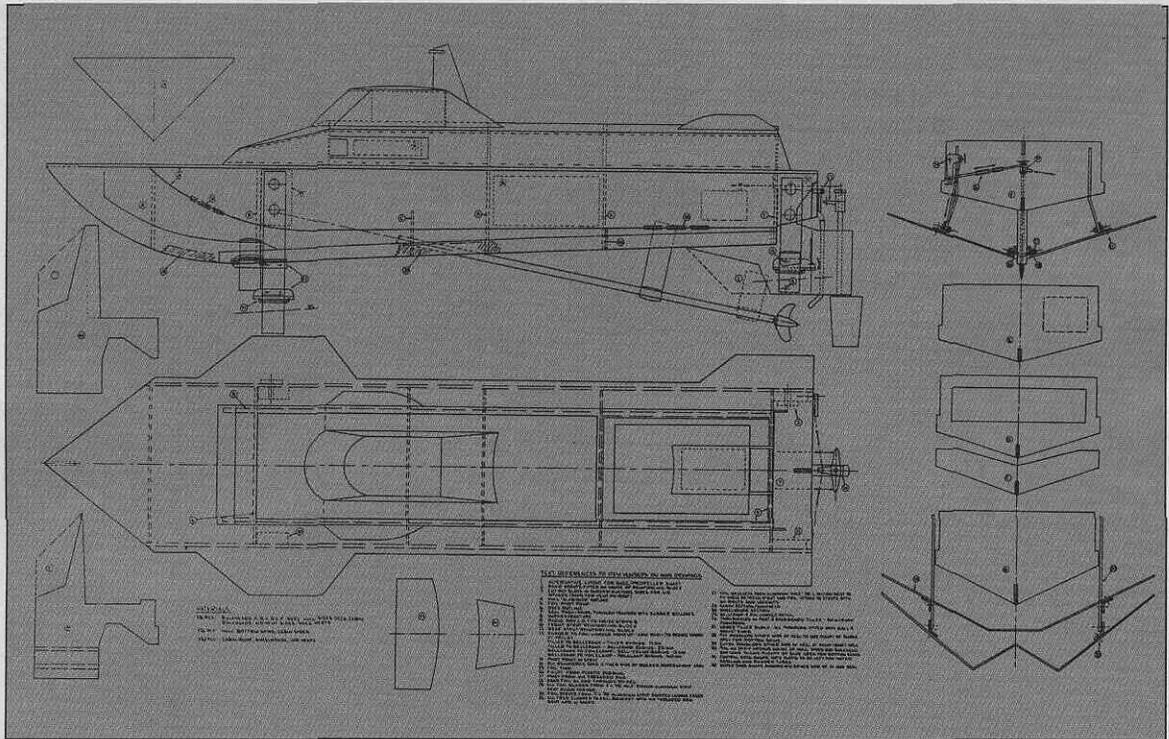


The plan of Rapier, ref MM2392, price code M, £8.50 is available from Traplet Plans Service. Model is length 37", beam 1 1/2", and will take up to a .40cu.in. glow motor for power.



gluing area for the bottom skins. Do the same to the bulkheads and bow. Fit reinforcement blocks at the strut mounting points. Finally, with a large wooden block, sand the hull bottom ready to accept the bottom skins.

Making the Skeg

Before fitting the skins it is necessary to add the rudder skeg. Do this by cutting and fitting the skeg shapes from plywood, one piece to butt against the keel and two outer pieces to sandwich either side of the keel and centre piece to make a strong assembly. Note that the skeg rises right to the transom to lock under the deck. Also, the slots for the rudder and water cooling pickup tube are formed by leaving suitable gaps in the centre skeg piece. Further reinforce the rudder/water-scoop area with 2mm ply.

After fitting some reinforcing strips around the skeg for the bottom skins, the port and starboard skins are cut and glued in place, in turn. Use plenty of pins, tacks and rubber bands to hold the shape until the glue dries.

I fitted spray rails to the prototype, along each chine, but these are not really necessary as Rapier goes

“foilborne” before the rails become effective.

The Hardware

A suitable extra-long rudder assembly is not available off the shelf so it is necessary to make one. Simply adapt a standard rudder by soldering it inside the inner of two close fitting brass tubes. This extends the rudder post, which is then cut to the required length.

The water pickup scoop is made from brass tube, bent to shape.

Carefully drill out the skeg, using the slots that you left as a guide, and glue in the outer rudder tube and water pick up scoop.

The 'Rapier' model in final trim, posed for the photo on its prop, not a practice to be recommended, but which allows a clear view of the foils and rudder assembly.

