

Super Spartan Notes

The construction of the Super Spartan is virtually the same as for the Tiny Titan. The following is a link to the Tiny Titan pictorial.

Tiny Titan Construction

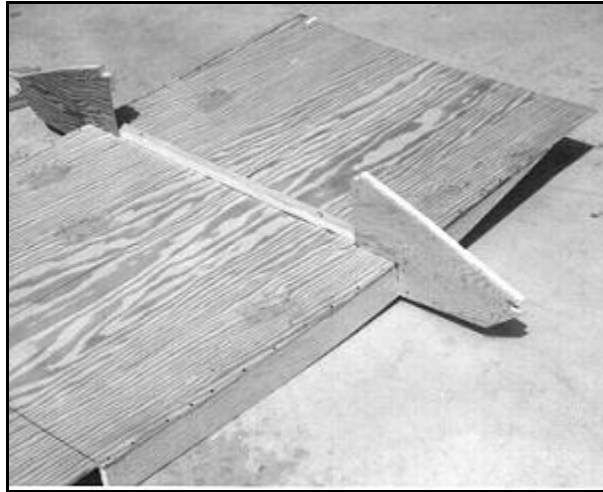


Fig. 1: The runner chines are installed on the underside of the planking panel, while the #2 Frame is fastened directly to the inside surface.

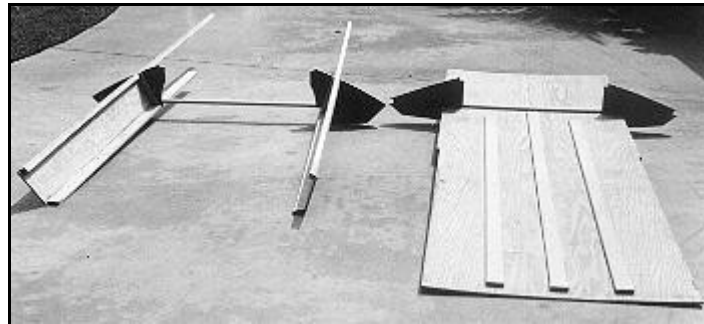


Fig. 2: The three bottom battens are assembled to the bottom planking as shown. The sub-assembly of the side planking/chine and sheer clamp is then mounted to #1 Frame. The chine ends at Frame #2, while the sheer clamp is allowed to run wild for later trimming.



Fig. 3: The side planking sub-assemblies is now installed on the bottom sub-assembly. The transom shown in the foreground is mounted so that the inside surface butts to the battens, chine and sheer and is lapped by the bottom and side planking.

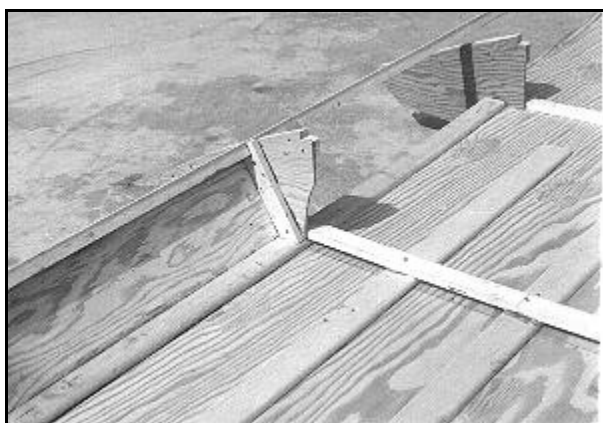


Fig. 4: The junction of the side planking with Frame #1 is shown in this view. Note the blocking for the side planking on the aft side of the #1 Frame.

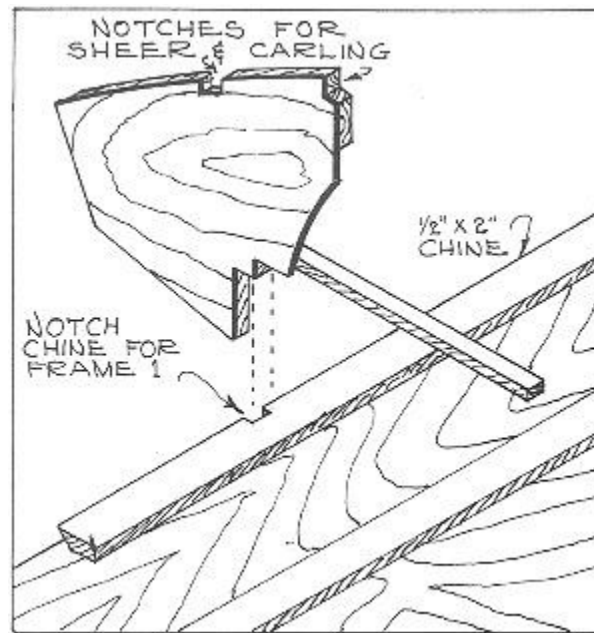


Fig. 5: Note that it will be necessary to notch the chine to receive the #1 Frame.



Fig. 6: After mounting the bow piece on the bottom planking, the sheer and carling are tapered to rest on top of the bow piece, fit into the notches in the frames, and extend to the transom for trimming to length.

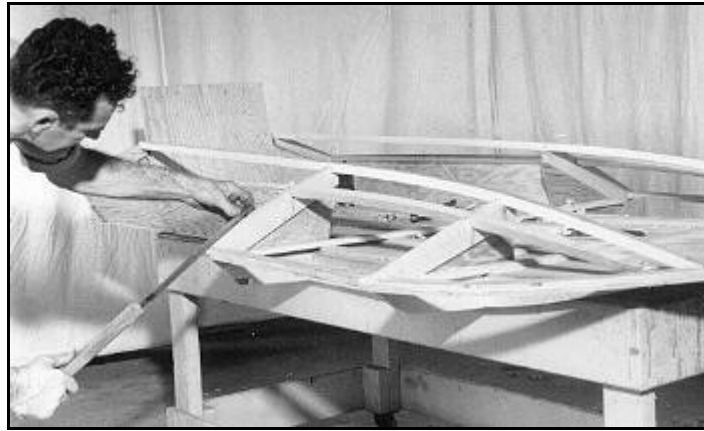


Fig. 7: The entire decking area must be faired so that the deck plywood will lie flat on all surfaces. In the forward portion, a wood rasp will be handy, while in the long sweeps in the aft portion a plane is best.



Fig. 8: Progressively checking the fairing with a scrap of plywood will help to insure that the members are properly faired for the decking.

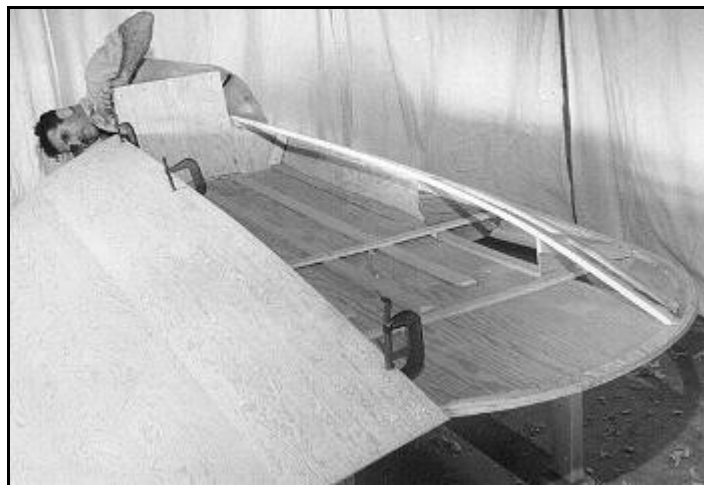


Fig. 9: The decking panel is held or clamped in place for rough marking. By carefully fitting the 4' x 8' panel will cover the entire deck area.



Fig. 10: Fitting of the decking need not be closely done as it can be trimmed after fastening in place. The area along the carling that will mate to the coaming should be carefully trimmed to provide a vertical surface for attaching the coaming.



Fig. 11: The coaming is fitted against the carling, notching around the bow piece at the forward portion and around the transom aft.

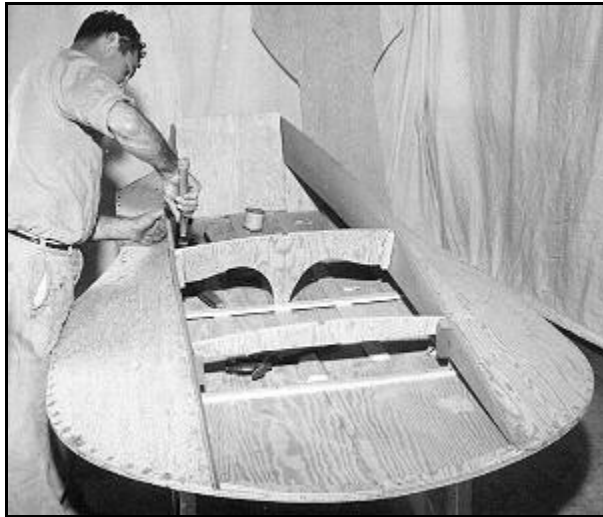


Fig. 12: The dash beam and forward deck beams are fastened against blocking on the inside of the coaming.



Fig. 13: The hull is turned bottom-side up and the areas for the non-trip and runner planking faired or beveled.



Fig. 14: The non-trip planking is first fastened along the bow piece. Pressure by hand or a clamp is used to spring the non-trip chine so that, as viewed from the side, it is parallel to the runner chine in the aft 9". Fastenings are then driven along the runner chine.



Fig. 15: The non-trip planking must be beveled to be flush with the runner chine, to enable the runner planking to lap it. After fairing, the runner chine and non-trip chine must be parallel in the aft 9".

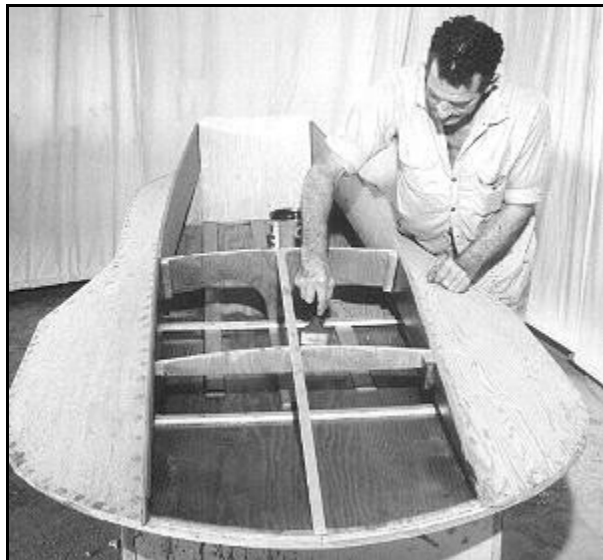


Fig. 16: The inside of the hull should be coated with an anti-rot preservative or other treatment before installing the forward deck or cowl covering.



Fig. 17: The cowl plywood is fitted in one side of the coaming rabbet and tacked in place while the other side is fitted.

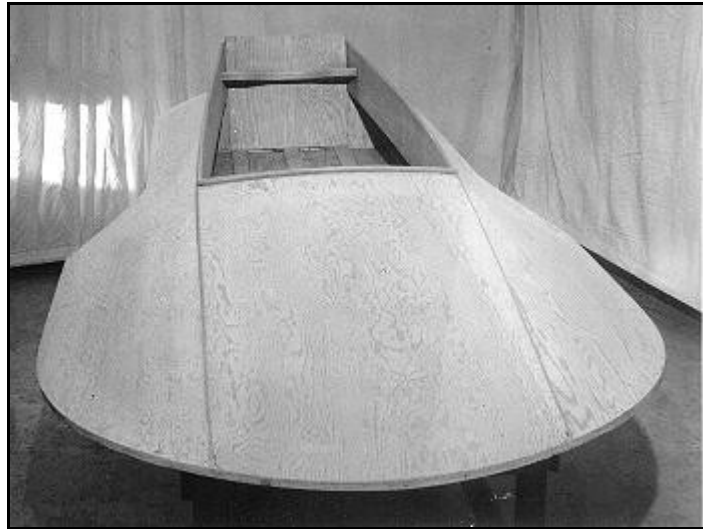


Fig. 18: The completed trimmed hull is ready for paint or fiberglassing. The transom knee is installed 5 1/2" from the top edge of the transom, or closer, depending on the outboard motor used. The cap strip at the dash projects about 3/4" above the decking and covers the exposed edge of the forward decking.