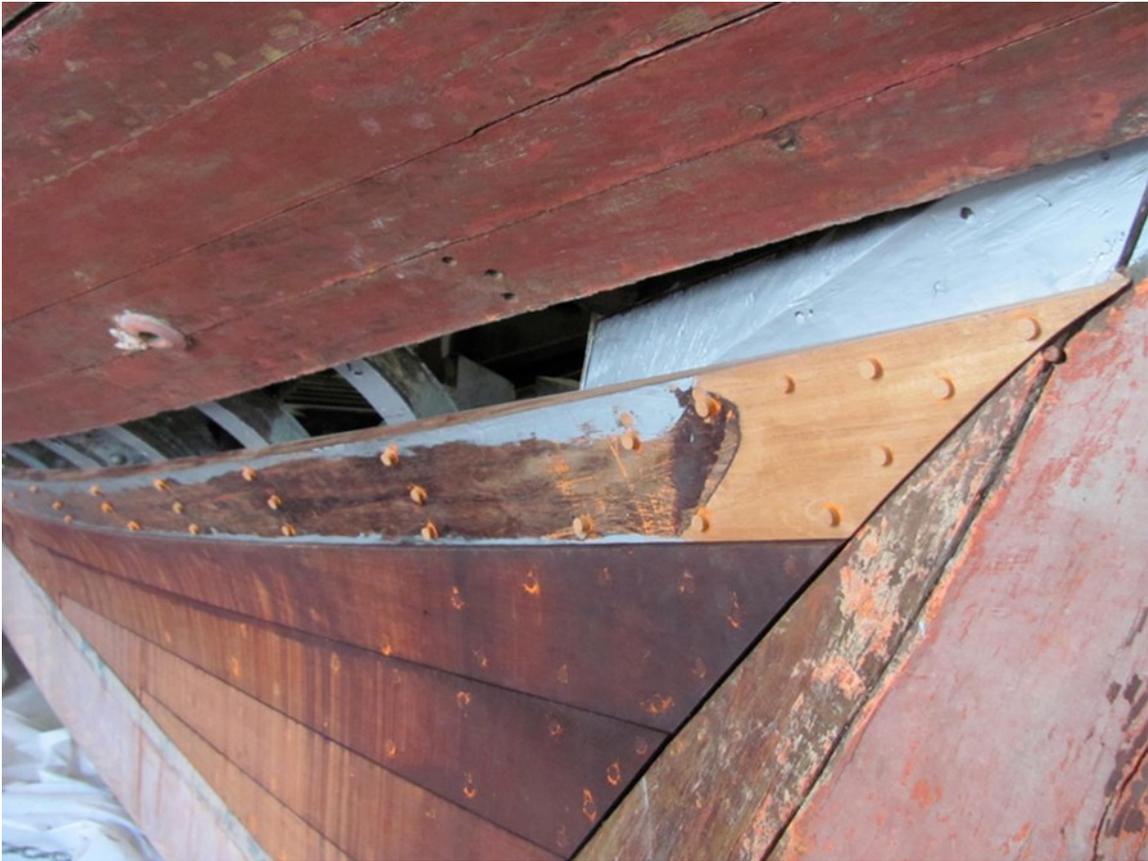


Hanging Plank P5

Plank number 5 on the port side (P5) is now fastened in place, as shown in the following pics (bungs yet to be trimmed).





Except for some minor issues, all went well. A discussion of these issues follows.

Bungs:

For #12 bronze screws, 7/16" bungs were used. This provides very little clearance for the head of the screw. So if the hole for the screw and the hole for the bung are not concentric, when the screw is extracted the head contacts the side of the hole chipping out a piece of the plank. This can also occur if the old bung is not completely removed.

Unfortunately, this occurred frequently when removing plank P5. Consequently, I decided to plug all of the old screw holes with bungs set in epoxy. In that way I could fill the "chip outs" with epoxy when I inserted the bungs.

The pic below shows an example of the "repair" bungs set in epoxy (trimmed flush) and the new fastener bungs set in red lead (yet to be trimmed). I tried to avoid the old screw holes but overlap the repair bungs so that in the future one could identify the bungs set over a fastener. As you can see at the top of the plank, I didn't always adopt this strategy.



In a couple of cases, I had to remove a screw that I just installed (hole not deep enough; screw would not take up all the way). This typically resulted in the chip out that I just

described (see pic below). I guess I'll have to set these bungs in epoxy so that I can repair the chip out. This will be annoying for whomever might need to remove this fastener in the future, but I don't have a better solution.



Seams:

When fitting this plank to its mate P4, I tried to insure that the maximum gap between the two planks was less than .032". For the most part I was successful with some exceptions.

The pic below shows the aft end of the plank. In this area, the gap was slightly greater than .048". In this area, however, the seam is over the backbone. So the caulking will have a backstop and will not be driven through the seam into the boat.



Here is another example just forward of the notch for the nib. This seam has the keel rabbet as a backstop.



This gap is over .063". This section of P5 interfaces to the keel rabbet and was not modified by me, so any gaps in the seam were original. It would have taken major surgery to eliminate this gap so I chose not to. Fortunately, the keel rabbet acts as an effective backstop for the caulking. It makes you wonder, though, what kept the water out since no caulking was used originally.



This next pic shows a gap with a .048" gap that is not backed up by the backbone. Fortunately it's a very short section. I'll just have to be careful when caulking this area.

I'm sure that this gap was much smaller at the last trial fit, but the clamping arrangement during trial fits is never perfect. Inevitably, some of the screws pull the plank in a bit tighter than the clamps. This can rotate the plank slightly opening up the seam.



Caulking seam:

Since this boat was built with tight seam construction, no caulking was used between plank edges (although the plank ends were caulked). Consequently P5 did not have a caulking bevel, so I had to cut one. The goal was to create a bevel over $\frac{3}{4}$ of the width of the plank leaving a gap of $\frac{1}{16}$ " at the outside of the seam. I don't know what happened but after the plank was fastened, I discovered sections with near 0 gap. I suppose I'll have to use a dumb iron to open up these seams when I start caulking.