



*With all of the sponson framing completed, we are ready to cover them with planking. After the planking is completed, we can add a few finishing touches and then turn the boat over.*

fared. Next we will plank the bottom with 5 ply 1/4" plywood. It is essential that a good 5 ply be used here. In securing the planking to the frame, use Sealer 800 or a good marine glue. The Sealer 800 is a rubber type substance that will hold as well as any glue, and will allow flex under extreme pressures of competition without cracking as do some brittle glues. After adhesion material is in place, the planking is held firmly in place with monel boat nails 1" or 3/4" long through-out its surface. After the bottom is entirely secured it should be completely trimmed around edges as was the side planking.

The next major phase of the hull's construction will be that of building the sponsons. The sponsons are constructed on the main hull, and are a self-contained unit. In the event of an accident such as breaking a hole in a sponson during competition, this enables easy removal or repair of the sponson. It will also enable a boat to remain afloat without the main hull taking on water.

The first step is to cut out two full length airtraps. These airtraps will give the true shape of the sponsons on the inside. 1/4" plywood is used. After

cutting out the airtraps, two battens are screwed to the original main 2" battens now covered with the bottom planking. These new battens will be used to secure the 1/4" plywood airtraps to the main hull (see photo). Next we cut out the sponson frames and attach them to the side of the main hull. Next the plywood frames are cut out and backed with spruce. They can be bolted to the side of the main hull. An inner chine is secured to the airtrap. This will be used to attach the plywood planking and on the bottom of the sponson. The outer chine (at the base of the non-trip sponson side) is made also of spruce. It may have to be steamed or laminated to obtain its proper curvature. Plywood is now attached to the main hull and sponsons. An additional batten is secured to the plywood and will also be used to add additional strength to the bottom planking of sponsons. The plywood itself may be made of individual pieces between the already installed frames, or it can be one solid piece installed previous to the installation of the frames. This is left to the discretion of the builder (see photos of sponson details).

Now we install the upper, or top of

sponson chines. First is the inner-upper chine which is attached to the main hull. Then we install the outer chine. The outer chine will constitute the top edge of the non-trip sponson side. Now that all sponson chines are properly installed and permanently secured, cross braces are added inside of the sponson for additional strength where needed. Before planking the sponsons, provisions should be made for the water-pickup for engine cooling system. Also the reinforcement for the turning fin is installed. Next the sponson is shaped, fared, and trued in preparation for planking. It is important that the builder check closely with original plans to see that the angle of attack and all critical specifications are adhered to before planking.

The non-trip sides of the sponsons are planked first with 5 ply, 1/4" plywood. Next the bottom of each sponson is fastened with screws and nails. One layer of 5 ply, 1/4" plywood is enough if aluminum plating is to be installed. The aluminum should be secured with screws, bolts, and 800 sealer (or other bonding material). Aluminum is unnecessary when two layers of plywood are used. When applying two layers of plywood, secure the two

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