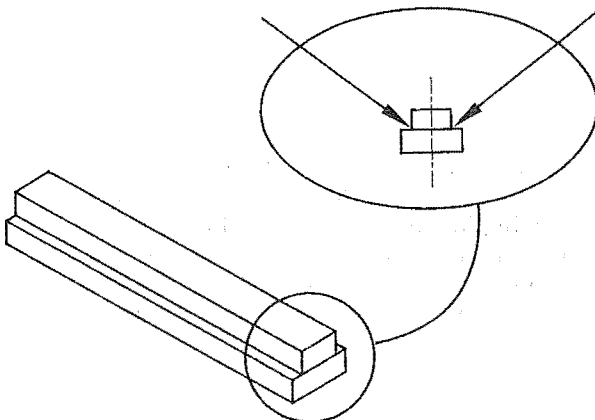
- 83. Remove one skeg from one die-cut sheet Number One (#1).  
**Note:** The remaining skeg on the other die-cut sheet is not used.
- 84. Lay a piece of #80 grit sandpaper, grit side up, over the rear portion of the chafing plank. Press the skeg against the sandpaper and sand its curved edge to match the curve in the chafing plank.



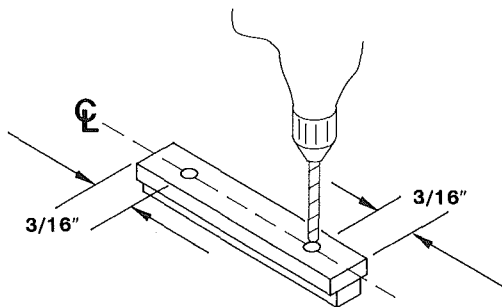
- 85. Apply Slow CA to the curved edge of the skeg. Center the skeg on the chafing plank so that its rear edge is flush with the transom, as shown. Then, press it into place.

## Rowlock Blocks

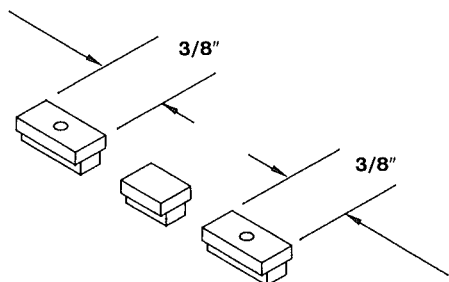
The rowlock blocks provide a pivot for the metal oarlocks. These blocks will be made in this sub-assembly. However, they will not be installed until after the model is painted.



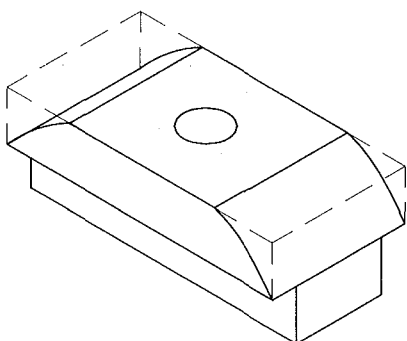
- 86. Cut a one inch length from a 1/16" x 1/8" basswood strip and a one inch length from a 1/16" x 3/16" basswood strip. Use Slow CA to glue these two strips together so that two steps are created when the parts are joined, as shown.



- 87. Drill a 1 /16" hole, 3/16" in from each end of the joined strips. Be sure to center the holes on, and drill them from, the 3/16" side of the joined strip, as shown.



- 88. Use a razor saw to cut the two rowlock blocks from the joined strips, 3/8" in from each end, as shown.

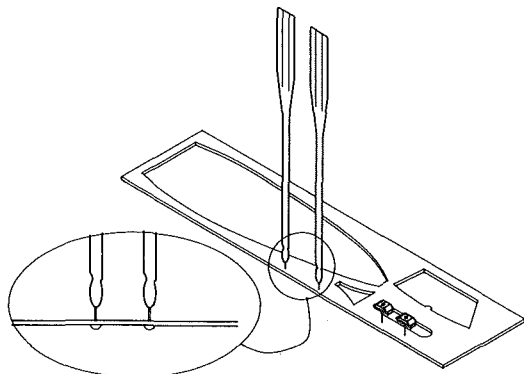


- 89. Use a sanding block to bevel the ends of the rowlock blocks, as shown.

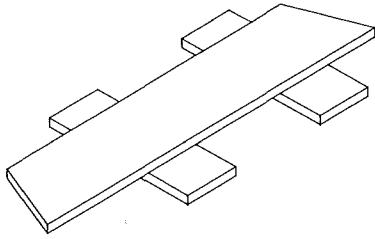
## Painting

Before adding any of the finishing details you should paint the model in the colors of your choice. It is much easier to paint sub-assemblies, such as oars and seats, than to attempt to paint a completely assembled model. The results also have a more realistic, neater appearance.

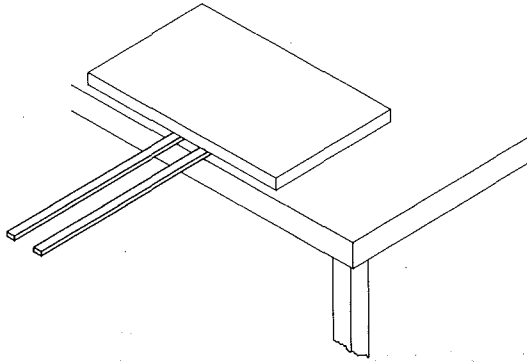
### Paint Jig



Painting can be simplified with the use of a simple jig, which will hold all of the small parts. A jig can be made by pushing straight pins through die-cut sheet Number Two (#2). The oars and rowlocks can be stuck on the ends of the pins, as shown, while they are being painted. They can then be removed for sanding and re-attached for the next coat of paint.



The seats can be laid across scraps of stripwood while being painted. This will elevate them from the building board and prevent the finish from sticking these parts to the board.



Two 1/16" x 1/8" x 11-7/8" basswood strips will be used to make the inwales and center seat risers. Three 1/16" x 3/16" x 11-7/8" basswood strips will be used to make the floor boards. Two 1/16" x 1/8" x 10" Walnut strips will be used to make the guards. To ease painting and finishing, these wood strips will first be painted. Then, later in construction, they will be cut to size.

These wood strips are longer than necessary. They can be held with your fingers during paint application, leaving about 1" on one end unpainted. This end can then be placed between the building board and workbench to hold the strip while the paint dries, as shown.

## Color Scheme

For best results, we recommend using our Midwest Apprentice Boats Paint Kit, stock no. 910. It is a safe, non-toxic, permanent acrylic paint, and cleans up with water. Follow the detailed instructions included with the Apprentice Boats Paint Kit for finishing your boat.

There is no standard color scheme for Skiffs. Their finish and appearance are a matter of the owner's personal preference. So, you can paint this model in the colors of your choice.

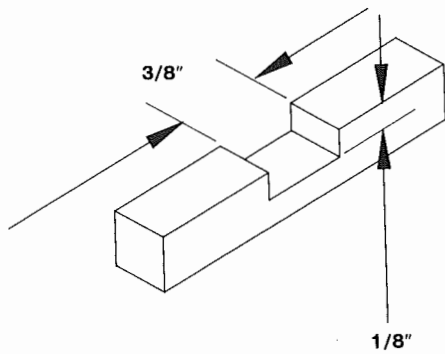
If you prefer, the following colors were used to finish the model on the box top:

Hull Exterior and Rowlocks - **White**  
 Hull Interior - **Light Blue**  
 Guards, Seats, Oars, Inwales, Floorboards  
 and Center Seat Risers - **Wood Sealer**

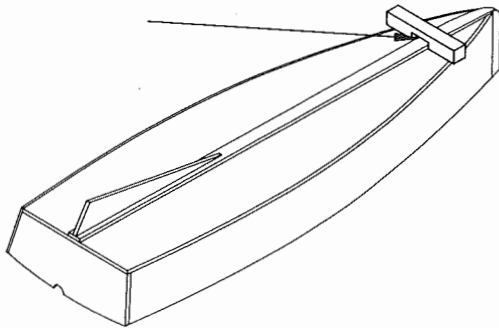
The 1/4" x 1/4" x 1-3/8" basswood part for the display stand was finished to simulate weathered wood. This was done by thinning **Grey** with water to produce a grey "stain". The stain was sparingly rubbed on with a rag. No other finish was applied. This technique allows the natural wood color to show through the grey stain, producing a weathered appearance.

No finish was applied to the metal oar locks.

## Final Construction

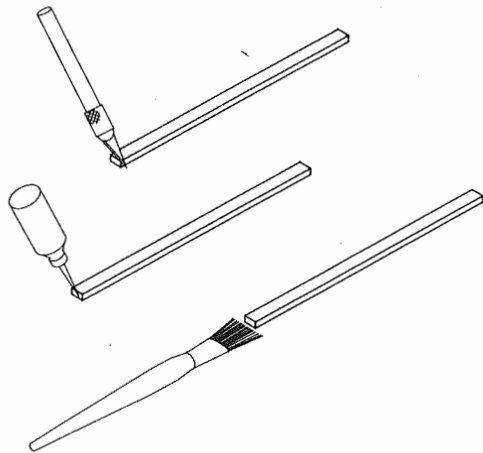


- 90. Use a razor saw and X-acto knife to cut a 1/8" x 3/8" notch in the centerline of the 1/4" x 1/4" x 1-3/8" display stand, as shown.



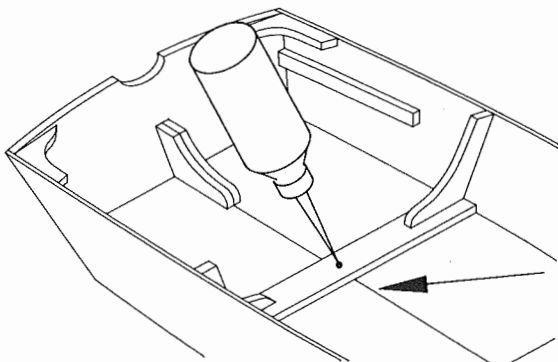
- 91. Apply a small amount of Slow CA to the display stand. Position the stand under frame #1, so that the notch is over the chafing plank, as shown.

## Floor Boards



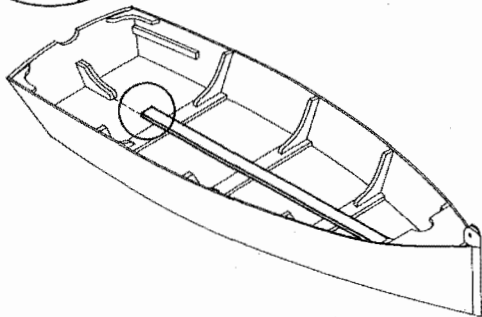
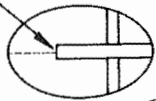
- 92. Use the drawing of the floor boards in the Top View on the plan as a pattern to cut the five floor boards to length.

**Note:** If you have applied a clear finish to the floor boards, the cut ends can be sealed and finished by applying a small drop of CA to the bare ends. If you have painted the floor boards, paint the bare ends with the same color before going on.

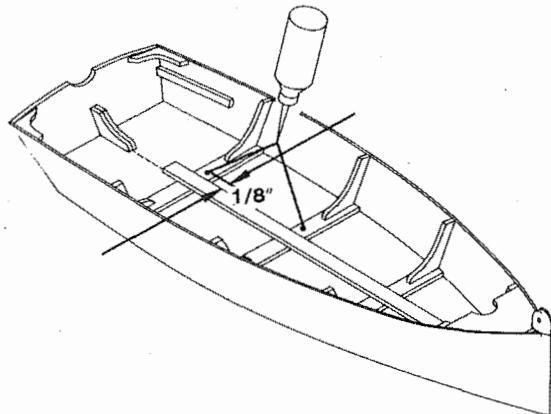


- 93. Apply a small drop of Slow CA to the tops of each cleat. Each drop should be placed in line with the indented plank line, as shown.

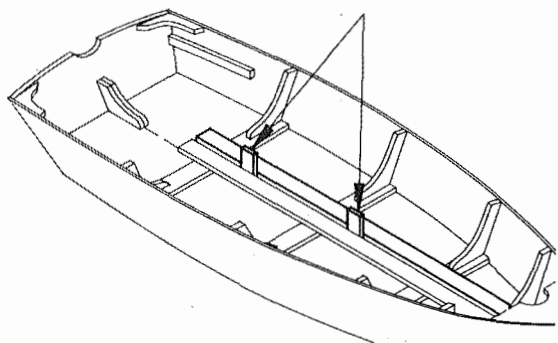




- 94. **Center** one long floor board **over** the indented plank line and bend it into contact with all of the cleats, as shown here and on the plan. Hold it in position until the Slow CA cures (about 20 seconds).

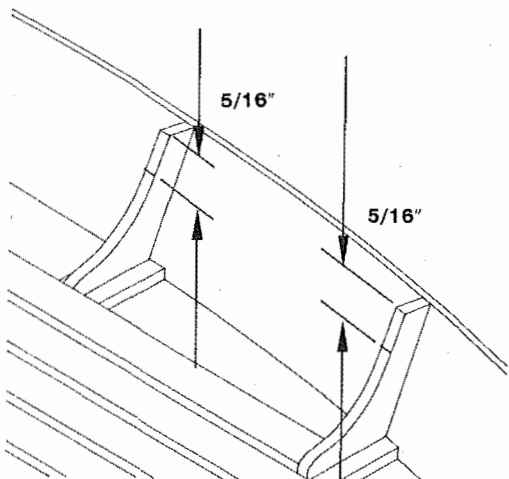


- 95. Cut two small pieces of wood from die-cut sheet Number Two (#2). These pieces will be used as spacers in the next instructions.
- 96. Apply a small drop of Slow CA to the top of each cleat, 1/8" from the edge of the center floor board, as shown.

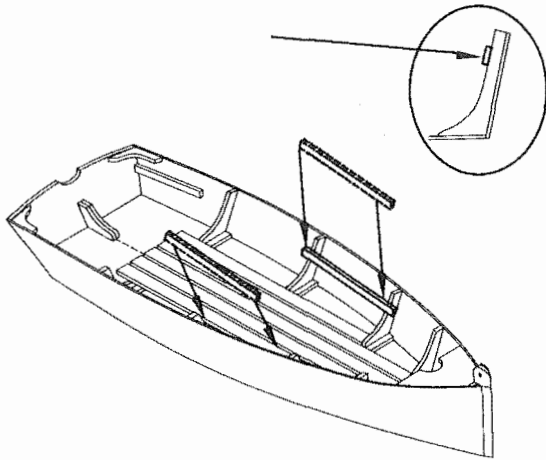


- 97. Stand the wood spacers near each end of the center floor board, as shown. Lay another long floor board on the cleats. Press it against the spacers while bending it into contact with all of the cleats. After the Slow CA cures, remove the wood spacers.
- 98. Using the procedures in Instructions #96 and #97, install the remaining floor boards, as shown in the Top View of the plan

## Center Seat Risers

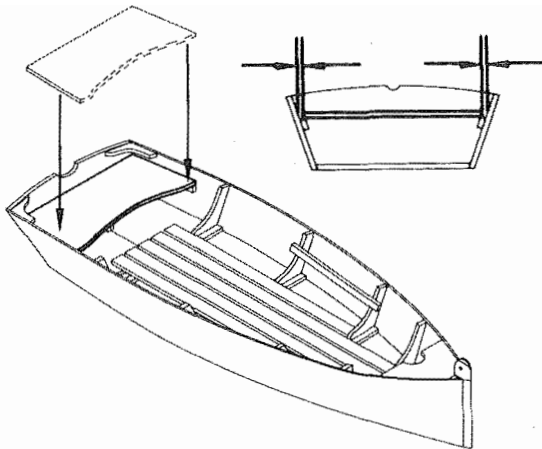


- 99. Cut **one** 2" length from **each** of the pre-finished 1/16" x 1/8" x 11-7/8" basswood strips. Finish the cut ends as explained in instruction #92.
- 100. Measure and mark a light pencil line on the inside edges of frames #2 and #3. These marks should be 5/16" down from the top edges of the frames, as shown. Then, make these same measurements and marks on the opposite side of the hull.



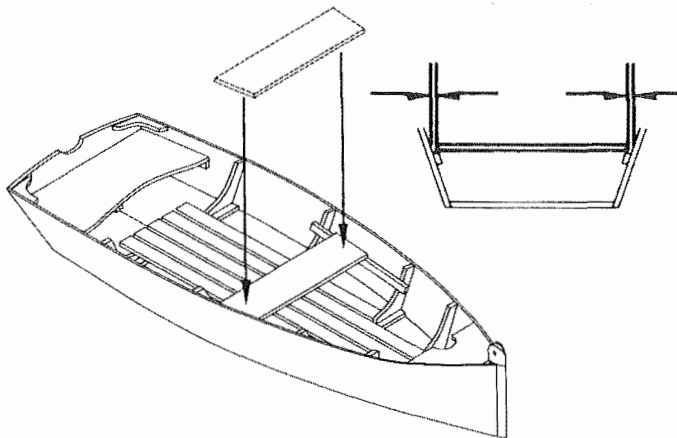
- 101. Apply a small drop of Slow CA just under each pencil line. Then, press the risers into contact with frames #2 and #3, so that their top edges contact the pencil lines.

## Seats



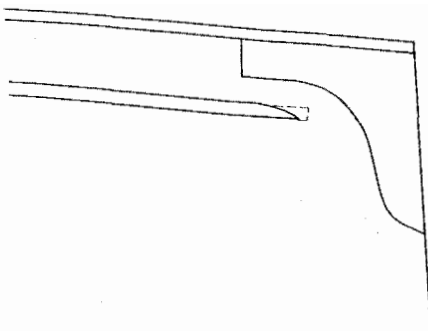
- 102. Place the rear seat on the rear seat risers and against the transom. If necessary, use a sanding block to trim the edges of the rear seat to obtain this fit.
- 103. Apply a bead of Slow CA to the ends of the rear seat that will contact the rear seat risers. Position the rear seat on the risers and against the transom.

**Note:** If there is a gap between the rear seat and the side planks, position the seat, so that the gap is equal on both sides, as shown.

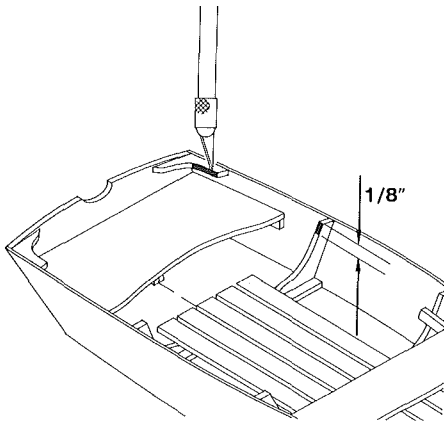


- 104. Place the center seat on the center seat risers, in the position shown on the plan. If necessary, sand the ends of the center seat so that there is a small gap between the seat and the side planks.
- 105. Apply Slow CA to the bottom of the center seat. Position this seat on the risers, as shown on the plan, and, so that the gaps between the ends of the seat and the side planks should be equal, as shown.

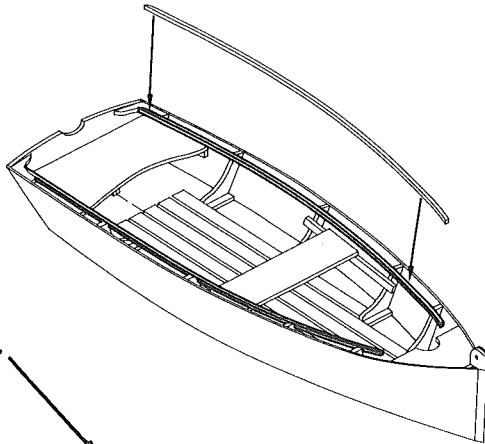
## Inwales



- 106. Cut two, 7-1/8" lengths from the remaining pre finished 1/16" x 1/8" basswood strips.
- 107. Use a sanding block to contour one end of each wood strip so that they fit into the curve of the quarter knees, as shown.

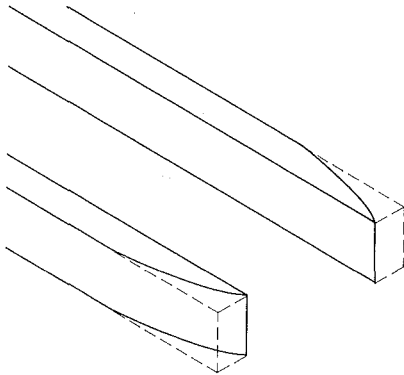


- 108. Use a sharp X-acto knife to carefully scrape the finish from the curved edge of the quarter knees that will contact the inwales. Also, carefully scrape the finish from the top 1/8" on the inside edge of each frame, as shown.

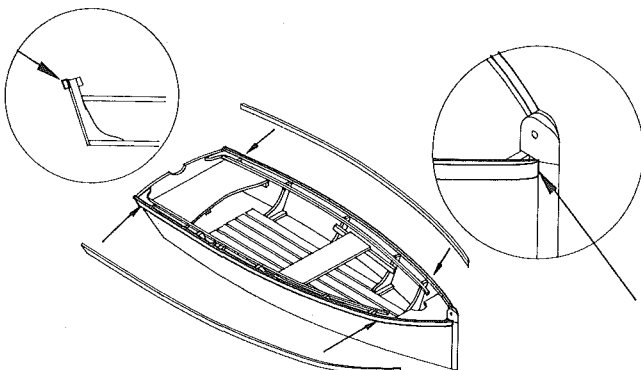


- □ 109. Apply a drop of Slow CA to the scraped portions of the knee and frames on one side of the hull. Position the contoured end of one inwale against the knee and press it into contact with all of the frames so that the top of the inwale is flush with the top of the knee and frames, as shown.
- 110. Repeat Instruction #109 to install the inwale on the opposite side.

## Guards

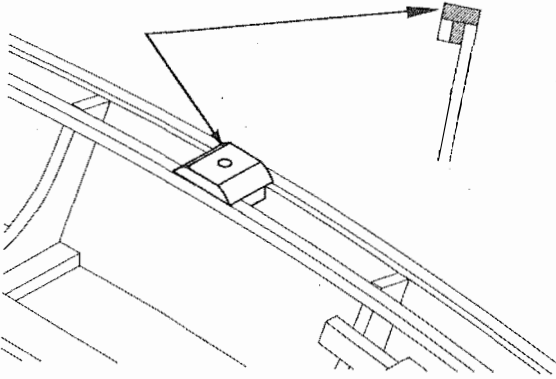


- 111. Use a sanding block to round off one end on each pre-finished 1/16" x 1/8" x 10" Walnut strip, as shown. Then, finish these ends as explained in Instruction #92.



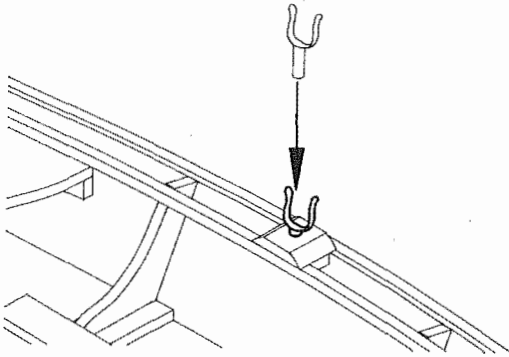
- □ 112. Apply a small bead of Slow CA to one guard. Position the rounded end of the guard flush with the back edge of the false stem. The top of the guard should be positioned flush with the top of the side plank, as shown. Bend the guard into contact with the side plank. Use a razor saw to cut the excess wood flush with the transom. Then, finish the cut ends as explained in Instruction #92.
- 113. Repeat Instruction #112 to install the guard on the opposite side.

## Rowlock Blocks



- 114. Test-fit the rowlock blocks on the inwales and side planks, at the positions shown on the plan. If necessary, trim the steps on the underside of the blocks so that they rest between the inwales and side planks, as shown here.
- 115. Apply Slow CA to the steps on the underside of the rowlock blocks. Position them on the inwales and side planks at the locations shown on the plan.

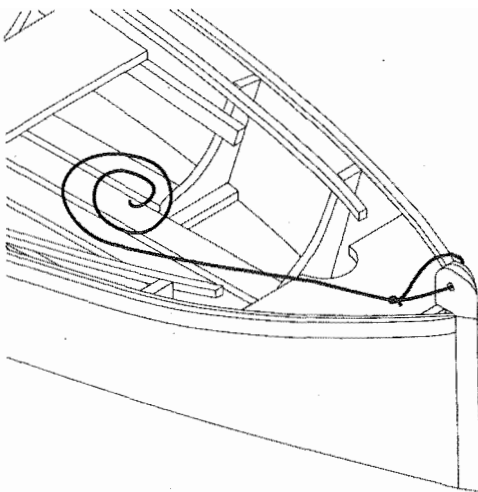
## Oarlocks



- 116. Insert the oarlocks into the holes in the rowlock blocks.

**Note:** If the oarlocks will not fit into the holes, open the holes by running a 1/16" drill bit into them to clear out any paint or debris. If the oarlocks are a loose fit in the holes, they can be permanently secured with a drop of CA. However, if the oarlocks are a snug fit in the holes, they can be left free to rotate in a prototypical manner.

## Painter



- 117. Pass the end of the cordage through the hole in the stem head and tie a loop in the end, as shown. Coil the remaining length of the painter in the bottom of the boat.

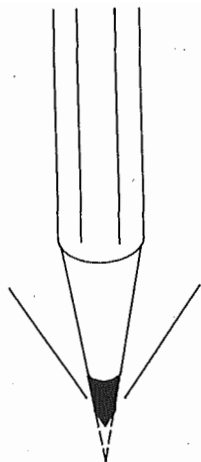
**Note:** A painter is a length of line used to tie a small boat to a dock, or another boat.

Place the oars in the oarlocks or across the seats.  
Your Skiff is now complete.

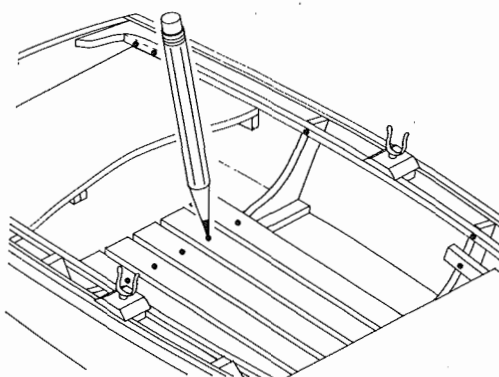
## Optional Details

The following suggestions are provided to add scale detail. They are optional.

Whether you have applied a clear or pigmented finish to the seats and floor boards, you can give them a realistic, used, appearance by lightly sanding them with #400 grit wetordry sandpaper to remove the gloss from the finish. This should be done in a random manner. Think about how a real Skiff would be used. For example, the center of the seats would receive more wear than the ends, so the center of the seats in the model would have all of the gloss removed. Don't overdo it. This is a technique where just a little bit is just right.



If you have finished the floorboards, center seat risers, and inwales with a clear finish, you can simulate nail heads on these parts with a lead pencil. Sharpen a pencil to a point. Then bevel the end of the point on a piece of sandpaper, as shown.



On a Skiff of this size, a single nail head would appear where the floor boards, risers, and inwales contact the frames or cleats, as shown.

To create a nail head, position the pencil point exactly where you want the nail head to appear. Press the point of the pencil against the wood to create a slight dent. Then, turn the pencil point in the dent.

Renew the pencil point after making each nail head.

We at Midwest Products hope you have enjoyed building this model. We would appreciate your taking a few minutes to fill out and return the Postage Paid Evaluation Card in this manual. We welcome any suggestions or comments you have for improving our kits and instructional material.

Thank you.

## Acknowledgements

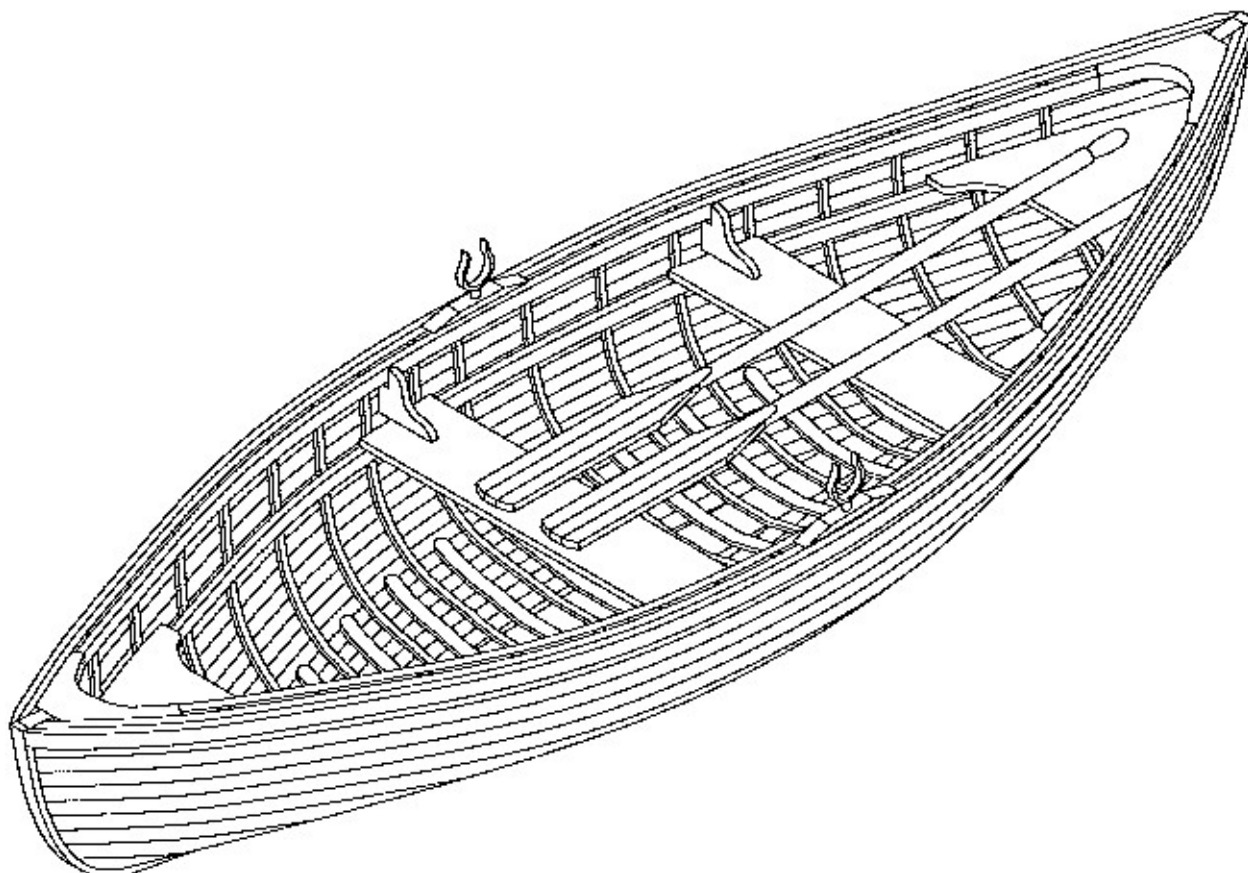
**Written By: Don Sobbe**  
**Illustrations By: Tom Herr**  
**Typesetting and Layout By: Phyllis Kilgore**

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## Other boats in the round bottom apprentice boat series:

### *Kit #977 – The Maine Peapod*



## The Maine Peapod

Peapod are believed to have originated somewhere in Maine, in the nineteenth century. Most were used by fishermen to work lobster traps along the east coast. The Peapod was ideal for this job due to its double-ended shape, which allowed the boat to be easily maneuvered around rocks and other obstacles. The Peapod was also known as a boat that was very seaworthy, many sailors would prefer to ride out a rough storm in a Peapod because it was more stable than other types of row boats.

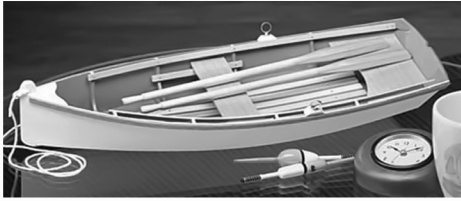
Fishermen would stand up in the boat using the raised oarlocks, to row from trap to trap, each being marked by their own colored buoy. Most of the Peapods were built as row boats, but many others had center-boards and small sails added to make long passages easier by sailing.

The Peapod was used by fishermen until the 1930's when they were replaced by modern diesel lobster boats.



# OTHER MIDWEST

## Classic Apprentice Boats Kits



**947, Yacht Skiff**  
**Beginner**

This tender to small yachts is used to carry the skipper, guests and supplies from shore.

Length: 17-1/4" Height: 3-7/8"  
Beam: 6-3/8" Scale: 2" = 1' (1/6)

Hull Construction: Die-cut side & bottom planking

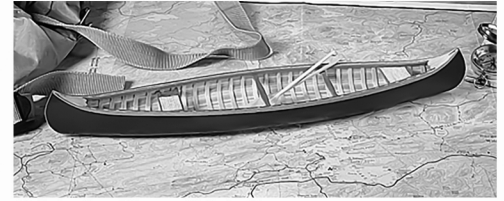


**950, The Dinghy**  
**Intermediate**

A small utility boat, an Amesbury Style Skiff, that has been in common use around the world for hundreds of years.

Length: 10" Height: 1" = 1' (1/12)  
Beam: 4" Scale: 1" = 1' (1/12)

Hull Construction: Die-Cut Lapstrake Planking



**981, Indian Girl Canoe**  
**Intermediate**

Wood canvas construction was pioneered in Maine; it first appeared commercially in the mid 1870's, becoming the standard for canoes.

Length: 16" Height: 2"  
Beam: 2-3/4" Scale: 1" = 1' (1/12)

Hull Construction: Strip Planking



**967, The Skiff**  
**Beginner**

A scale model of a two-man, flat-bottomed rowboat that was built during the 19th century.

Length: 8-5/8" Height: 1" = 1' (1/12)  
Beam: 3-1/8" Scale: 1" = 1' (1/12)

Hull Construction: Die-cut side & bottom planking



**976, Sea Bright Dory Lifeboat**  
**Intermediate**

A mid 19th century fishing boat used along the New Jersey coast. Today they serve as life-guard & utility boats from Maine to Florida.

Length: 12" Height: 1-1/2"  
Beam: 3-7/8" Scale: 3/4" = 1' (1/16)

Hull Construction: Die-Cut Lapstrake Planking



**977, Maine Peapod**  
**Intermediate**

The Maine Peapod originated along the East Coast in the late 1800's, as a work boat for working lobster traps.

Length: 12" Height: 1-1/2"  
Beam: 3-7/8" Scale: 7/8" = 1' (1/10)

Hull Construction: Strip Planking

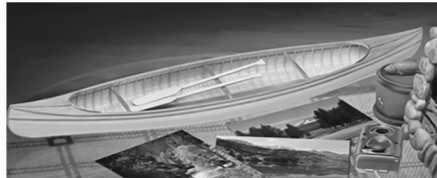


**989, Chesapeake 17 Kayak**  
**Beginner**

Modeled after the real "Chesapeake 17 Kayak", and produced by Chesapeake Light Craft, one of the largest manufacturers of kayak kits in the world.

Length: 17" Height: 2"  
Beam: 2" Scale: 1" = 1' (1/12)

Hull Construction: Sheet Planking

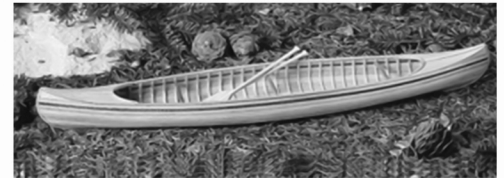


**949, Canadian Canoe**  
**Advanced**

The "cottage's canoe", ideal for general-purpose paddling and light tripping.

Length: 23-1/4" Height: 2-7/8"  
Beam: 4" Scale: 1-1/2" = 1' (1/8)

Hull Construction: Strip Planking

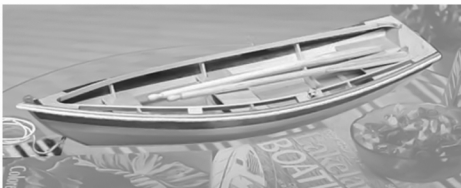


**982, Peterboro Canoe**  
**Intermediate**

The carpentered canoe built with European woodworking skills was first "perfected", about the mid 1800's in the area around Peterboro Ontario.

Length: 15-7/8" Height: 1-1/2"  
Beam: 2-5/8" Scale: 1" = 1' (1/12)

Hull Construction: Strip Planking



**948, Rowing Dinghy**  
**Intermediate**

A "typical" rowing Dinghy, inspired by the Amesbury Style Skiff, and built in the same manner as the full-size boat.

Length: 20" Height: 4-3/8"  
Beam: 7-13/16" Scale: 2" = 1' (1/6)

Hull Construction: Die-cut Lapstrake Planking



**978, Boston Whitehall Tender**  
**Intermediate**

The Whitehall originated around 1820 around the New York waterfront, used by runners who would row out to incoming deepwater vessels to accost the local crews.

Length: 12" Height: 1-9/16"  
Beam: 3-5/8" Scale: 7/8" = 1' (1/10)

Hull Construction: Strip Planking



**NOW Made in the USA**  
**by Model Shipways.**  
(A Division of Model Expo Inc.)



# OTHER MIDWEST

## Classic Apprentice Boats Kits



### 951, Muscongus Bay Lobster Smack

**Intermediate**

A small sloop that could be worked by two men, used along the Maine Coast from the 1860's to the turn of the century for catching lobsters.

Length: 15"  
Beam: 3-1/2"  
Height: 14"  
Scale: 1/2" = 1' (1/24)

Hull Construction: Die-cut side & bottom planking



### 968, Sharpie Schooner

**Intermediate**

A model of one of the so-called "Terrapin Schooners", developed in the late 1800's and used well into the present century for turtle fishing along the Florida & Gulf Coasts.

Length: 17"  
Beam: 3-3/4"  
Height: 12"  
Scale: 3/8" = 1' (1/32)

Hull Construction: Die-cut side & bottom planking



### 965, Chesapeake Bay Flattie

**Beginner**

A turn-of-the-century workboat, used along the coasts of Virginia and North Carolina to carry produce down shoal creeks to market, and for hauling oysters from shallow flats and bars.

Length: 10-3/4"  
Beam: 3-1/2"  
Height: 14-1/4"  
Scale: 3/8" = 1' (1/32)

Hull Construction: Die-cut side & bottom planking



### 971, Chesapeake Bay Skipjack

**Advanced**

A 48 foot long vessel known as an "Oyster Pirate", which was operated by poachers who dredged at night.

Length: 21"  
Beam: 4-1/2"  
Height: 20-1/2"  
Scale: 7/16" = 1' (1/25)

Hull Construction: Die-cut side & bottom planking



### 970, Chesapeake Bay Crabbing Skiff

**Beginner**

A sailing workboat popular along the East Coast from Cape Cod to Maryland from the 1880's to the early 1900's. Its flat bottom hull was ideal for the shallow coastal waters where the Crabbing Skiff sailed.

Length: 14-1/2"  
Beam: 3-1/4"  
Height: 13"  
Scale: 5/8" = 1' (1/20)

Hull Construction: Die-cut side & bottom planking



### 991, Maine Lobsterboat

**Advanced**

This model is based upon a boat built in the Boothbay Harbor region of Maine, and is typical of Lobsterboats in use today.

Length: 21-7/8"  
Beam: 7-5/8"  
Height: 14-5/8"  
Scale: 3/4" = 1' (1/16)

Hull Construction: Balsa sheet planking



### 983, Sakonnet Daysailer

**Intermediate**

Created as a club "one-design", the Sakonnet was originally designed in 1937 for the Sakonnet Yacht Club in Little Compton, Rhode Island.

Length: 9-1/2"  
Beam: 3-1/8"  
Height: 15-9/32"  
Scale: 1/2" = 1' (1/24)

Hull Construction: Die-cut side & bottom planking



### 997, John Alden Sloop

**Advanced**

This design came from the prestigious design office of John G. Alden Naval Architects, Inc., a modification of the 1939 design, "The Sakonnet Daysailer".

Length: 14-5/16"  
Beam: 4-11/16"  
Height: 24-1/2"  
Scale: 3/4" = 1' (1/16)

Hull Construction: Basswood Strip Planking