

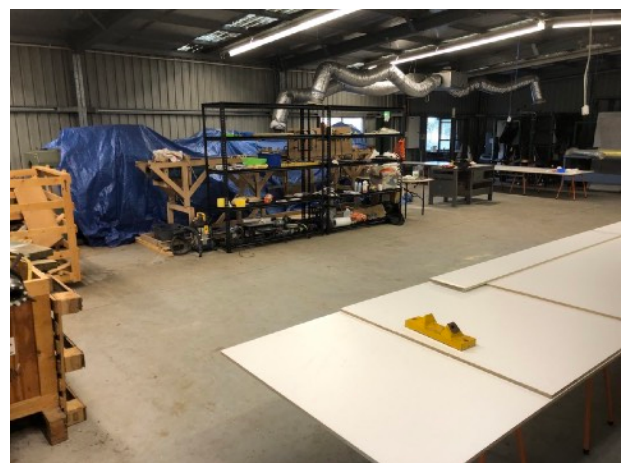
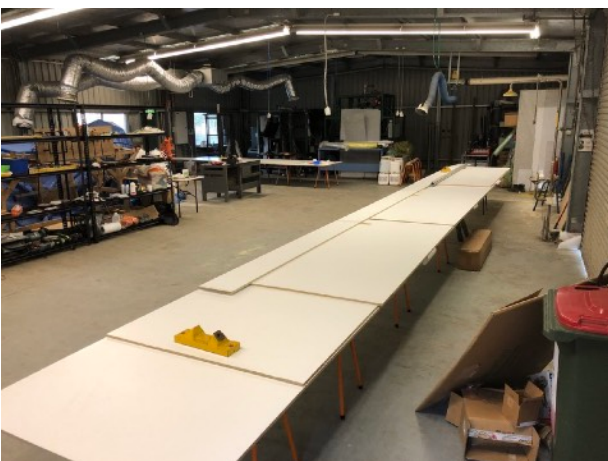
Cargo Proa Prototype

Building Blog



JUNE 2020#1

Cleaned out the shed. Found 2 rolls of 400 gsm woven flax that we can borrow for the tender subject to some tests.





JUNE 2020#2

Assembled the mould for the tender (one side and half the bottom). Prepped an infusion of some flax and glass. To compare. No vac pump so infusion tomorrow. Flax rudder mould was not fully cured so put it outside in the sun. Sat it on a couple of rocks which indented it. Heated the affected area, put some weight on it and the bumps disappeared. As near as I can see it is about the same stiffness as equivalent glass weight but used more resin.

Infused 2 stacks of flax and 2 of epoxy. Couple of dramas caused by using black poly pipe instead of clear soft pipe. Not only can't you see the resin but when you clamp it the poly pipe splits. Plus it was 12mm and my biggest drill here is 10mm so the resin inlets were not as robust as they could be. Nothing a heap of tacky tape couldn't fix. Pics show the infusion rate which is near enough identical for flax and glass but the flax uses more resin.

At 20C 300mm/12" is about the limit of resin travel with this resin. So 2 x spirals will work for the tender half hull.

Day off tomorrow, infusing samples for join testing on Monday might get the first half infused by the end of the week.



JUNE 2020#3

Flax samples were impressive. Thicker than the glass so stiffer and heavier as more resin was required. However the economics work as the flax is gratis. Flax is easier to work with in some ways, does not itch and is more stable as it is tightly woven. Hard work to cut will be good when the electric scissors arrive Hand laid a sample bulkhead as the pump was in use. Pretty rough but the method has merit. Will test it in the morning along with a sample join Cut the flax for the tender and prepared the mould. Infusion next.

