

this just like you did when getting the smooth run for the port sills. Make sure you place the batten on both sides of the hull and check it carefully for dips and bends until you are satisfied with the run of the planking. It may not line up perfectly with the reference marks at this point and you will have to make tiny adjustments to get a smooth run.

It is important to note where the bottom edge of the wales intersect the stern counter. Examine the plans carefully. The bottom edge of the wales should meet the break of the counter and square tuck. This is very important. When you are satisfied, use a pencil to mark the top edge of the batten on the outside of each bulkhead.

Chapter Three

External Planking...

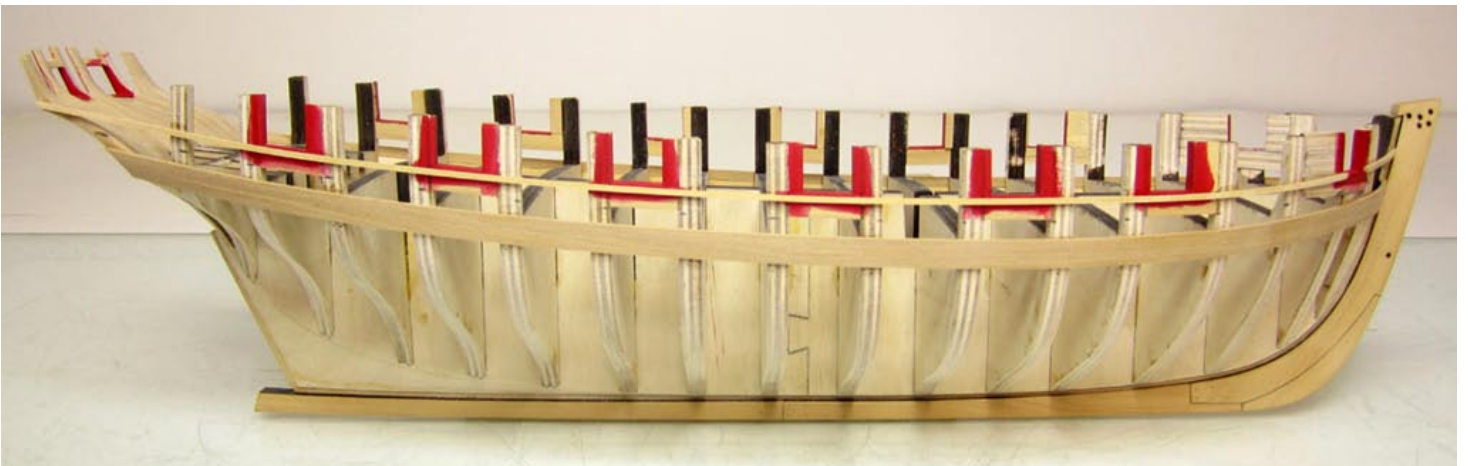
Before you start planking the hull, this would be a good time to paint the gunports. You should be mostly concerned with the inside portion of the gunports and around the outside perimeter. Once we plank around each port, we will leave a small bit of the red exposed around the outside edges. This will create a nice, neatly painted rabbet around the perimeter. It will be just 1/64" wide.

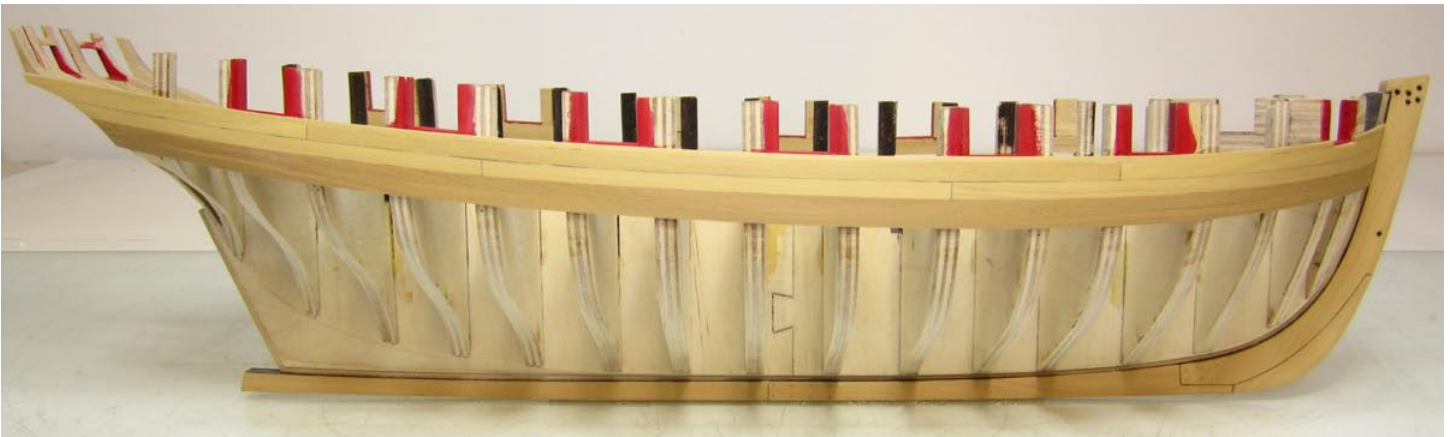
After painting, run a batten strip along the hull as shown in the photo above. Use the second set of reference marks on each bulkhead. This represents the bottom edge of the wales. Take your time with

Planking the wales...

The wales will be planked in two layers. It will consist of two strakes that are 5/32" wide. If you are milling your own planking strips, you should mill them 3/64" thick. If you are buying them, it would be OK to substitute with 1/16" thick planking but in my opinion, this is too thick for the scale we are working in. The slightly thinner planks will be much easier to bend and work with as well.

The photo below shows the first layer of the two strakes for the wales in position. The final layer will be added much later. I didn't bother with using scale plank lengths at this time because we will indeed be using a second layer.





Planking above the wales...

On most of the models I have planked, I would just continue planking up to the gunports and the sheer. For the Cheerful project however, planking above the wales will require a bit more planning. I was fortunate enough to have the original planking drafts for Cheerful. It is one of the reasons I chose the Cheerful for this project. I have both the inboard and outboard planking drafts. The plans I have developed for you are an exact copy of those planking drafts.

You will notice on the plans that a narrow $1/16''$ wide molding strip runs right below the gunports. There is a small break in this molding at the forward-most port. The molding doesn't follow the same run as the wales so it would be best to add this molding first. You can see it in that same photo posted on the previous page. This will also be just the first layer of this molding and will just be used to secure its proper run from bow to stern. I am using $3/64''$ thick strips just like the wales.

It is important to note that when adding the molding strip below each port opening, you should leave a $1/64''$ rabbet along the bottom of each. Position the strip $1/64''$ below the top edge of each port sill. Don't place the strip flush with the top edge of the sills.

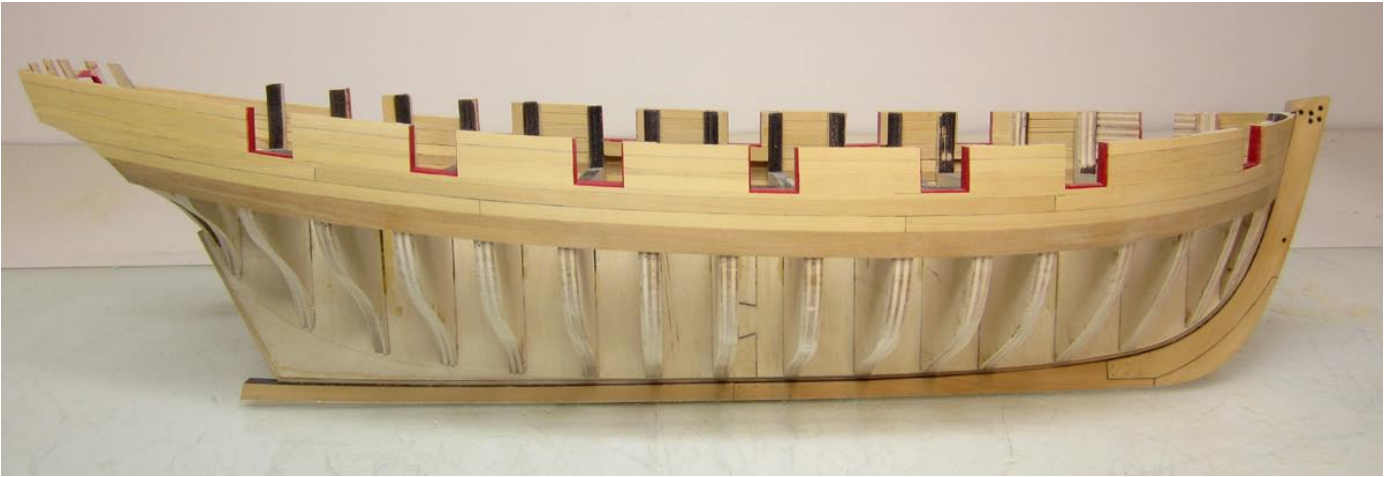
With this molding in position, it is now easier for me to plank the gap between it and the wales. There will be two strakes of planking in this gap. I

measured the width of the gap at each bulkhead and divided it by two. Then I started with $3/16''$ wide planking strips and tapered them where needed based on how the gap was divided. There was a slight taper toward the stern and at the bow I actually had to switch to wider strips in order to fill that remaining space evenly. While doing so, I was very careful to replicate where the plank butts were shown on the plans. The locations for these were taken directly from the original drafts. I darkened one edge of each plank before gluing it into position in order to simulate the tarred seems between each strake.

From this point I continued to follow the plans and plank my way up to the sheer. The next strake above the molding is a consistent width ($5/32''$) from bow to stern. It was slow going as each segment needed to be cut to fit between the gunports leaving $1/64''$ around each port. This completed the rabbet around each gun port.

On top of this I added another $1/16''$ wide molding strip as shown on the plans. Slowly but surely I am working my way up towards the sheer.

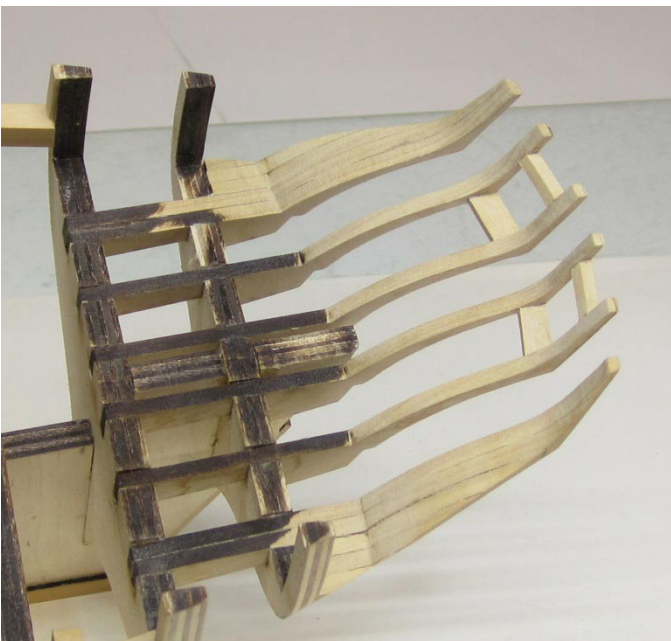
There are only two strakes remaining above the wales to be planked. These two strakes taper towards the stern and at the bow. Just as I did earlier, I divided up the remaining space at each bulkhead and shaped each piece as needed.



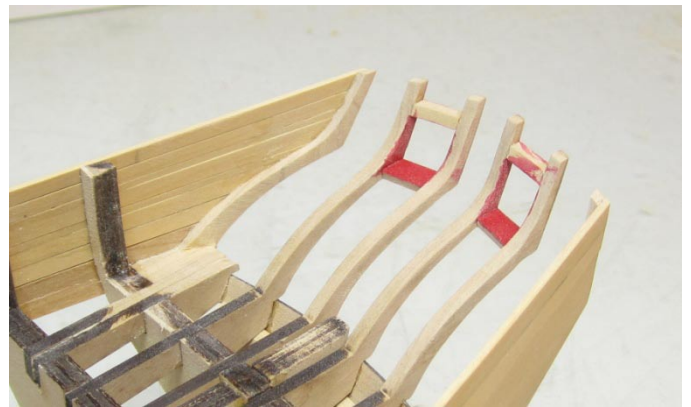
When the planking was completed it looked as if it was a pretty good match for the plans and the original draft. See the photo above. Only few planks remain on the port side and I can move ahead to the next step.

Planking the stern...

Turning our attention to the stern, before its planks we need to thin down the two outside stern frames. The hull is much sturdier now that the planking is completed above the wales. I don't have to worry about these stern frames breaking as I thin them down. You must thin them down considerable to about 1/16" thick. You can see how wide they were before in the picture below.



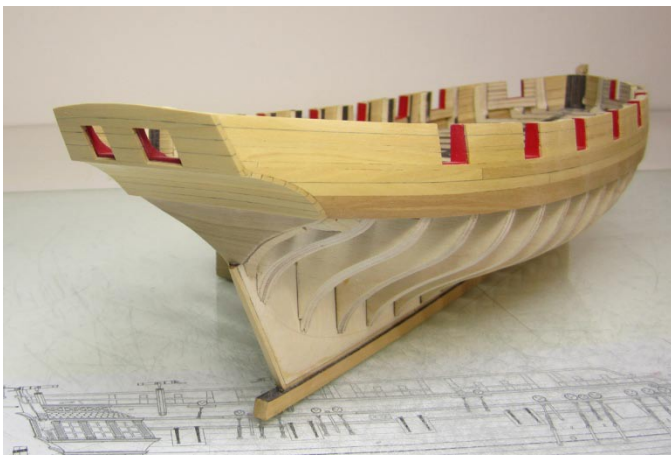
In this second photo, you can see how thin they must become. I used a small sanding drum in my rotary tool to carefully remove most of the excess thickness and then finished it off with some sanding sticks.



Then I started planking the stern with 3/16" wide strips following the plans. I carefully planked the counter first and worked my way up to the transom. While planking the transom, you should also leave a 1/64" rabbet around the port



openings. You will notice that I painted the stern port framing red before planking the transom. The very first plank on the transom, just below the ports was a thin 1/16" wide strip. This represents the first layer of what will become a fancy molding strip we will add later. You can see this on the plans. This strip was actually glued to the edge of the counter planking after it was sanded down to the proper angle. Look at the image on the previous page and you can see the edge of the counter planking just before I added that strip. Above this, the transom was planked with 3/16" wide strips.



Here are a few inboard views after the stern planking was completed.



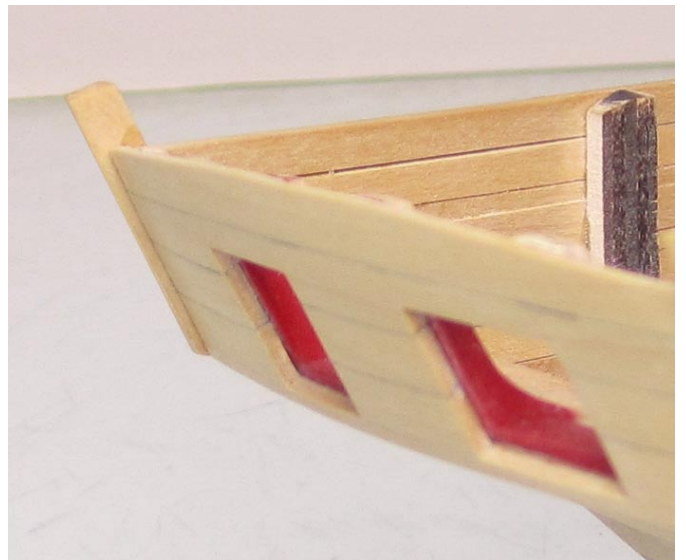
Adding the fashion pieces...

The fashion pieces are a bit tricky to shape. I started by making a cardboard template using the plans as a guide.

These two pieces are 1/16" thick although I sanded them down after they were glued onto the hull to 3/64". After I cut them from the sheet, each piece was bent to conform to the shape of the hull. The photo below shows one of these pieces pre-bent and ready for installation.



When gluing them on the hull, it is important to note that the fashion pieces will stand proud of the transom planking. They will be flush with the edge of the counter but along the transom, they will stick out about 1/32". It is hard to see this in the photo below but this overhang is important because the cap rail for the transom and the molding below the gunports will not look as nice without this small detail. Note how I left the fashion pieces a bit long as well. You should do





the same as leaving a bit of wiggle room above the sheer will make it easier to add the boom rests on top later in the project.

With the fashion pieces in position you can now add the second layer of the wales. This should be completed before we move on and start planking below the wales. The second layer of the wales was planked with 1/32" thick strips. The wales were painted black after they were completed.

It is important to note that the wales will gradually reduce in thickness about 1' from the stem until they are flush with the planking above it. The wales would actually fit into the rabbet at the stem in actual practice. To simulate this, gradually

reduce its thickness as shown in the photo (below). This photo was taken a bit later as I discovered I had not reduced the thickness enough. But sanded as it is, it is easier to see it done in this photo.

