

KEEL AND DEADWOOD: White oak, arranged as shown on the detailed plans, sided 6" and molded as shown. The siding of the keel will taper from Station #5 forward to station #2 where it becomes 4". These sidings and taper are shown in the Table of Offsets where they are indicated by the half breadths at the rabbet. All parts of the keel assembly are to be bolted together with 3/8" galvanized bolts or drift bolts as shown on construction plan. Before fastening, all joints to be thickly coated with marine glue. The keel is rabbetted along line shown for 1 - 1/8" planking.

STEM: White oak, molded as shown and sided full 5" and to be rabbetted to take 1 - 1/8" planking which will finish 1".

STERN POST: White oak and assembled as shown on construction plan.

TRANSOM: Two layers, mahogany and white cedar, 5/8" thickness and backed with oak battens glued and screw-fastened. Around the forward edge of the transom there will be screw-fastened cleats of the same size as the frame, to form a back rabbet for the planking. As shown in construction plan, a tiller port will be cut through the transom to allow the passage of the tiller to the rudder of adequate size to allow the tiller to swing 75 degrees of an arc.

FRAMES: White oak, steam bent, sided 1 - 7/8" and molded 1 - 1/2, spaced on 12" centers. The aftermost frame is to be centered 3 - 1/3" forward of station 7.

FLOORS: White oak, sided 2", molded as per plan and where possible to be not less than 1 foot 6 inches in length, except under the engine bed and in way of ballast keel bolts, where they are to be sided 3". Floors to be drift-bolted with 3/8" bolts except in the way of the ballast where 3/4" machine bolts are to be used. Floor also fastens to the frames with 1/4" everdur screws.

STOPWATERS: 3/4" soft pine stopwaters shall be located as shown or wherever there is a chance of keel seam leakage.

SHAFT LOG: Part of stern post assembly as shown.

LIMBER HOLES: 3/4" limber holes are to be bored through each floor timber on either side of the bolts.