

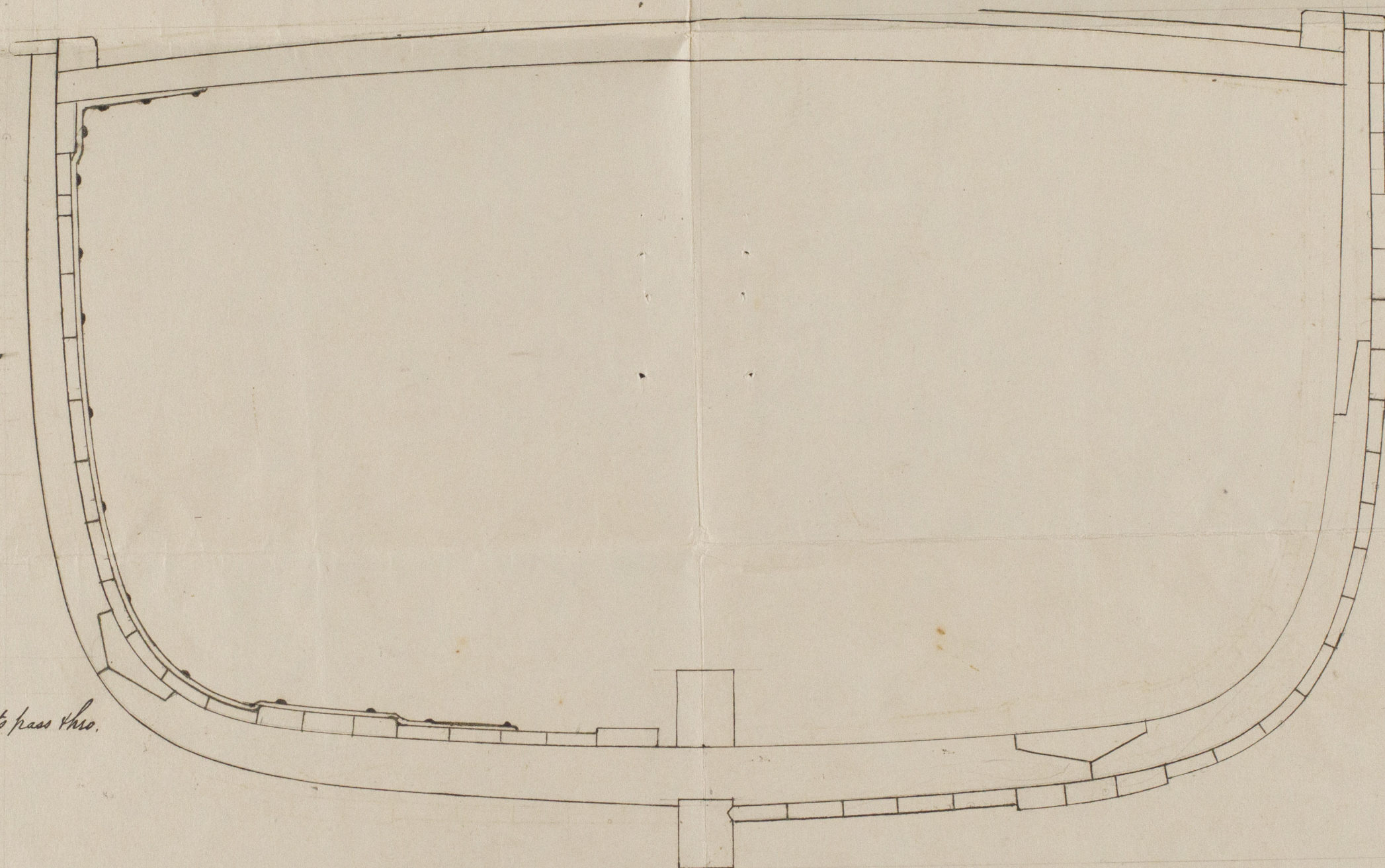
25-5-04

Submitted Drawing of Midship Section with full details of Construction and of proposed Material and Scantlings of the New wood. Three Masted Schooner now Building by David Jones Shipbuilder Portmadoc. To be Classed A1 for 13 Years c.f. Salted. Yellow metal fastenings exclusive of Iron for four fifths the depth of hold the remaining one fifth to be Gal<sup>d</sup> Iron.  
Approximate Gross Tonnage 170 Tons.

Length as per Section 103' 9"  
Length of keel 97' 10"  
Extreme Breadth 23' 8"  
Depth of hold 12' 2"

Scantlings of Timber  
Timber & Space 1" 9"  
Floors Eng<sup>d</sup> Oak 11 x 12  
First Butt 00 00 00 9 x 9  
Second Butt 00 00 00 8 1/2 x 8  
Third + Top 00 00 00 7 x 5  
Deck Beams 00 00 00 10 x 7 at ends  
Keel American Elm 11 x 14  
Keelson Green Heart 12 x 15

Outside Planking  
Strib to Bilge A Elm 3"  
Bilge Planking 4 3/4"  
Bilge to Males P. Pine 3"  
Males G.H. + P. Pine 4 1/2"  
Sheer Strake E.O. + G.H. 3"  
Plank sheer E.O. 3"  
The topsides to be G.H. E.O. + P.  
Green Heart through which the Chain plate bolts pass thro.



W. Way. Eng Oak + P. Pine 8 x 9  
Facing Surface 5"  
Deck Yellow pine 3"

Inside Planking.  
Limber Strake P. Pine 3 1/2"  
Bilge planking 00 00  
Ceiling in Flat 00 2 1/2"  
Ceiling to D<sup>e</sup> Clamps 00 2 1/2"  
Deck Beam Clamps Green H<sup>t</sup> 3 1/4"

Double lodging knees fitted in each space between deck beams + to be of Eng<sup>d</sup> Oak securely bolted through outside planking.  
Seven pairs of Iron Rider knees to be fitted to Deck Beams extending down to receive two bolts in the Floor heads. Bolts to the required height to be of Yellow Metal and the remainder to be of Gal<sup>d</sup> Iron.

The vessel to be salted as per Rule Section 37 and the Rules in all other respects to be fully complied with.

David Jones

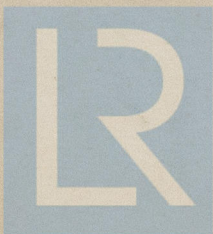
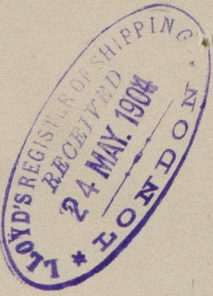
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