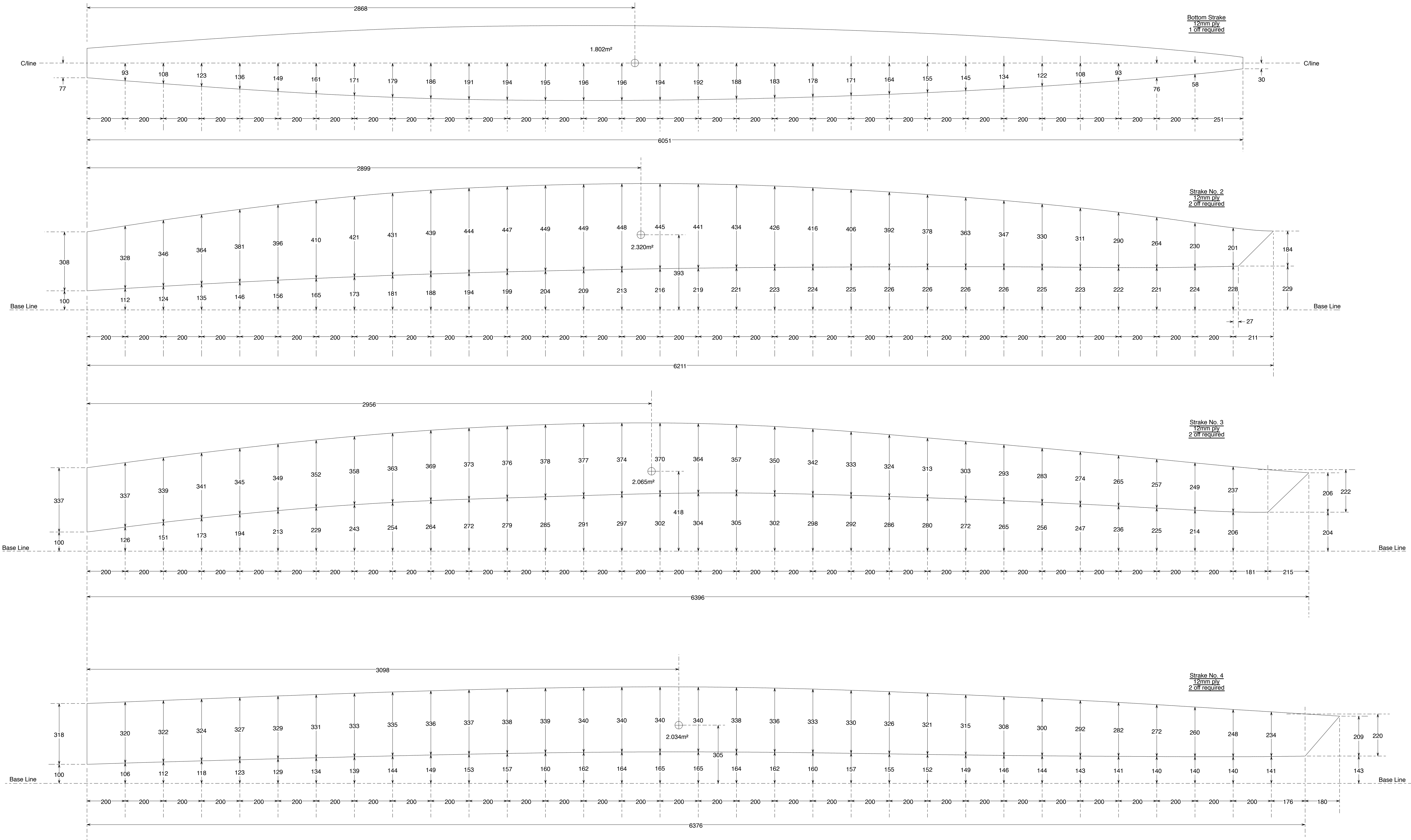




Notes:

These are the developed shapes of the strakes (the hull planks). That is these are the shapes of the strakes laid flat that will be the correct shape when laid curved around the hull.

The dimensions are dead to size. It is recommended to allow an extra 30mm on each end for fitting; this can easily be cleaned off flush with the transom and stem face afterwards.

The Base Line is an arbitrary 100mm from the bottom edges of the plank, at the aft end.

The grain in the face veneers of the ply should run with the length of the sections.

The bottom edge of one strake laps over the top edge of the strake below it by a designed 40mm. The v-shaped gap is filled with WESTI/#405 Filing Blend.

Depending on available plywood sizes, the strakes will need to be made from three or four sections. The sections can be scarphed together (minimum 8:1 scarph angle) and WEST bonded. Or they can be butt joined, supported by a 150mm width but strap on the inside (keep butt straps clear of frames). Set out the joins in the strakes so that they are staggered from strake to strake. In the lower strakes (Nos. 2 and 3) there is considerable twist forward and it's better to make the forward section lengths as long as possible (say minimum 1500mm).

Strakes are WESTI/#403 bonded to frames, stem face and transom. They are also screw fastened, using 40mm x 4mm countersunk head screws, 3 per strake per frame, or more if required to pull strake up tight. Silicon bronze screws are preferred.

See instructions for details of setting out the strakes, joining, bonding and fastening.

Note: All items on this drawing are 12mm ply