View of the model with a batten in position that locates the bottom edge of the wales.

Chapter Two

Prepare for planking. This entailed the usual batten placement (any scrap 1/32" thick strips about an 1/8" wide). I cannot stress enough that this is probably one of the most important procedures for any ship model project. The batten represents the run of the wales and if there are errors and dips or waves with your placement it will impact countless aspects of your project later. Not just the run of your planking but also your placement and angle of the quarter galleries, your curve of the sheer, your placement and shape of the headrails, etc. So take your time with this.

The top of the batten strip represents the BOTTOM of the wales. I followed the laser etched reference lines on the bulkheads but this is just a start. Some of these will be "off" for various reasons. So once you have the batten in position you should eyeball it from as many different angles as possible to correct any issues. You want a nice smooth run.

Note where the batten intersect the stem at the bow and its proximity and location to the scarf joint on the stem. There is a gentle "s" curve to the run of the wales at the bow and this can be tricky for folks who never noticed it before. The

batten is nailed with little brass pins temporarily in position.

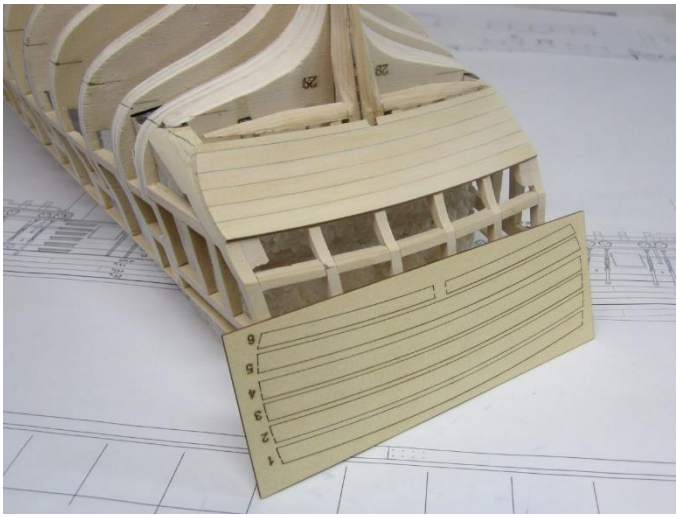
At the stern, it could get tricky also. Note where the top of the batten rests on the lower counter. For those of you who may build this model, the top of the batten falls right in the middle of stern frame "D" as if you ran a line directly down the outside edge.

Run a pencil along the top of the batten strip on all the bulkheads and then remove the strip.

Planking the Lower Counter…

The lower counter was planked with laser cut strakes. One thing I noticed on other projects is that some folks find it tricky to bend or cut these strakes to the proper curve. This is very important because it determines the shape of the upper counter and thus the quarter gallery etc....and it just compounds from there. So these strakes are laser cut if you bought the Syren package for chapter two. I started with the top of the counter and worked my way lower where the final pieces were placed on either side of the stern post. This will be covered over with a frieze but I added simulated caulking anyway. I wanted to test how much pressure to put on the pencil and how dark the seam would look. Running a pencil along one edge of the joint was perfect. Running the pencil along both edges of the seam was too dark in my opinion.

You will notice that the lowest planks on either side of the stern post are much narrower. These represent the approximate width of the fancy molding we will eventually place there.



Planking the first layer of wales…

The wales were added and this is another crucial moment. The run of this first plank will determine a lot. The etched marks and references I made after running the batten were used to line up the bottom of the first strake. I added this first strake with the hull upside down using 7/32" x 3/64" strips of yellow cedar. I still made adjustments after I finished the strake to try and get a smooth run. All four strakes of the wales will be 7/32” wide as shown on the plans. The fifth strake above this (the black strake) is also 7/32” wide.

I didn’t bother using a pencil to simulate tared seams on these. This is just the first layer. I used

the plans to determine where the butt joints fall (4 butt shift). I added this lower wale strake on both sides before working my way up the hull to complete the four wale strakes and black strake. All five of these strakes are 7/32" wide. Check the plans.

The photo above shows just the 4 wale strakes completed.

Preparing to plank above the wales…

We are going to plank above the wales now and this is the first and only layer, so be very careful and get some really tight seams. Don't forget to simulate the tarred seams with a pencil. If you examine the plans you will see the breakdown for the widths of each strake. Unlike the wales, most of these strakes will be ¼" wide x 3/64" thick. But you will see a few marked differently. So remember to count your planks and use the correct width as called for.

The next four strakes will all be ¼" wide!!!

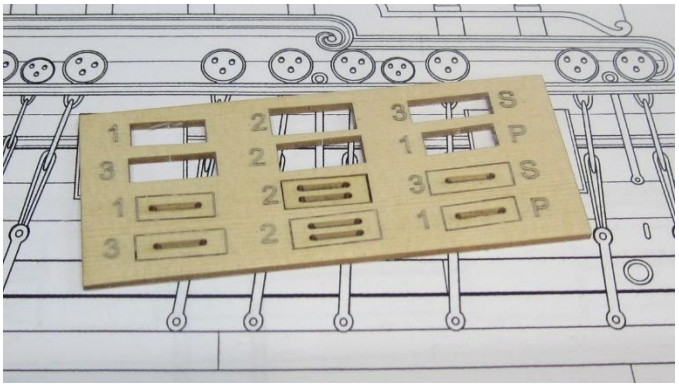
The reason for this was to accommodate the fancy molding strips and other considerations such as where the sheer along the waist would end up. The differences in width were very deliberate essential to the design moving forward.

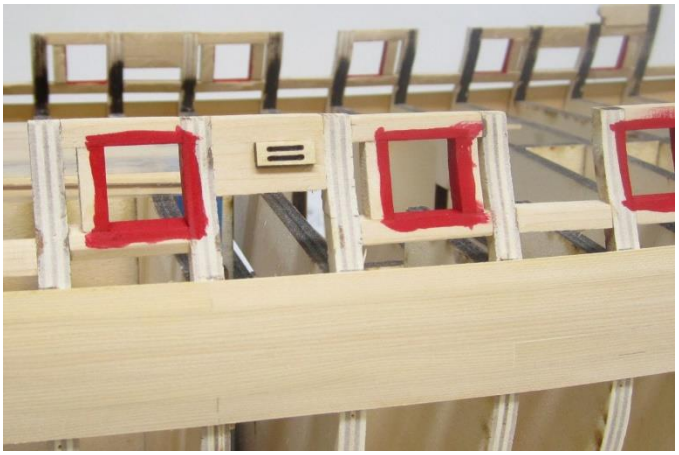
The port openings were also painted red in preparation for planking up to the sheer. This will create a nice clean edge when your planking strips are carefully cut around the perimeter of each gun port.

Then I added the fixed blocks. The outer shells are laser cut and etched for convenience. You could round off the sheave and then glue them into position. I used a pencil to darken the sheave. There are three per side. The extra ones on the sheet are actually for the inboard side after I fair inboard later on. These will be glued on the other side before planking as well. To help register them properly, I drilled the holes on either side of the sheaves straight through. It will make it easy to match the inboard shell up to its mate. But you must be careful to drill through the bulwarks straight .....not at an angle as you go. That would mean a misalignment for sure.

Before gluing them into position however, really examine the plans for their placement. You will

notice how the fancy molding runs directly below these. If they are not positioned at the correct height your moldings wont be correct either. SO…some of you may prefer to hold off on gluing these on now and wait until your planking gets closer to where they will be glued. It may make properly positioning them easier for some folks.





Working your way up to gun ports is typical enough. When you come close to reaching the gun ports, you will need to make a decision. You could choose to notch your planks around each port opening as you encounter them. This is commonly the way you would see a model planked. In fact, many contemporary are planked this way. There is absolutely nothing wrong with taking this approach. Should you notch the planks this way, remember to leave a 1/32" rabbet along the bottom and sides of each port opening. OR, as you can see on the plans, some of the ports have weird tabs above and below them.

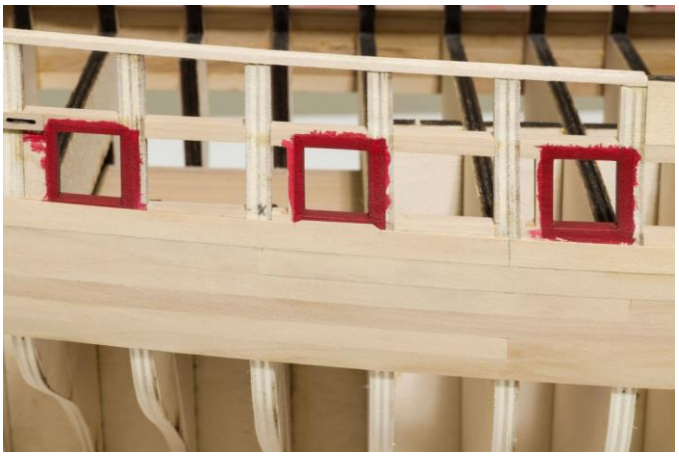
Leaving this rabbet forms the stop for the port lids. The stop should only be left on the bottom and the sides of each port. It is another common misconception to create the port stop on all four sides of a port opening. This is a slow process. The plank edges below and on each side of the gun ports need to be cut at an angle to match the port framing. Try and keep a consistent thickness for all of your port stops. This is the reason why the port openings were painted red before I started planking around them.

Allow me to digress yet again…

In the photo below, you can see how the planking is progressing at the bow on my earlier 3/16" scale version of the Winchelsea. You can see how the planks were cut around each gun port leaving a 1/32" reveal creating the stop for the port lids. This is going to be done on the three sides of the port. The planking across the top of each port will be flush with the port opening.

Under and over some ports however you can also see how a small tab was created on the plank. This is the decision you must make that I was alluding to earlier. Notching the planks around each port can be finicky enough. But you might choose to plank your model closer to the historically accurate practice of the time. Had that plank not been fabricated with the tab, the area of the plank directly beneath the port would be

very thin. Only a thin sliver of *wood* would be left after notching it around the port opening. Such



a small section of planking would be more prone to rot and would certainly not be very strong. Creating these "tabs" allowed a much wider plank to butt against the port openings and other features eliminating this problem.

What does this mean for you?

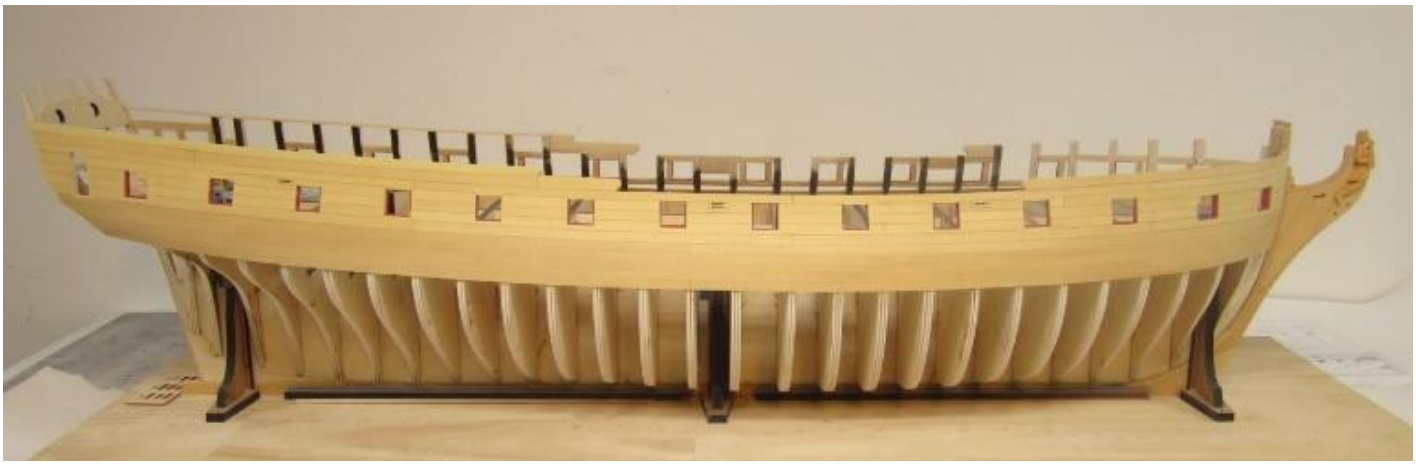
The probable locations for these "tabbed" planks are shown on the plans. They can appear at the top and the bottom of any port where the plank would become too thin and weak. The sides of the tabs were almost always angled as shown. In order to create them, you will need to start with a wider (5/16") strip.

Holding the wider plank against the hull, you can mark the location for the tab (or tabs) and notches where needed. The width of the plank should then be reduced between the ports to the regular 1/4" or 3/16" width of the other strakes. Then finish off each notch and tab by shaping them with some needle files. This will require a little shaping and then a little testing…repeat…and repeat again until the strake fits properly. This has to be done slowly to ensure you create a uniform 1/32" port stop

along the bottom of each gun port. You can end up with some pretty strange looking planks. One is pictured (left) for you before I glued into position. There were several tabs created and notches along this length of planking. I would estimate that this single plank took me about an hour to fabricate. For others, I wasn't always satisfied with the first attempt and discarded it. The second attempt almost certainly produces a higher quality piece.

Now you don't have to add these tabs if you don't want to. This is an optional detail. In fact those shown along the top of the ports will be covered by the painted friezes anyway. Its up to you!!!

Either way, plank up to the sheer and finish all of the planking above the wales. Make sure you use the correct width for each strake as shown on the plans.

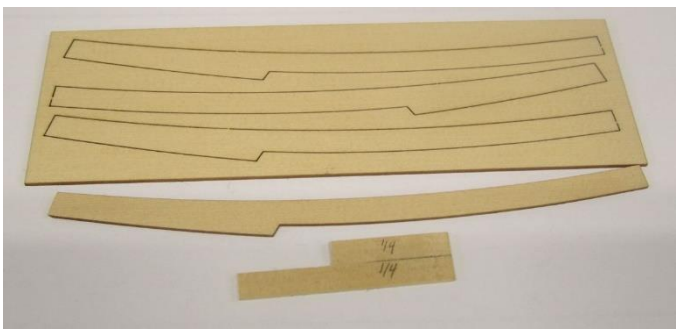


Adding the second layer of wales and black strake…

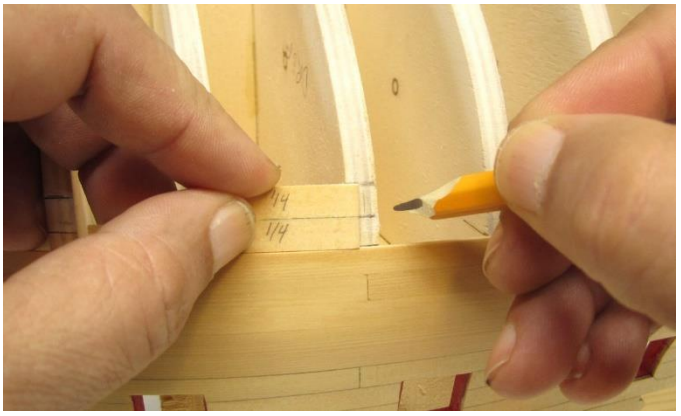
At this stage, I would really like to add the second layer of the wales and the black strake. BUT...it just makes sense to add a few strakes below the first layer of wales first.

To do this, we will need to make a drop plank at the bow. The drop plank essentially takes two strakes at mid ship and reduces them down to one strake as it enters the rabbet at the bow. This gives more room along the stem rabbet to make your strakes wider. They won't have to taper so much. A really good example of this is shown (right) on this contemporary model.

They are not that difficult to lay out and make. But having said this, I noticed that a few people building the Cheerful had some trouble making theirs from scratch. So to make that easier this time around on the Winchelsea, I laser cut the drop planks. Of course this may need tweaking to fit on other models of the Winnie. It will be almost certain that the planks above it would be added slightly different on everyone else's model. But it should be very close. At the very least, it could be used as a template and new one cut to fit your model.

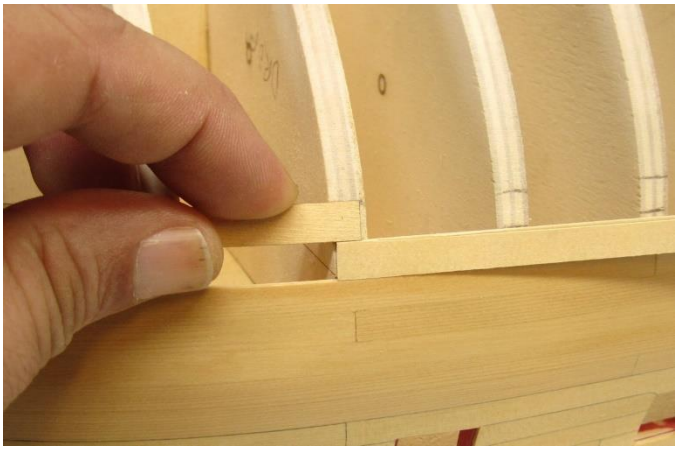


You will notice another small tool in that photo (left). Its two 1/4" wide planks glued together. This will be used as a marking gauge to mark the two strakes aft of the drop plank. Basically you should mark every bulkhead



starting with bulkhead "Q" and work your way aft. Those bulkheads forward of "Q" will have planks slightly narrower and tapered.

Then I took the "tail" of the drop plank which will end on bulkhead "Q" and did a dry fit. I wanted to make sure a 1/4" plank would fit between the drop plank and wales....the "tail" of the drop plank is on the top in the photo below.....then I checked to see if the plank fit and matched my tick marks.



The drop plank was glued into position. I made sure that the "tail" ended where my tick marks indicated. Then I continued planking the two strakes and worked my way aft. Now I can finally add the second layer of wales and the black strake. That will be done next and after painting the wales this model should actually start looking like something recognizable as a frigate.

Don't forget to simulate the tarred seams between these two strakes and to define the drop plank.

NOW...you can finally add the second layer for the wales and black strake. Remember that the four strakes of the wale should be 7/32" wide. The wales will also be 3/64" thick.

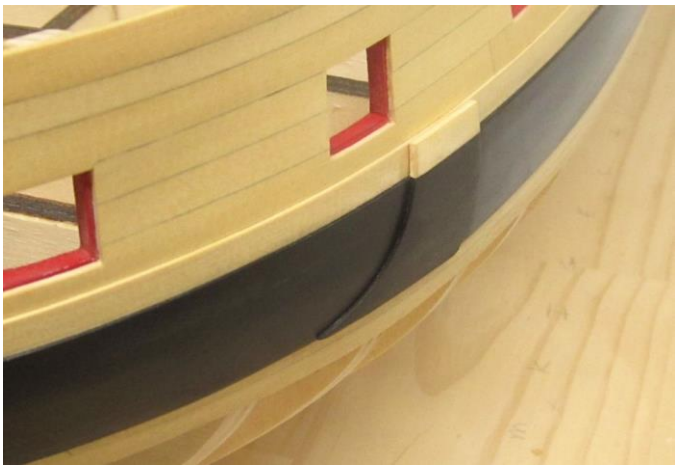
Once the second layer of the wales are completed, you should paint them black. Especially the top edge. You will be placing the black strake above this and it will not be painted. So afterwards it will leave a nice clean sharp edge.

The black strake is also 7/32" wide but this time it is just 1/32" thick. Actually, I made my black strake even thinner than 1/32". You don't want to make it too thick. Probably closer to 1/64" thick. You want to make sure your wales will still stand proud of the black strake.

One other thing I would like to mention. The wales and black strake would fit into the rabbet at the stem. It wouldn't stand proud as is shown on most kits and models these days. It's another typical oversight. To fix this, I simply reduced their thickness gradually up to the rabbet so it looks like it fits into the rabbet. I used a sharp chisel and some fine sandpaper. You can see how the wales taper to the same thickness as the planking above it and below.

I finished the wales and black strake on both sides. But I still had to add the anchor lining. Rather than use individual boards I just laser cut the shape from some 1/32" cedar sheet. This will cover the wales but then an additional strip of thicker wood must be placed on top of this to cover the black strake. They are all flush outboard but the strip on top of the black strake for the lining remains bright. This laser cut lining is provided in the chapter two laser package if you bought it.

The 1/32" sheet for the lining was gradually sanded thinner as it worked down towards the bottom of the wales.



Now before I start planking below the wales, I have a few things to do first. One of them is to fair inboard. This is not a fun task and it will make a mess. But I want to get it out of the way now so all of the dust falls through the hull rather than just fall into one that is fully planked.

One thing I notice when folks build my kits (or any kit for that matter) is how they fair inboard. They never quite know how thick to make the bulwarks. In most cases they are left way too wide which makes the entire model look clumsy and kit-like. To help with this on the Winnie, I designed a "fairing cap" that will be 3/16" wide and 1/16" thick. This needs to be placed on the top of the sheer. Then when I start fairing inboard I will be better able to maintain that 3/16" measurement consistently for the bulwarks. Some portions of this "fairing cap" were laser cut like the area above the hances and at the bow. For the remainder a 3/16" x 1/16" strip was used. See below.

This photo shows the fairing cap in position and another laser cut hance piece resting atop the fairing cap at the waist.

NOTE!!!! IMPORTANT NOTE!!!! DO NOT place the 3/16" x 1/16" fairing cap in the waist permanently. It is only to be used on the hance pieces and along the quarter deck as permanently glued in pieces. AND in addition……along the forecastle at the bow as well. Using it along the waist between the hances is only temporary which I show in the photo above. Just lightly tack glue a 3/16" x 1/16" strip along the waist. It will make the waist too high and screw up the placement of the fancy molding. The top of the external planking will be the sheer along the waste and the 1/16" strip would make it too high. Once you finish fairing inboard, remove the small fairing cap strip along the waist. It should only be used as a guide here to maintain the 3/16" thick bulwarks.

This may look odd at this point but don't worry....this "cap" will be completely covered by the fancy molding and volutes. These won't be added till much later in the project though.

LINING OFF THE HULL TO PLANK BELOW THE WALES…

Ok guys.....the tedious part of lining off the hull is now completed. Some background info.....

On the contemporary model, there are 25 strakes below the wales. There are no drop planks or stealers at all. I have however, added one drop plank at the bow which is typical on other contemporary models of frigates. This will make it easier to get a good run of the planks at the bow so they won't narrow too much into the rabbet.

We already have two strakes on the hull below the wales so that leaves 23 more to line off. Now....if you remember....I have showed how I line off a hull many, many times. I wrote about it in exhaustive detail for English Cutter Cheerful and for the Medway Longboat, etc. Having said this, 95% of the builders I see still don't bother lining off their hulls. This is to their disadvantage. They usually just grab some pre-milled strips and start planking while hoping for the best!!! It's a cross your fingers approach. You want to avoid this as much as possible, especially on a hull that wont be painted below the waterline or plated with copper.

So.....I am taking a different approach on this newer larger model that I think all of you will be very thankful for. It took me about 36 hours to line off the new Winnie hull over 5 days. To save all of you that time, after lining off my hull I created a series of tick strips for every bulkhead edge. These tick marks can be transferred to your model so you won't have to spend a few dozen hours lining off your hull if you choose not to. See the photo below. There are also templates for the along the stem.....and more for along the stern post and along the bottom edge of the lower counter at the stern. You just need to print out the PDF (at no scale) and cut the strips out.

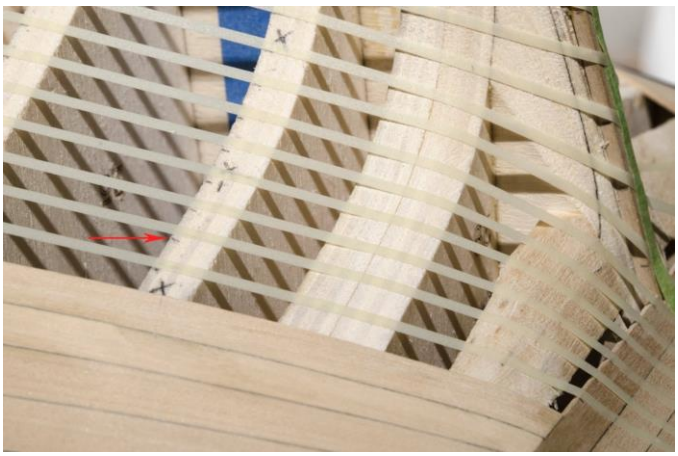
NOTE the red square on the bottom of each strip.....this side of each tick strip sets against the

edge of the plank already finished as shown. In addition, many of the lines are in red. These indicate the different belts on the model. There are four belts. It just makes it easier to plank the hull so you can treat each belt as a mini-project of its own. It makes the task of planking so much less daunting.

In addition....the tick marks you make on your bulkhead edges should be made on the forward edge of each bulkhead. This is an important detail. The tick marks at mid ship will represent ¼" wide planks. All of our planking will be a ¼" wide and 3/64" thick. Except of course at the bow where each strake tapers narrower and along the stern post where they get wider. Noe get wider than 5/16". The ends of the planks along the lower counter and tuck also taper to a narrower width.

This will take what was a week's work for me and turn it into just an hour or so for you. BUT.....you should still double check your work. You can do this by running a thin strip of black tape along the hull following your tick marks. You only have to do this for the red belt lines. Or maybe every other tick mark just to check the run of your strakes. This will be a double check to see if when you lined off the hull maybe a tick strip was positioned a little lower or higher.....you may need to adjust and tweak some. But this gets you 98% of the way there.

NOW.....I still believe that all of you should learn how to line of a hull if you have never tried this. Lining off your own hull is far superior as your hull may be slightly different than mine. For example....maybe the run of your wales was slightly different than mine at the bow...or at the stern. This will alter how your lining off will need to be done. But if you are close to my reference lines and the run of your wales are close to mine..... using these strips will get you 98% of the way there. I also think this is a perfect hull for trying to line off a hull for the first time as you have some tick strips to compare your own attempts to. Here are some photos of a Winnie hull after using the tick strips which have been double checked by adding some thin tape. Note the red arrow that shows a few tick marks that need some adjustment. You would not have noticed this had you not double checked the run using tape.



You can also add reference marks where the butt ends of each plank should be. These can be drawn onto each bulkhead using a four plank shift pattern. You can see these above indicated by the "x"'s on the bulkhead edge.

Simply run a pencil along the tapes edge to adjust your lining off should any of your original marks be slightly off.

Planking below the Wales....

As I mentioned a few times already, this isn't a beginner project and I assume those of you building the Winnie have planked a hull or two before this. Everyone has their comfort zone about how they approach it. Many have developed bad habits as a carry-over from poor kit instructions and lack of a mentor to help them through it. The way I plank the lower hull is something that has evolved over many years. It is probably not typical but it does work for me. I will let the results speak for themselves.

As a broad overview, I have broken up the lower hull into four belts of planking. I prefer this approach as I can set the easier goal of completing one belt at time rather than the

more daunting hull in its entirety. I usually start just below the wales and continue planking until two of the four belts are completed. Starting from the wales working towards the keel. Then I reverse my direction and start planking the last two belts from the keel upwards. I will complete the hull planking somewhere in the middle!!!

- Rather than pre spile every plank meaning each is measured and drawn out, then cut from a large sheet of 3/64" thick cedar...I prefer to use strips milled to various widths. Mostly ¼" wide as most will be around that width or slightly tapered. The taper is marked out on each strip and shaped with sanding sticks and Xacto blades. I will describe this process in more detail soon.

-You will also need many 5/16" wide strips for the stern because along the stern post the widths get gradually wider than ¼".

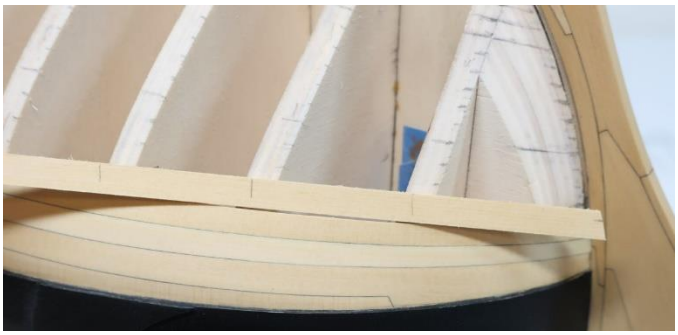
-planking mid-ship is pretty straight forward. I wont spend much time on explaining that because most builders don't have a huge problem with this area. Even at the stern, planking is not as difficult. But the technique I describe below is something I also employ at the stern

So, let me describe how I plank at the bow by shaping them and edge bending these strips rather than spiling the curved planks from wider sheets. You guys should give it a try. The first belt below the wales uses 1/4" wide planking strips exclusively. They are 3/64" thick. All of the planking is a ¼" thick.

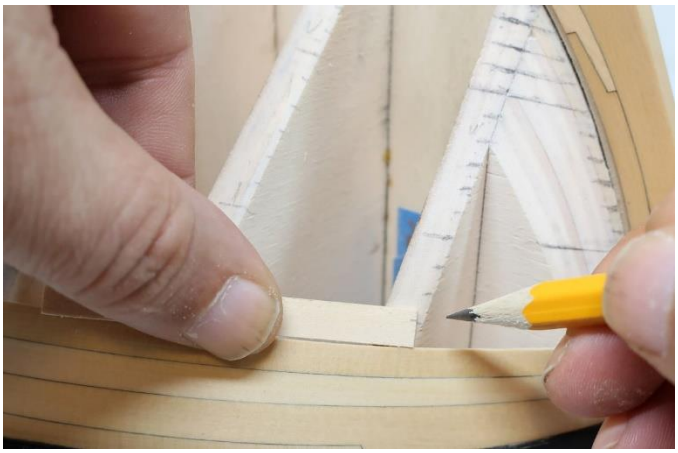
I will break it down into steps and hopefully this reads well. I took still photos from the port side but I also created a video series which can be viewed on Model Ship World and my YouTube channel.

1 - Take a strip and sand the angle to fit the stem. It will require beveling. Then mark the width of the plank from your lining off on that front edge. Then let us taper the plank width along the bow as the strip narrows across the first three or four bulkheads.

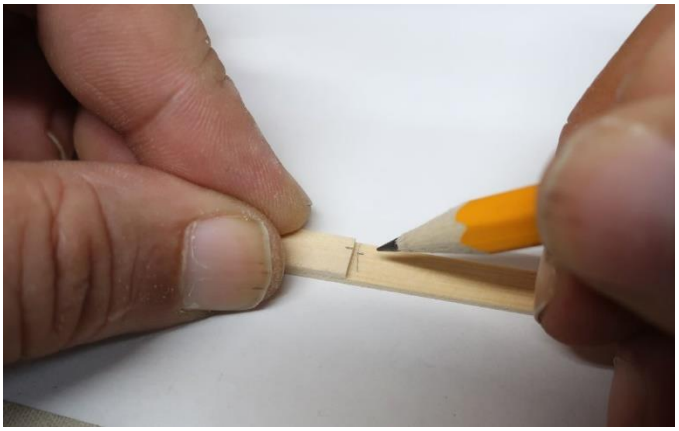
2 - Then mark the locations for the bulkheads (the front edge with the tick marks). Don't obsess over the locations...you can just approximate.



3. Take a scrap length of 1/4" strip so you can mark the width of the plank at each bulkhead.



4. Transfer that mark to that bulkhead mark on your plank. Image is on next page.



5. Then connect the dots with a sharp pencil using a straight edge. Then use a sanding stick, or blade to file the taper into your plank. You can hopefully see that the plank below gets narrower as it moves to the right side.

6. So far so good....but as many folks do, if you tried to force this plank on the hull it won't work out very well for you at this point. If you force the plank against the one already on the hull, the top edge pulls away from the hull dramatically. The photo below shows this....I even dropped a toothpick in the gap so you guys can see it better. You will never be able to force that top edge down.

Instead, some builders create a creative run for the plank which is historically incorrect in order to allow the plank to sit flat against the bulkheads. OR they start putting the first of about five stealers and drop planks in that area. One other thing I see a lot and many kits actually instruct you to do this, is to use about a dozen tiny brass nails to forcefully bend and crush the plank into position. This is NOT the way to go. This plank needs to be curved to fit the shape of the hull so it will lay flat against each bulkhead edge. Here is one way to do this. My favorite way.....EDGE BENDING!!!

7. To bend the plank edge-wise, create a simple hold down device for the strip (below). It's just a 3/64" thick piece of scrap with a small length glued on top. Once clamped to your bench, the planks is held down by it. Note how the top edge is curved. I also clamp the forward end of the plank and the other end while edge-bending it into this jig dry.

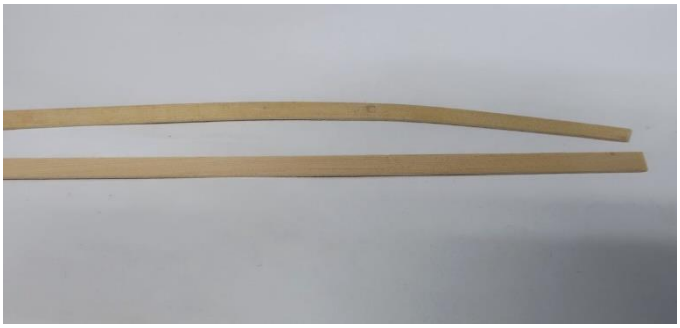
Now, you can see that the plank is starting to lift up a little. Bend it until it just starts to lift up. Clamp it down in the jig but use some scrap on top of the plank so the clamps dont damage the strip. I prefer dry heat bending....but if you must....just dip your finger in some clean water and run it across the area of the strip being bent. Not a lot.....just moisten it a wee-bit. I am doing this for each plank edge bent at the bow.

8. I bet you thought I would be using a hair dryer to heat - bend this plank. Many of you have seen me do that before and it was how I usually did this in the past. I do use one.....BUT, I have since switched to something different. It works even better!!!! It's great for wider planks. I still use the hair dryer to twist and bend strips the other way. But at the bow, you only need to edge bend it.

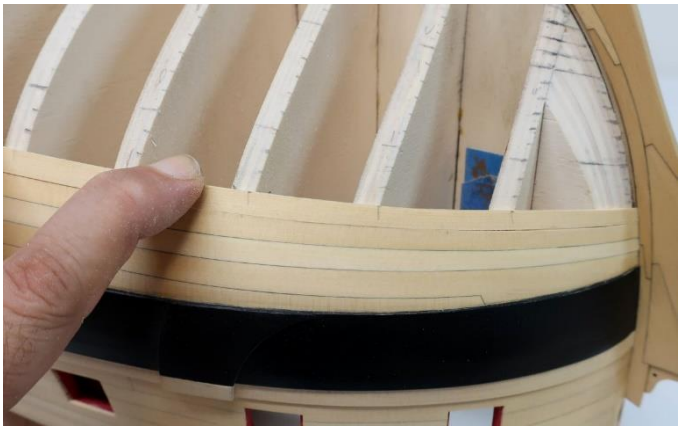
Note that the strip is already flattened out where it was starting to lift. You are ironing it flat again. It works great. This is a travel iron...it is really small. They only cost about $20. I use this only for edge-bending and then switch to a hair dryer for twisting and other bends. They are not as hot as those soldering iron gizmos with the fancy tips. Those get super-hot....too hot in my opinion. This small travel iron gets to around 400 degrees and you can adjust it. Different woods require different temperatures to get the best results. For Yellow Cedar I use it on a pretty hot setting....around 300 - 350 degrees.

9. Below you can see the tapered plank I bent in comparison to a straight plank. You don't have to bend them all that much. Sometimes when you test it on the model, there will still be lifting....that means you need a more severe bend. So take it back and bend it some more.

Other times you may not have bent it to the proper curve, meaning the distance from the end of the plank at the bow for the center of the curve wasn't correct. Then take it back and bend it again. No big deal. I find that the apex or center of the bend falls between the 2nd and 3rd bulkheads at the bow. As you work your way towards the keel, that location will change. The severity of the curve will also change.



10. Now I can take that strip and fit it in the rabbet and hold the plank with just one finger. No forcing rquired. It lays flat against the bulkhead edges. But note, there will be gaps between this plank and the one already on the hull. You must tweak it so you get a tight fit with no gaps. It may require some beveling too. This is also when you should check your taper to see if the plank width fits within the tick marks you lined off on the bulkheads. If it needs some tweaking so you can stay on "plan" with your lining off, do that before gluing it into position. But once you have a good fit, cut the other end (aft) to length and darken the edge with a pencil to simulate the caulking. Then glue it into position. I do use CA for all my planking. It's the only thing I use it for. This plank below still needs some tweaking because there are gaps after bending.



But guess what? No pins and nails, no clamping and no crushing or forcing into position. I do hope you will give this method a try.

To determine the curve you will need is subjective. You will get better at learning what shaped curve is needed as you practice. But one method I use is pretty quick. Just hold the plank straight against the hull in the approximate location. It reveals a gap between the planks as shown below. This gap will reveal the curve you need.... more or less. I mark the widest point of the gap which is the apex of the curve. I then mark it on the plank with a pencil. Then when I take it to my "bending station" and position the apex under my hold down device, it becomes the center of the bend. I hope this clear. It's very hard to describe this in writing. Once again you can see that the curve needed is not that severe.

Planking is not something that can be rushed. No matter how well you make all of the other fittings and parts on a model, if your planking is bad that is all anyone will ever notice. So go slow and keep it clean and neat with tight joints.

If you see that you are going off your lining off tick marks with a plank, no need to worry. Then you should correct it with the next strake or two in order to get back on your marks. Keep flipping the hull "right-side-up".....as you should check your run of planks every strake or two and make adjustments when needed. Below you can see the tapered planks along the tuck and the transition of the planks onto the stern post rabbet. Note the plank in the corner where the ends transition from the counter to along the rabbet strip. The cedar is working out nicely and I think the color looks good on a model this size. You guys can of course judge for yourselves but if you are building a frigate or other larger subject, this is a good choice.

Here is an image of the bow after completing the top two belts.

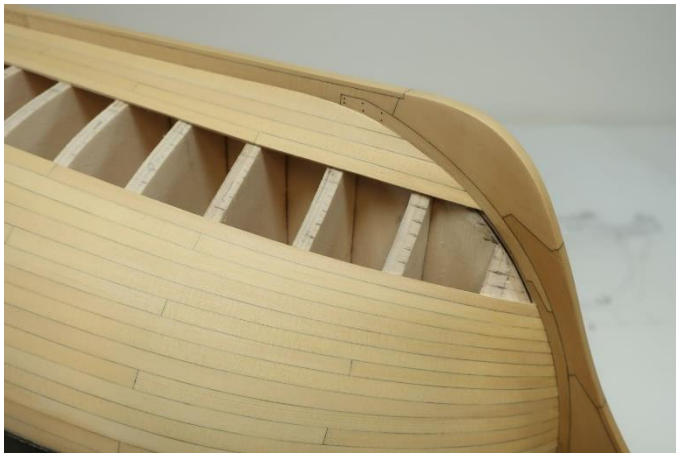
I want to achieve a nice slope up of the planks at the stern.....but also at the lower bow. So even though I am following my tick marks very closely....I am still making tiny adjustments when I see a dip or bump in the planking run develop. Sometimes this is easier to see when you periodically flip your hull right side up!!!

Remember that there are NO stealers at the stern. There is only that one drop plank at the

bow. With these lower belts, you can run the planks completely off the stern post rabbet and then sand them back flush. We will add the stern post when planking is completed.

At the stern, the strakes were sanded flush to the rabbet.....and note the gentle slope upward being created. I only have six more strakes left on this side and you can see how I am following my lining out. You can see the remaining tick marks and picture the run of the remaining planking. At the stern on this lower belt, you must switch to wider 5/16" planks and shape them according to your tick marks. The planks along the stern post do get wider as one would expect.

Note the front of the garboard and its shape, along with where it ends in relation to the scarf joint on the keel. It is not too far forward and it's not too far aft. The end is about 1/8" forward of the false keel strip.



I Almost forgot to mention....at this stage you can remove the brackets on your baseboard. Once you start planking from the keel, you won't be able to use the build board with the brackets attached. They did their job. You will need to make a work cradle. To do this, use the templates for the bulkheads which have the curve and shape of the hull needed. I will use three pairs just like the brackets. They will be positioned where the brackets were.

Before you know it you will have closed up the hull entirely and finished your planking!!!!

This is also when you should start thinking about whether you want to treenail the hull planking. Many love the look of treenails on a hull. I usually do this but haven't decided yet. Remember not to make them too big or your model will look like it has the measles!!!

You still have a bit of time to decide this. As long as you can flip the hull over without damaging anything you can easily add treenails.

The photos above and below show the hull planking completed on my model. I raise a glass in anticipation of you also reaching this rewarding milestone!!!

We are almost done with this chapter. The last thing you have to do is add the stern post. It is a ¼" thick and was laser cut for those who bought that package of parts. The stern post was actually laser cut a bit longer than needed to account for small differences in everyone's hull shape. You will need to trim the top edge to length. Don't trim the wider bottom half.

When establishing the correct length you can also adjust the curve so you get a tight fit against the lower counter. The photo on the next page shows the stern post on position. The keel is sanded flush with the aft edge as well. You will notice some black tape in that photo. I am just establishing the run for the fancy molding along the side of the hull. This won't be added until chapter three is well underway.