

WOOD KEEL: Of White Oak, sided and moulded as per plans, (about 6" x 10"). To be a sound stick and absolutely free from shakes.

STERNPOST AND DEADWOOD: White Oak, sided 3½", moulded as required and fastened with 5/8" galvanized bolts.

BALLAST: Outside ballast to be a single iron casting, as per drawing, weighing about 4/00 pounds, to be set up with 1 1/8" and 7/8" galvanized iron bolts as shown. Bolts to have oakum grommet set in read lead under heads and between iron and wood keel.

RUDDER: Blade of Yellow Pine, tapered to aft edge, the whole edge bolted with ½" galvanized bolts, spaced 12" and riveted over burrs at forward end.

RUDDER STOCK: Of Tobin Bronze, 1½" diameter and fashioned as shown bolted to rudder blade with ½" diameter Tobin bronze bolts.

RUDDER TRUNK: 1½" iron pipe size brass pipe, fitted with stuffing box, as per detail.

FRAMES: To be of selected White Oak, sided 1 3/4", moulded 1 3/8", spaced 12" on centers and boxed into keel. Fastened to keel with one 4" boat nail and to floors with three 3" boat nails.

KNIGHT HEADS: Oak, moulded 1 3/8", to be placed as shown.

WOOD FLOORS: To be placed where and as shown on Construction Plan. To be installed before planking. Of White Oak, sided 2" and moulded as shown on plans, under engine bed to be sided 2½". Each to be bolted to wood keel with 3/8" wing bolts and at ends by ½" bolts. Limber holes to be cut in all wood floors.

IRON FLOORS: Galvanized wrought iron floors will be fitted in way of mast step, etc., as shown in plans.

MAST STEP: White Oak, sided 8", mouled as shown, to be well secured to keel. A ½" drain hole cut from bottom of step.

TRANSOM: White Oak to finish 1½", secured to framing and quarter timber by knees approximately as shown. To have reinforcing strips for additional fastening of planking.

PLANKING: Of White Pine or Cedar, to finish 7/8" thick, of clear, sound stock, to be in long lengths and hollowed over curve of frames. Inside of seams to be tight. Above the turn of the bilge, strakes must be of rift stock, not exceeding 5½" width, and others not over 7½". Fastenings to be 2" galvanized boat nails or flat head wood screws driven tightly, two in each frame. Fastenings to be counterbored and plugged with bungs set in white lead. Butts made with 1½" oak butt blocks lapping seams 3/4" each side, and fastened by at least five ½" through copper rivets, riveted over burrs on each plank end. Butts in same bay to have at least three strakes between, those in adjacent strakes to have at least three bays between.

CLAMPS: Of yellow pine 1 3/8" x 4", tapered at ends and extending from stem to quarterlogs; lower edge to be chamfered, and to be fastened with ½" galvanized bolts in each frame.

SHELVES: Of yellow pine, 1 3/4" x 4" in way of mast only, tapered to ends, bevels to come out of these dimensions; fastened at every frame with ½" galvanized bolts.

BILGE STRINGERS: Of yellow pine, 1½" x 4", tapered at ends and extending for about three-quarters the length of the vessel; to be fastened with No. 14 screws. Screw holes to be bored, counterbored and plugged.

DECK BEAMS: White Oak, to crown 6" in 9'6". Heavy beams 2½" x 2½"; others 1½" x 2½". Beams fastened with one ½" galvanized bolt to shelf and one ½" drift into clamp. Short beams to be dovetailed into fore and aft carlines and fastened with a single heavy boat nail. Under side of beams carefully smoothed and corners rounded.

FORE AND AFT CARLINES: Oak, sided 2½", mouled 2½", dovetailed into heavy beams.

MAST PARTNERS: Oak, 2½" thick. Halved into beams. To have two ½" through bolts.

PLANKSHEER OR COVERING BOARD: Of Mahogany, 1 1/8" x 5", laid in not more than three pieces, each side, lock-jointed with not less than 15" scarphs, edge bolted and caulked, bolted to beams and drive fastened to sheerstrake.

DECK: Of White Pine, free from knots, etc., dressed 1 1/8" x 2" and laid parallel to planksheer, fastened to deck beams with 2½" galvanized boat nails, well countersunk and plugged in white lead. Ends nibbed into kingplank. Seams to be caulked with cotton and payed with Kuhl's composition or marine glue.

COCKPIT: Beams oak, 1½" x 2½". Floor same as deck. Two 1½" heavy lead pipe scuppers at each forward corner, flanged to floor and planking. Flanges fastened with brass screws. Leather flaps at outlets. Sides and ends of 7/8" mahogany staving, fastened into rabbeted sill at bottom and to sill at top. Wash rail (coaming) of Mahogany, steam bent and screw fastened to deck beams. A 2½" x 1½" mahogany cap rabbetted over wash rail.

HANGING KNEES: One pair of hackmatack knees will be fitted at mast partner as shown.

LODGING KNEES: Lodging knees and chocks will be fitted where shown.

CEILING: Of ½" White Pine, in narrow widths, beaded, tongued and grooved, to extend from forward end of forecastle to aft end of the stateroom, and from clamp to flooring. All bulkheads to be put in after ceiling is laid.

CAULKING: Planking to have two threads cotton caulking, payed with white lead and filled with white lead putty. Decks to have two threads, filled with Kuhl's composition or marine glue.

BITTS: Forward bitt 2½" x 4" oak double to fit Size D Gypsy windlass, bolted to floor timber.
Quarter bitts 3" x 3" white oak bolted to frame, fitted with 5/8" bronze pins, with 4" horns. Tops of bitts to be covered with brass.

WAIST: Mahogany, sided 7/8", fayed close to planksheer and well edge bolted, scuppers to be cut as shown.

RAIL CAP: Mahogany, oval, and in section 1" x 2½" scored over waist 3/16" and joints to be long hook scarphs.

HOUSE: Sides and ends of 1 3/8" Mahogany, moulded as shown and through bolted to beams and carlines. Beams to be White Oak, sided 1½", moulded 1½", spaced about 12" on centers, crowned 6" in 6'. To be dovetailed into sides. Top to be tongued and grooved White Pine 1" x 3", free from knots and sap with lower corners slightly Veed. To be covered with 10-oz. canvas laid in paint. Edge of canvas turned over house sides and covered with half round mahogany.

TIE RODS: Three 5/8" tie rods to be placed each side of house, bolted through carlin and shelf.

SHAFT HOLE: Shaft hole through deadwood for 1" shaft. To be lead lined.

ENGINE BED: Bearers of White Oak 3" thick bolted to floors and stringers. Floors under engine bed to be thoroughly chocked and bolted together. Joints between floors to be carefully trued up. Hull will be cemented under engine bed to form, in effect, an oil pan draining to sump at a point easily reached.

DECK JOINER WORK: There will be one hatch and one companionway constructed substantially as shown of Honduras Mahogany. Tops to be not less than 1 3/8" thick. Hatches to be fitted with sufficient number of heavy fasteners, so as to be secure but easily removed. Companionway to have panelled drop slide. Sliding cover to have brass weather guards and 1/16" brass on slides. Wheel box of 5/8" mahogany sides and 7/8" mahogany top. An 18" brass manhole plate will be fitted in cockpit floor.