

Building a Putney



The GRP hull is laid up to a thickness of 6mm with the transom 10mm thick.

The marine B.S 1088 plywood is cut to shape and glassed both sides.





This is the seat/tank forward of the anchor locker. Tubing is

glassed into the tank bottoms in order to allow water to pass through the tank in a water tight fashion. In this picture you can see that the seat/tanks are glassed inside and out before the top is installed and the hull coated with polyester resin. This means the bulkheads of the tanks /seats are strong, long lasting and watertight.



The aft tank/seat being installed. The outer two compartments will be filled with foam for added buoyancy. The centre compartment will be a water tight locker.





The centre thwart is installed with dividers for port and starboard bouyancy tanks and centre locker.



All buoyancy tanks are filled with foam.







The inside of all lockers are then painted with Flowcote before the tops are glassed on.

The tank/seat tops are fibreglassed on.





Then the interior of the Putney is painted with Flowcote. The structural side of the build is now complete. Phase two is adding the teak wood work.



Attaching the wood work

The inner and outer transom plates are installed using epoxy glue and stainless steel screws.





The bow plate is glued in place. It will be fine shaped when the gunnels are on.





The starboard outer gunnel is glued in place. (It takes a few clamps!)



The port outer gunnel is glued in place. Creating the curve of these gunnels is challenging in that the compound curve at the forward section of the boat is quite pronounced. Will it snap or won't it?



The middle strip of the gunnel is glued on. This covers the fibreglass top edge of the hull.





Followed by the inner gunnel.



The hull's woodwork is then shaped and sanded.





Laminating the gunnels in three pieces achieves this curve and ensures the gunnels are well fixed to the hull.





Time to work on the interior of the boat. There are several options for finishing the inside of the dinghy.

Option One; Slat seats

The seat slats and inspection ports are installed.







Aft knees installed to strength hull to transom point.

Woodwork dressed.





Five to six layers of Danish oil are used to finish the woodwork to protect and enhance.







Option Two; teak deck style



Teak seat tops are built on the bench and the seams filled with black deck caulking.

The caulking is sanded back to a smooth finish and the seat tops are ready to install.







The forward teak seat tops are installed using epoxy glue and screws with plugs.

The aft teak seat is installed using the same method.







Next up are construction of the middle seat tops and middle locker.





Aft knees installed to strength hull to transom.



Alwood varnish programme applied. A sealer with five build coats before the final finish coat is applied. Choice of a satin, matt or high gloss finish. In the picture we have put high gloss on the gunnels and a matt finish on the seats.









Beer locker tested.....gas strut allows easy opening.





Next the fun part.....hardware put on.

Firstly non-skid is applied.



Stainless steel keel band glued and screwed on.





Bronze rowlocks and stainless steel transom plate put on.



A custom-built fairlead/cleat combo. Can be put on fore, aft or both fore and aft.







Another option is a centre pop-up cleat with port and starboard fairleads.

Or with slat style cleat and fairleads can be mounted as per image below.





The trailer



