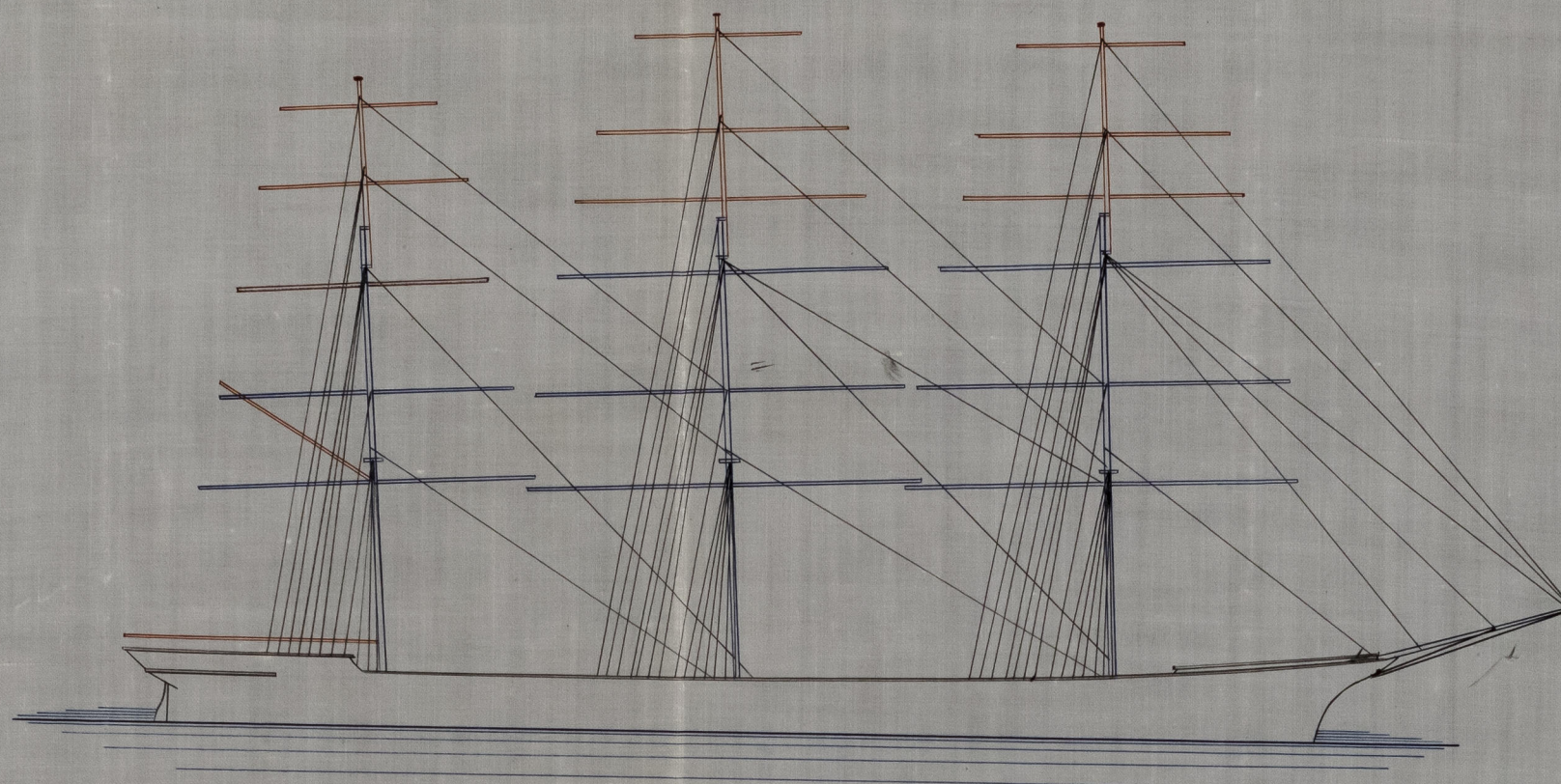


6.7.91.



LOWER MAST & TOPMAST IN ONE LENGTH

SCANTLINGS OF MASTS & SPARS

SHIP NO 305

FORE MAST

HEEL TO PARTNERS 25'0" DIA AT HEEL 22" x 7/20
PARTNERS TO HOUNDS 46'0" " " PARTNERS 28" x 7/20
HOUNDS TO CAP 15'0" " " HOUNDS 23" x 7/20
CAP TO TOPMAST HOUNDS 27'6" CAP 18 1/2" x 7/20
TOPMAST HOUNDS TO TOPMAST CAP 12'0" DIA AT TOPMAST HOUNDS 17" x 7/20
125'6" DIA AT TOPMAST CAP 14 1/2" x 7/20

MAIN MAST

HEEL TO PARTNERS 23'0" DIA AT HEEL 22" x 7/20
PARTNERS TO HOUNDS 48'0" " " PARTNERS 28" x 7/20
HOUNDS TO CAP 15'0" " " HOUNDS 23" x 7/20
CAP TO TOPMAST HOUNDS 27'6" " " CAP 18 1/2" x 7/20

MIZZEN MAST

HEEL TO PARTNERS 24'0" DIA AT HEEL 21" x 7/20
PARTNERS TO HOUNDS 45'0" " " PARTNERS 27" x 7/20
HOUNDS TO CAP 13'0" " " HOUNDS 22 1/2" x 7/20
CAP TO TOPMAST HOUNDS 23'0" " " CAP 18" x 7/20

FORE MAIN MIZZEN LOWER MASTS TO BE FORMED OF 3 PLATES IN THE ROUND. SEAMS DOUBLE RIVETED WITH 3/4 & 5/8 RIVETS. LANDINGS 4 1/2" ALL RIVETS TO BE SPACED NOT MORE THAN 5" DIA'S APART. DOUBLING PLATES AT PARTNERS, TREBLE RIVETED LAPS (7 1/2") DOUBLE RIVETED LAPS (5") BELOW PARTNERS. HEELS TO BE EFFICIENTLY STRENGTHENED. TOPMASTS TO BE FORMED OF 2 PLATES IN THE ROUND. LANDINGS 2 1/4" LAPS & BUTTS TREBLE RIVETED. DOUBLING PLATES AT SHEAVE HOLE 3 ANGLES 3 1/2" x 3" x 7/20 EXTENDING TO 4'8" & 12' RESPECTIVELY ABOVE CAP.

FORE & MAIN LOWER YARDS

LENGTH EX 87'0"
DIA AT CENTRE 21" x 8/20
2nd Q'S 19" x 7/20
ENDS 10 1/2" x 7/20

FORE & MAIN LOWER TOPSAIL YARDS

LENGTH EX 75'0"
DIA AT CENTRE 18" x 6/20
" " 2nd Q'S 16 1/4" x 6/20
" " ENDS 9" x 3/16

FORE & MAIN UPPER TOPSAIL YARDS

LENGTH EX 67'10"
DIA AT CENTRE 16" x 6/20
" " 2nd Q'S 14 3/8" x 6/20
" " ENDS 8" x 3/16

Masts additionally stiffened from below lower yards to above lower topsail yards.

MIZZEN LOWER YARD

LENGTH EX 67'10"
DIA AT CENTRE 16" x 6/20
" " 2nd Q'S 14 3/8" x 6/20
" " ENDS 8" x 3/16

MIZZEN LOWER TOPSAIL YARD

LENGTH EX 57'6"
DIA AT CENTRE 14" x 5/20
" " 2nd Q'S 12 5/8" x 5/20
" " ENDS 7" x 3/16

ALL YARDS TO BE FORMED OF 2 PLATES IN THE ROUND. LANDINGS 2 1/2" & 2 1/4". SINGLE RIVETED WITH 3/4 & 5/8 RIVETS. SPACED 5" DIA'S APART. TREBLE RIVETED LAPS 7 1/2" & 7". DOUBLINGS AT CENTRES.

BOWSPRIT

HEEL TO BED 11'6" DIA AT HEEL 23" x 7/20

BED TO BOWSPRIT CAP 22'10" DIA AT BED 28" x 7/20
AS IN AN ORDINARY BOWSPRIT

BOWSPRIT CAP TO JIBBOOM CAP 15'6" DIA AT BOWSPRIT CAP 19" x 7/20
DIA AT JIBBOOM CAP 9" x 3/16

BOWSPRIT TO BE FORMED OF 3 PLATES IN THE ROUND

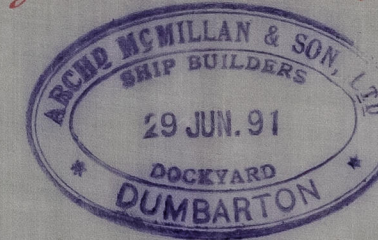
SEAMS DOUBLE RIVETED WITH 3/4 & 5/8 RIVETS

LANDINGS 4 1/2" & 3 3/4". RIVETS NOT TO EXCEED 5" DIA'S APART

DOUBLE RIVETED LAP (5") INSIDE BED. REMAINDER TREBLE RIVETED

3 ANGLE BARS 4" x 3" x 8/20 DOUBLING PLATES AT BED.

STANDING RIGGING ACCORDING TO GRADE 1600 TO 1800 TONS.



Ship "Berajeau" Glasgow Report No 10983.

QUADRANT BEARING WOODWORTH TO QUANT 1900 TO 1850 YARD.

DOUBLING AT CENTRE

HIT YARD TO BE LOADED OR STORES IN THE BOND FANDED 8 1/2 & 5 1/2 CENTRE 1/2

— " End 8 x 3/4
 S.D. 1 1/4 x 1/50
 DIA AT CENTRE 1 1/4 x 1/50
 LENGTH 2 1/2

— " End 10 1/2 x 2/50
 S.D. 1 1/2 x 1/50
 DIA AT CENTRE 1 1/2 x 1/50
 LENGTH 8 1/2

FORE & MAIN FORD YARD — FORE & MAIN FORD 10 1/2 YARD

THE WOOD FANDED 8 1/2 & 5 1/2 BULBS WERE KEPT DOUBLING 8 1/2 & 5 1/2 YARD NOT

DOUBLING 8 1/2 & 5 1/2 YARD WERE KEPT 8 1/2 & 5 1/2 YARD (2) BECOM

FORE MAIN WISSEN FORD YARD 10 1/2 TO BE LOADED OR STORES IN THE BOND 2 YARD DOUB

— BOND 10 1/2

HEAT 10 1/2 11 1/2

BOND 10 1/2 11 1/2