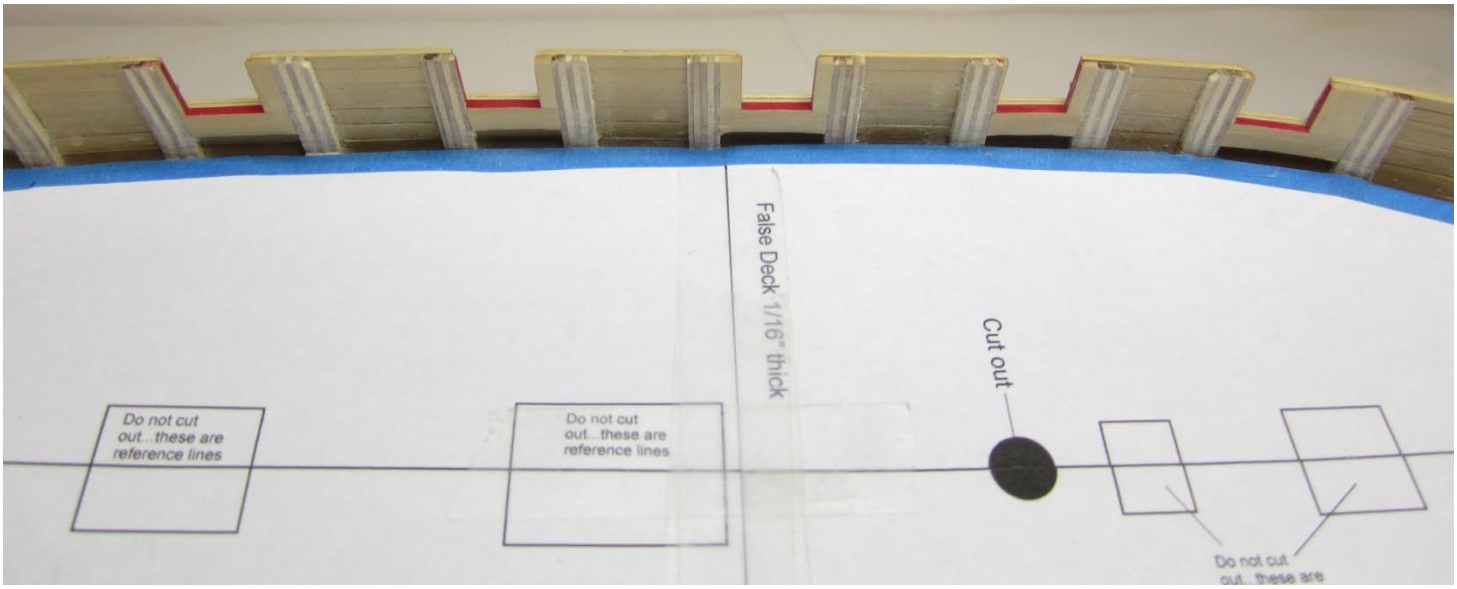


A close look at the thinning down of the bulkhead extensions. They are just 1/16' thick after fairing them.

Chapter Six

Getting started inboard

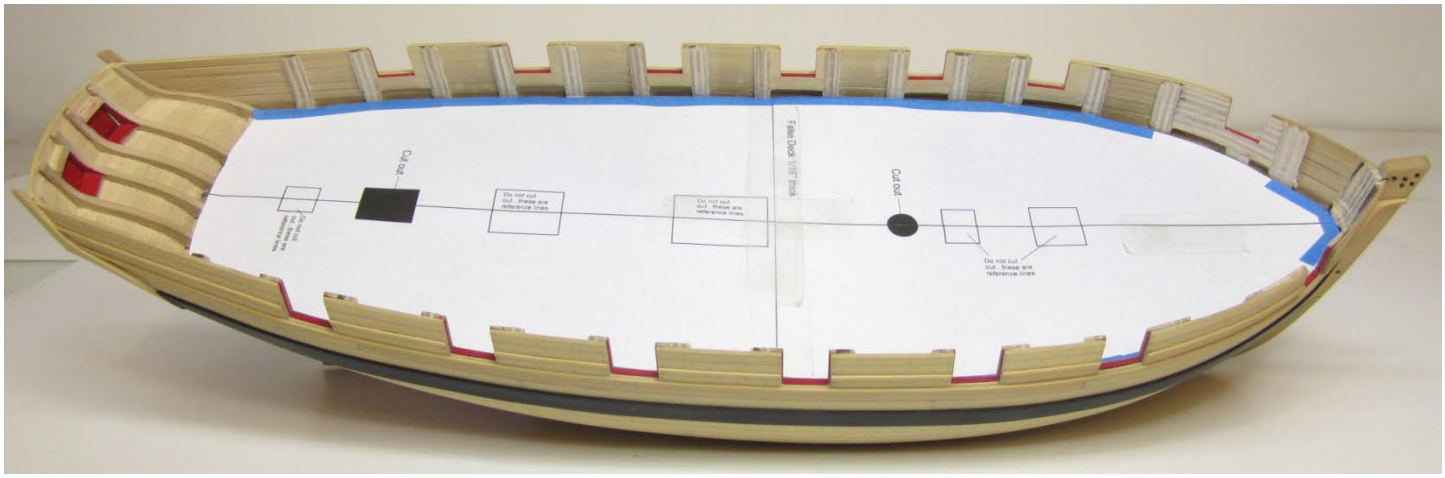
This next step is one of the last remaining messy tasks to be undertaken. It is finally time to thin down the bulwarks inboard. There are many ways to do this. Find a method that you are most comfortable with. Personally, I like to start by removing the bulk of the material with my Dremel rotary tool. I use the small drum sanding end with a rather coarse grit. You must still be very careful as it will remove a great deal of material very quickly. When I am finished, the extensions will be just a bit thicker than 1/16". The goal is to make them at the most, 1/16" thick (not including the outboard planking).

Because the Dremel won't let me make a nice sharp and clean corner, I then used a sharp chisel to shape the transition from the bulwarks to the top of the deck at each bulkhead. This is a slow process and it is done with caution. To finish it off, I just use a long piece of sandpaper curled up so it sits across 3 or four bulkhead extension. I slowly take the extensions down to the finished 1/16" thickness. To ensure that the planking will run smoothly across all of the bulkhead extensions, I run a batten across the inboard side from bow to stern. I do this at different heights to hopefully avoid any problems while planking inboard later.

Installing the false deck

At this stage I decided to lay down the false decking. There is a template provided for you on the plans. The important feature of these templates is the center line and reference points for all of the deck fittings. By design, I made no attempts to get the templates so they would be a snug fit along the bulwarks. There would be too many variations between all of the models being built to even try. But there is an easy way you can use this template to get a perfect fit for your model. Here is how you should prepare to do that.

First, you must fair the deck much like you did outboard before planking. This is a very important



step that I am sorry to say too many model builders skip. This is especially true at the stern. You will find the front edges of the bulkheads there much too high to allow the false deck to sit flush against the entire bulkhead edge. Take your time fairing the tops of the bulkheads.

Then take the template and tape it temporarily in position. Take care to line up the center line with your bulkhead former. The template should be in one piece at this point. What you might find tricky is lining up the hole for the mast with the black circle on the template. But this is the best way I found to register the template correctly bow to stern.

You will notice that the template is about 1/8" away from the bulwarks. Again this is by design. If you take some painter's tape and place it over the gap between the template so it is snug against the bulwarks, you will now have a template that is a perfect fit for your model. See the photo above.

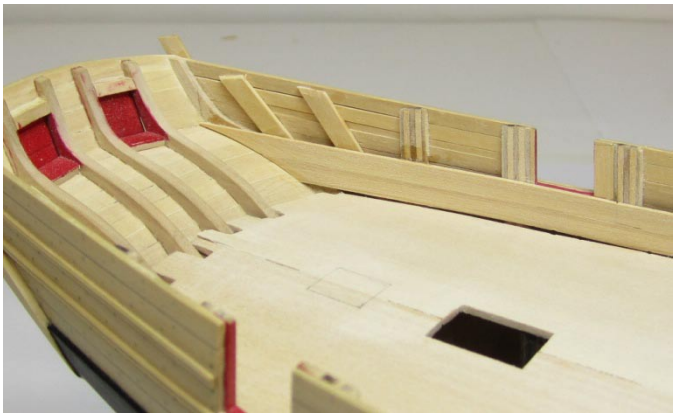
The false deck will be a 1/16" thick basswood sheet. I chose basswood because its very soft and I can cut through it easily with a number 11 blade in my hobby knife. Carefully remove the template from your model and transfer it to the basswood sheet. This should be easy as you already have tape along the outside edge to secure it.

You can glue the false deck to your model in two pieces or four. Whatever you find is easier. I used two halves. The first thing I did before cutting the deck clear was to transfer the reference lines for the deck fittings. I cut through all of them on the template only making a stencil. Then I traced the positions for all of them. Then I cut the outline for the entire false deck and cut it into two halves. Finally, I removed the areas shown in black on the

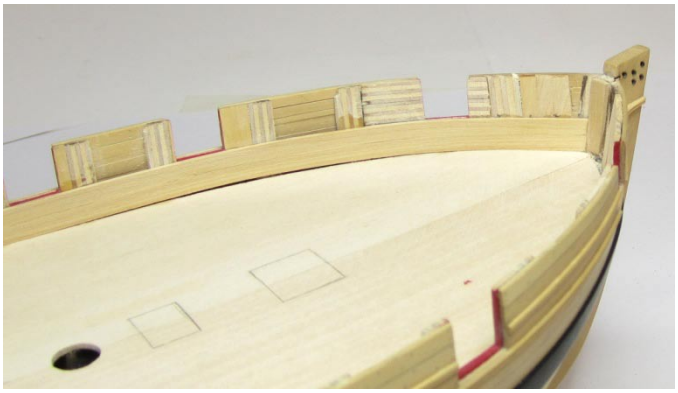
template for the skylight and mast. I was now ready to be glued into position. I used yellow glue for this so I had time to move it around and make any adjustments… although there is a drawback because it is tougher to keep the outside of each half from lifting off the bulkheads while it sets. But like everything, there are pros and cons for using any glue for this. You can see a photo on the bottom of the previous page. Note how the deck was notched out to fit between the stern frames.

Planking the bulwarks

Before starting to plank the bulwarks, there are some filler strips that need to be added. Examine that last photo on the previous page again. Look closely at the stern and bow. You will notice that I glued some 1/16" thick strips to the inboard side of the outboard planking. This was done to build up the area and make it easier to plank. This was also done at the bow. Installing the filler strips at the bow is crucial. Install quite a few and make them sit next to each very tightly making a solid thick area. This will not only make the area at the bow easier to plank but it will make it easier to drill through when it comes time to make the hawse holes and bowsprit hole.



The first plank (3/16" wide and 3/64" thick) was placed right below the gun ports. The planking below the ports inboard is thick and stands proud of the planking between the ports. This will be accomplished in two layers much like the wales were. Placing the plank directly below the ports



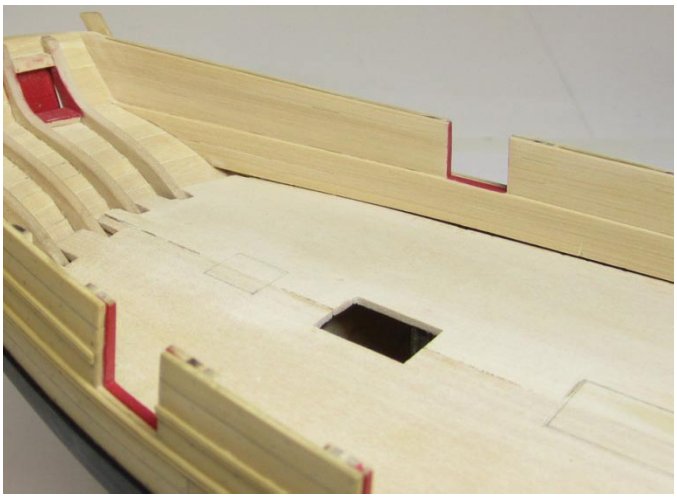
first allows me to get the run of the planking correct as it must follow the bottom of the ports. Then another remaining plank was added below that. It was also 3/16" wide. Don't worry about any small gaps between the deck and bulwarks. This should be taken care of when we add the waterway later. Finish off this first layer by adding more strakes of 3/16" wide planking between each port opening until you reach the shear. The plank ends should be flush with the port openings. There is no rabbet around the ports inboard.

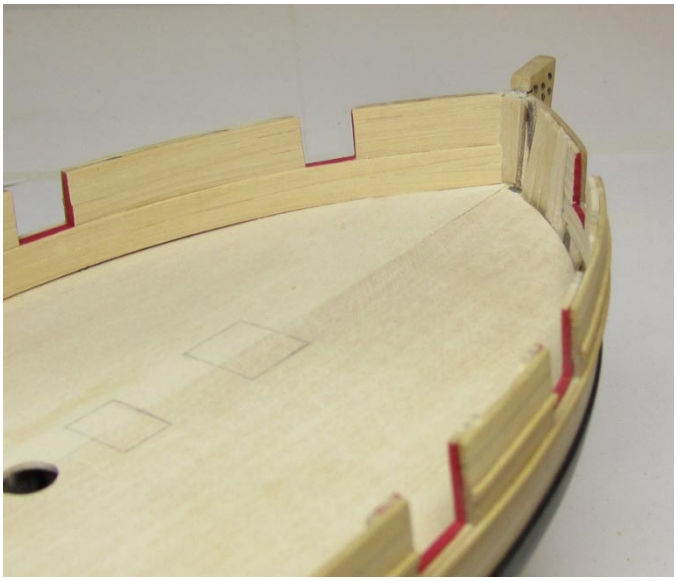
Once completed the second layer of planking was added below the ports. This is the spirketing. It runs from the deck to the port sills and is thicker....but not by very much. The original planking draft dated 1806 has the spirketing at just 1/2" thicker than the planks between the ports. I used 1/32" thick planks for the second layer and actually thinned them down a bit more after they were in place. Then I softened the edge where it stands proud along the sills. I try to soften all of the hard edges like this on my model. The thickness of the hull along the top of the bulwarks is now 5/32" thick after planking. Maybe slightly less.

I prefer a thinner bulwark because it looks more elegant. Nothing looks worse than a really wide and thick cap rail because the builder failed to thin them down enough before planking inboard. The cap rail will be 3/16" wide, hanging over a bit outboard. So measure your hull thickness in

various places and sand them down if they exceed 5/32” thick. Shoot for even less if you can!!!

You can see photos of the bulwarks all planked up below. Not long after I took those photos, I painted the bulwarks red. This also included the inboard side of the stern and the stern frames.





Adding the CAPRAIL

As I mentioned earlier, the cap rail will end up being 3/16” wide. This includes the cap rail over the transom. It will be added in two pieces. First, a strip 5/32” wide will be glued on top of the stern and bulwarks. Then a thin 1/32” thick strip of fancy molding will be glued to the outboard side. The fancy molding will hang over and stand proud of the external planking. This sounds pretty simple but is in fact quite tricky. Allow me to describe each step in more detail starting with the cap rail over the stern transom. By the way, the cap rail will be 1/16” thick.

I installed the short length of cap rail over the transom first. I didn’t even consider just taking a 5/32” x 1/16” thick strip and bending it into submission until it fit. I would recommend just trying this as an experiment. I first made a template out of cardstock. I fit a wide piece of card stock between the fashion pieces so it laid flat on top of the transom. Then I traced the outboard edge of the transom onto the card.

After you remove the card you will notice that the line is curved quite a bit. It would be very difficult to force bend a strip edgewise to fit this tight curve while conforming to the overall shape of the transom in the opposite plane. So I drew another line 5/32” inside of that original line to create the pattern. I used it to cut the strip from a sheet of 1/16” thick boxwood with my scroll saw. After gluing it into position, notched around the fashion pieces, I sanded it flush with the outboard side. Then I sanded the inboard edge close to the stern frames. It was slightly less than 5/32” wide when I was finished. But remember my bulwarks are consistently a bit less on the entire model. The transom cap rail should be the same width as the port and starboard sides when it’s all completed.

I used this same method to create the cap rail on the port and starboard sides. I held a sheet of card stock on top of the bulwarks at the bow and traced the outboard edge. I also did this for the cap rail towards the stern. Cut it out with a scroll saw and glue it into position. Then sand the inboard and outboard sides flush with the planking. But I was able to just use a 1/16” thick strip mid ship. The curve is not that extreme. The port and starboard sides were made in three pieces, bow, mid ship and the stern.

Unfortunately you might think that after finishing the first part of the cap rail you can now add the fancy molding outboard and paint it all black. But before you can do that, you must add the hawse plates.

The hawse plates are 1/32" thick. You can see them on the plans. The top edge of each hawse plate is flush with the top of the cap rail. For this reason, it is best to add these first before you start on that fancy molding. To make it easier, I have provided a template at the end of this chapter for the hawse plates. Just print them out and check the scale bar to see if they were printed at the right size. Cut them from the paper and try them against the hull for a test fit. Feel free to tweak them if any minor adjustments are needed for your model.

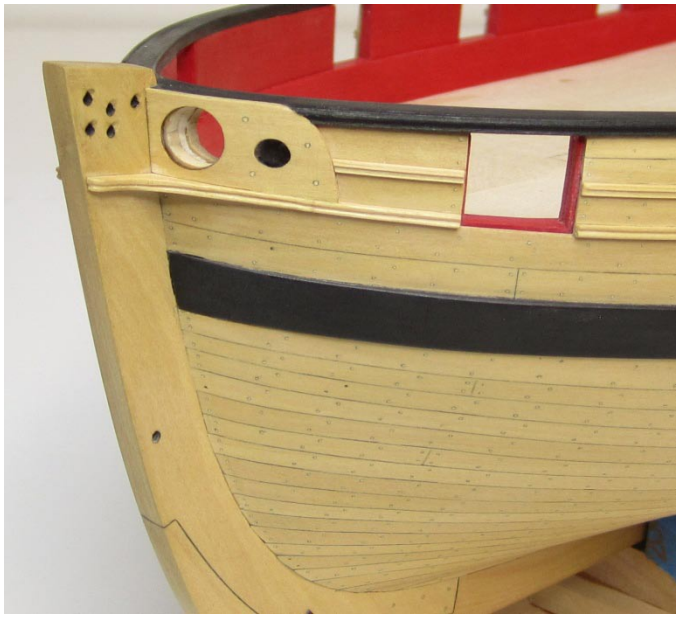
Cut them from 1/32" thick boxwood when you are satisfied. It may also be easier to cut the holes for the hawse cable and the bowsprit first before you try and cut the outside of each hawse plate. I find pieces like this have a tendency to split along the grain if you try and cut the holes afterwards. I hope that makes sense.

The edge of each hawse plate that sits against the stem should be beveled so you get a proper fit. The bottom edge sits on top of the *ear.* The top edge is sanded flush with the top of the cap rail.

Don't drill the hawse holes and bowsprit hole through the bulwarks just yet. There will be more about that in detail later on. But yes, you can finally add the small length of fancy molding between the hawse plate and the first port now. Mine were slightly thinner than 1/32". And to finish off this step, you can create the fancy molding for the outboard edge of the cap rail. Use a scraper just like before. Don't forget to add the fancy molding outboard on the stern transom as well.

I filled in any gaps between the fancy molding and cap rail and sanded it smooth. Then I painted it black. This included the inboard edge of the cap rail. But if your model is anything like mine, you will also have to touch up the red bulwarks because that paint probably got pretty scuffed up when you sanded the inboard edge of the cap rail.

Don't forget to also paint the underside of the cap rail in each port opening. I painted mine red.



Drilling the hawse holes and Bowsprit hole

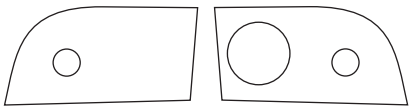
To complete this chapter, you can drill the hawse holes and bowsprit hole. I drilled smaller holes through the bulwarks and then switched to using a small needle file to bring them to their final size and shape.

Here is the tricky part…you must drill these holes through the bulwarks from outboard making sure that the holes are drilled parallel to the keel. This is very, very important. If you angle the hawse hole they may interfere with the bowsprit. So drill them all very carefully. Keep them level and parallel to the keel.

Once the holes were drilled and filed I used a graphite pencil to darken the hawse holes. This simulates the lead lining they would have inserted.

I also treenailed the hawse plates as you see in the photos provided. For now, I will keep the hawse plates natural but may decide later in the project to paint them black. It's just a matter of personal taste.

Hawse plate templates



Scale bar to check that
you printed this to size