



a natural state

Artist: Phil Greene

Video 2. Process B: Finishing the Hull

Greene: Yeah, I'm not a purist in that I think that everything needs to be done by hand, but we have found that using the fairing boards produces a fairer hull than the electrical equipment.

All right, this is a typical fairing board. It's neither short nor long. It's kind of a mid-range size, about four inches wide by about twenty inches long. And because it's flat and hard, I can put this onto this hull without it conforming to the little dips. There's a dip there. There's a major dip here and here.

[Smooths canoe] The final finish is what gives it its clarity. And it will look just like...it'll, it'll like...it'll be perfectly clear and very smooth. It'll be nicer than a...than most new cars when it's finished.

One of the big moments in canoe building is removing the finished hull from the form. And you do that after there's fiberglass on the outside, but obviously you have not worked the inside yet.

All right, my next step in the process will be to take...after these blocks come out, will actually be to sand this down smooth inside, where it's fair and sandpaper-scratch free. And then it'll be ready for the fiberglass on the inside, just like it was on the outside.

It's...this thing came out good. This is the best canoe we've done to date