

# Picklefork Notes

## Building the Picklefork Pictorial



Fig. 1: The RUNNER SIDE #4 with the RUNNER KEEL #5, DECK CLEAT #6, and STEM#7 assembled to it. The frames are located on this assembly, spaced per the dimension sheet or as noted on the full size patterns.

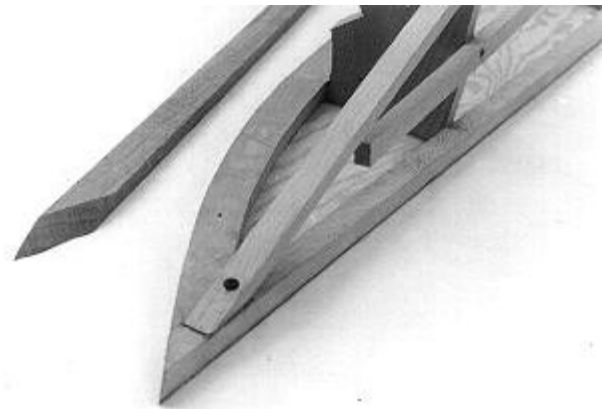


Fig. 2: The RUNNER SHEER #8 and CHINE #10 are pre beveled to to the dimensions given, although further fitting may be required. The RUNNER SHEER #8 has been set back to allow for fairing.



Fig. 3: The notch in FRAME #3 for the RUNNER SHEER #8 and CHINE #10 will need to be beveled so the member will lie flat on the frame.



Fig. 4: The RUNNER CHINE #8 is beveled as shown to side to the STEM #7.

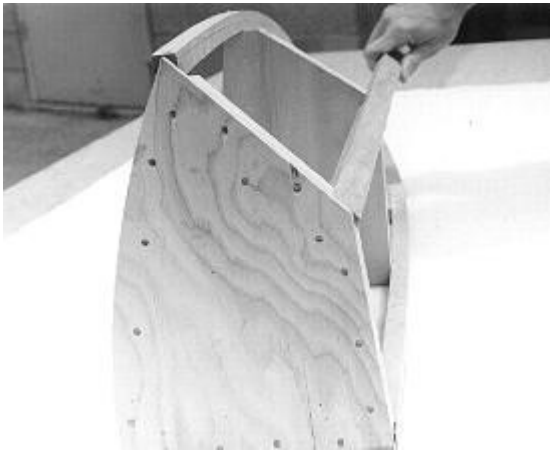


Fig. 5: The longitudinals notch into the solid wood of FRAME #1, but do not extend through the plywood.

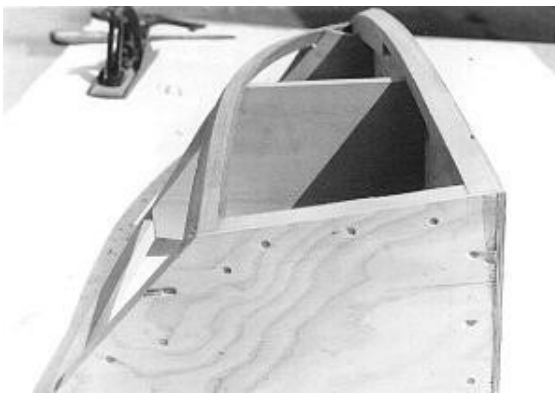
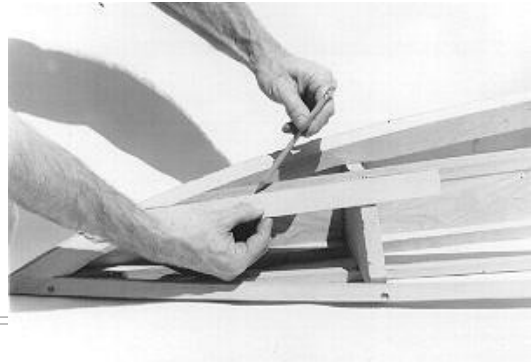


Fig. 6: The aft end of the runner assembly after fairing. The faired lines are smooth and true, and the landing from FRAME #1 to the longitudinals is on the same plane.

Fig. 7: The bottom and side planking will meet in a butt joint in the area forward of FRAME #3. From the bevel filed in the chine at FRAME #3, draw a line to the approximate center of the member as it hits the STEM #7. The area above the line is to be faired for the bottom planking, while that below provides landing for the side planking.



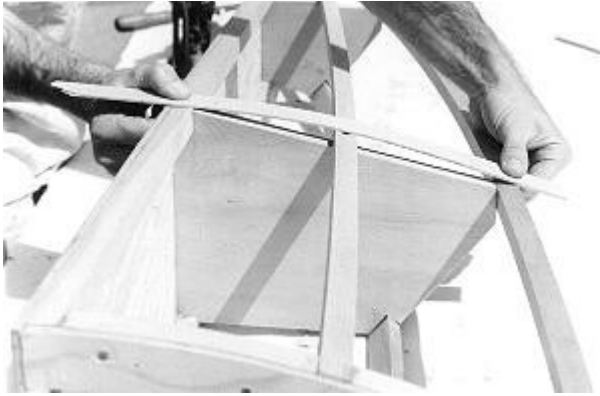


Fig. 8: The principle of fairing is similar in all areas. A length of wood is used, sprung over the area to be faired to indicate the amount of material that will need to be removed.

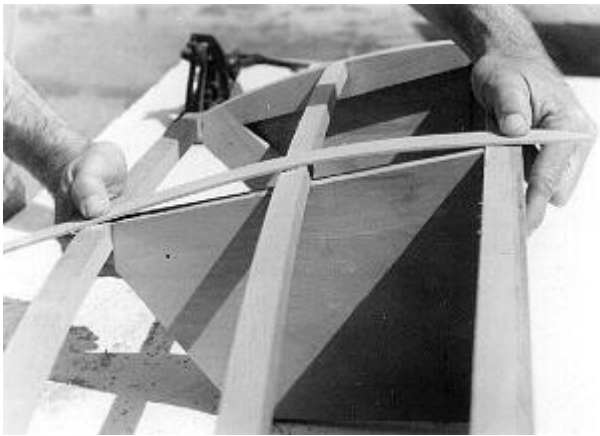


Fig. 9: The same area after fairing at the RUNNER SHEER #8. The simulated planking will now lie flat or mate to all areas.

Fig. 10: One way to determine the amount of material to be removed is to file a notch to the required bevel on the longitudinal at the frames. In the forward area a wood rasp can be used to fair the RUNNER SHEER #8 and CHINE #10 simultaneously.



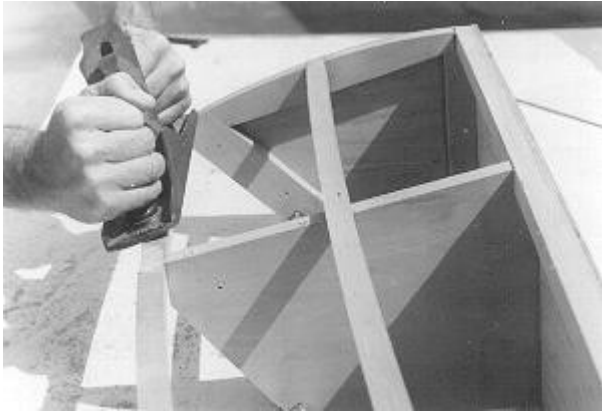


Fig. 11: In the aft section, excess material is removed with a hand plane. All fairing should be done carefully to prevent humps or dips.



Fig. 12: Constantly checking with a length of plywood to simulate the planking will help prevent errors. The planking must mate to all areas solidly without gaps.

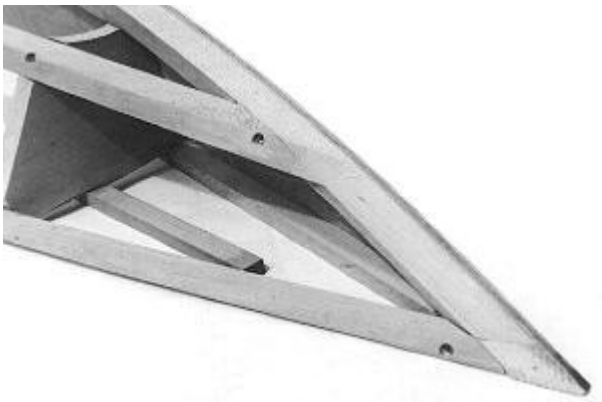


Fig. 13: The fairing completed in the forward portion of the runner assembly. The STEM #7 has been faired to a point for the RUNNER SIDE PLANKING #11 while the RUNNER SHEER #8 is almost triangular in shape.

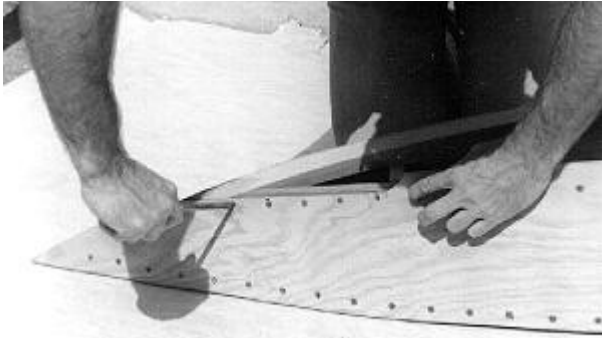


Fig. 14: The RUNNER SIDE PLANKING #11 is screwed in place after coating all mating areas with glue.

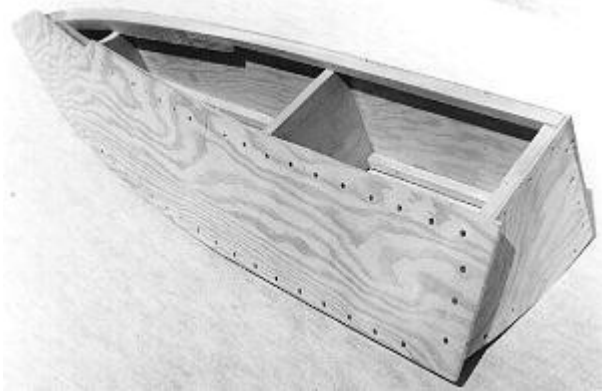


Fig. 15: The RUNNER SIDE PLANKING #11 is fitted oversize as shown. The only area that must be fitted carefully now is that portion forward of FRAME #3 which will butt to the RUNNER BOTTOM #12.

Fig. 16: The RUNNER SIDE PLANKING #11 is shown after trimming and fairing. Note the area forward that was carefully fitted to butt to the RUNNER BOTTOM PLANKING #12 compared to the faired area aft of FRAME #3 where the bottom will lap the side. Screws should be located lower here so as NOT to interfere with fairing.

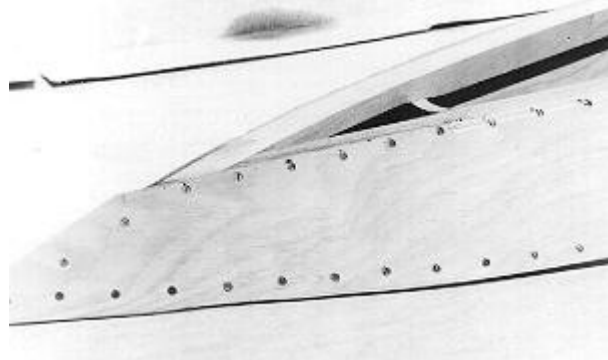




Fig. 17: After the side planking is fastened in place, the overhanging edges may be trimmed to receive the bottom planking. Final finishing of the fairing in the aft section is best done with a 12" long minimum block with san.



Fig. 18: The RUNNER SIDE PLANKING #11 is screwed in place after coating all mating areas with glue.



Fig. 19: The RUNNER SIDE PLANKING #11 is fitted oversize as shown. The only area that must be fitted carefully now is that portion forward of FRAME #3 which will butt to the RUNNER BOTTOM #12.

Fig. 20: The RUNNER SIDE PLANKING #11 is shown after trimming and fairing. Note the area forward that was carefully fitted to butt to the RUNNER BOTTOM PLANKING #12 compared to the faired area aft of FRAME #3 where the bottom will lap the side. Screws should be located lower here so as NOT to interfere with fairing.



Fig. 21: A lightener hole is cut through both sides of the hull, located as shown on the dimension sheet.

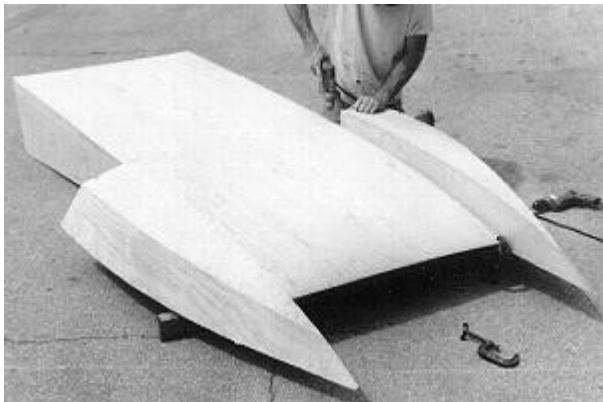


Fig. 22: The 1/4" plywood bottom planking is ripped to the proper width and fitted between the planking-runner assembly. Clamp the member at the bow and bend aft, driving several locating screws to position the plywood before permanently fastening.

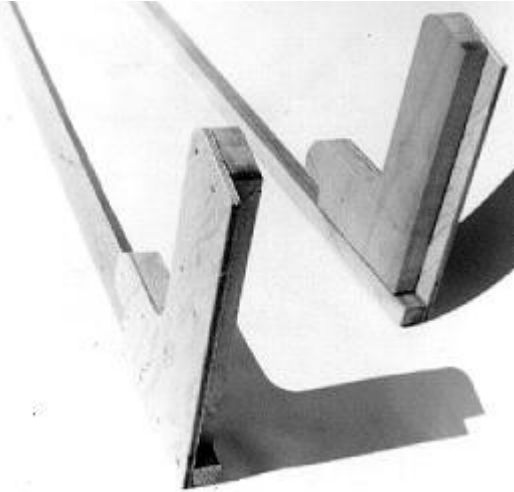


Fig. 23: The KNEE #20 is assembled to the BOTTOM BATTENS #19 so that the plywood portion sides to the batten, while the solid wood portion bears on top of the batten.



Fig. 24: The DASH BEAM #25 is fitted between the side planking, with the bottom portion bearing against the FORWARD BOTTOM FRAME #30 that has been angled  $30^\circ$ .

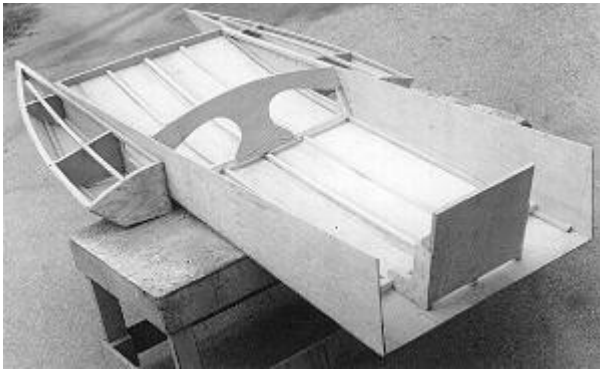


Fig. 25: The battens with the knees mounted, along with the center batten, are fastened to the planking with the INNER MOTORBOARD #22 resting on top of the battens, siding to the plywood and butting to the solid wood portion of the KNEE #20. .





Fig. 26: The COWL BATTENS #26 are directly above the outermost two BOTTOM BATTENS #19. They butt to the DASH BEAM #25, bear on top of these bottom battens at the bow, and butt to the BOW PIECE #26.



Fig. 27: The pre-assembled transom is slipped between the side planking to rest firmly on the bottom. Force securely against the inner motorboard. Liberal application of glue and solid bearing are important at this junction.



Fig. 28: The COAMINGS #29 are to extend beyond the transom for trimming to fit after fastening in place. The forward end must be angled to butt to the DASH BEAM #25. A considerable twist takes place in the COAMING #29 so use several clamps to hold the member in place while the fastenings are driven in.



Fig. 29: The TRANSOM #38 with OUTER MOTORBOARD #30 in place. The overhang of plywood will be trimmed along the COAMING #29 and the TRANSOM #28.



Fig. 30: The interior of the hull is coated with a preservative and then with a clear or paint finish prior to installation of decking.



Fig. 31: The pre-fitted RUNNER DECKING #13 is fastened in place after coating the inside with paint or preservative. Overhanging extremities may be trimmed to fit after fastening in place.



Fig. 32: The finished boat with the interior masked off in preparation for the application of the exterior finish. Fiberglass covering (not shown) is optional.

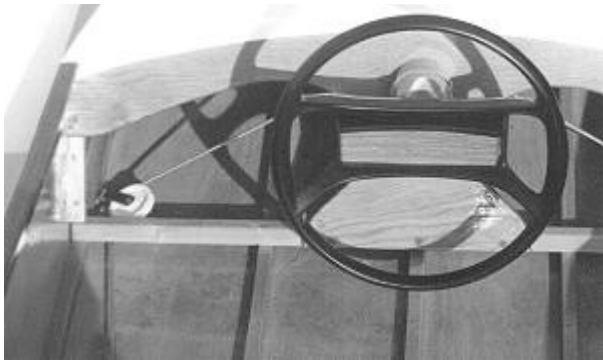


Fig. 33: Steering system at the dash beam. The cables lead under the floorboard to the aft pulleys as shown in the following.

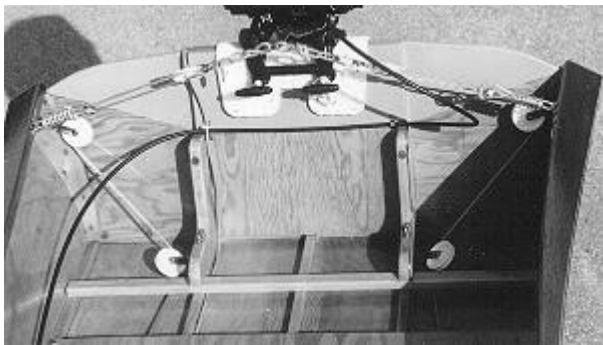


Fig. 34: Steering cable pulley locations at the transom. Connection to the outboard motor will vary depending on the make of motor.

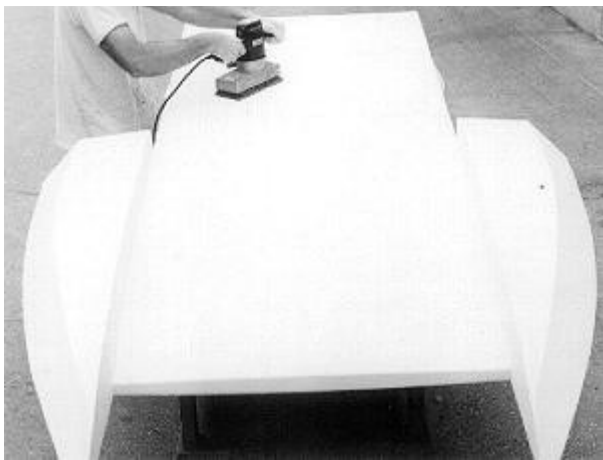


Fig. 35: The bottom must be sanded between coats of primer to eliminate ripples and provide a smooth surface for the finish coat.



Fig. 36: Let your imagination run wild as to the color scheme and contours of the contrasting paint lines. The original was done with red and white exterior with natural interior and floorboards.