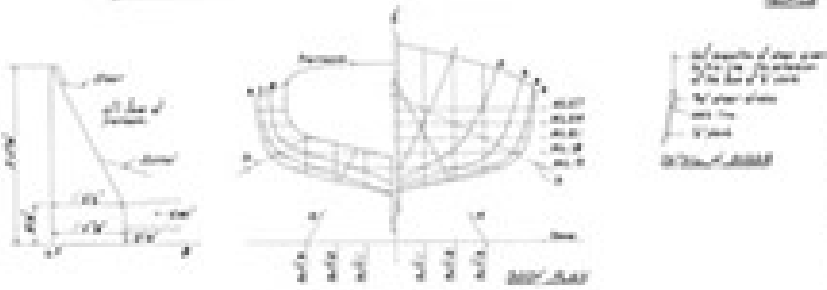
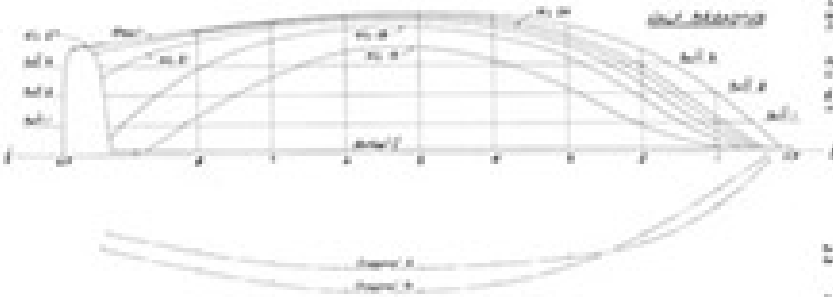




Station	Height	Width	Area
1	10.0	10.0	100.0
2	12.0	12.0	144.0
3	14.0	14.0	196.0
4	16.0	16.0	256.0
5	18.0	18.0	324.0
6	20.0	20.0	400.0
7	22.0	22.0	484.0
8	24.0	24.0	576.0
9	26.0	26.0	676.0
10	28.0	28.0	784.0
11	30.0	30.0	900.0
12	32.0	32.0	1024.0
13	34.0	34.0	1156.0
14	36.0	36.0	1296.0
15	38.0	38.0	1444.0
16	40.0	40.0	1600.0
17	42.0	42.0	1764.0
18	44.0	44.0	1936.0
19	46.0	46.0	2116.0
20	48.0	48.0	2304.0
21	50.0	50.0	2500.0
22	52.0	52.0	2704.0
23	54.0	54.0	2916.0
24	56.0	56.0	3136.0
25	58.0	58.0	3364.0
26	60.0	60.0	3600.0
27	62.0	62.0	3844.0
28	64.0	64.0	4096.0
29	66.0	66.0	4356.0
30	68.0	68.0	4624.0
31	70.0	70.0	4900.0
32	72.0	72.0	5184.0
33	74.0	74.0	5476.0
34	76.0	76.0	5776.0
35	78.0	78.0	6084.0
36	80.0	80.0	6400.0
37	82.0	82.0	6724.0
38	84.0	84.0	7056.0
39	86.0	86.0	7396.0
40	88.0	88.0	7744.0
41	90.0	90.0	8100.0
42	92.0	92.0	8464.0
43	94.0	94.0	8836.0
44	96.0	96.0	9216.0
45	98.0	98.0	9604.0
46	100.0	100.0	10000.0

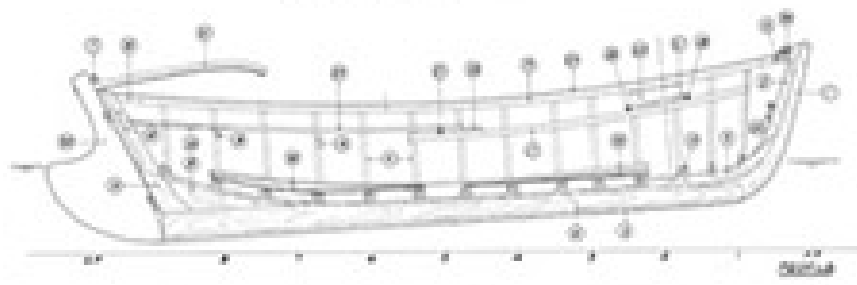
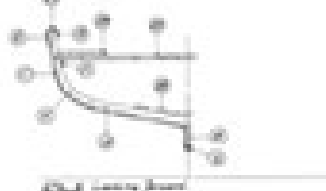
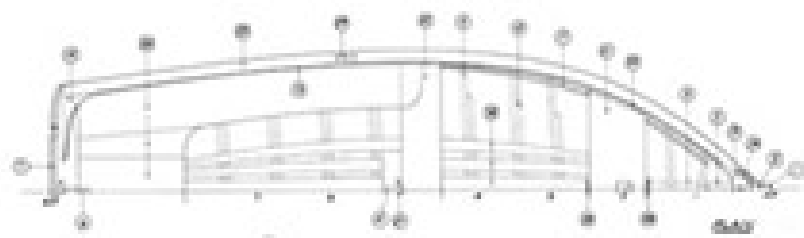


Station	Height	Width	Area
1	10.0	10.0	100.0
2	12.0	12.0	144.0
3	14.0	14.0	196.0
4	16.0	16.0	256.0
5	18.0	18.0	324.0
6	20.0	20.0	400.0
7	22.0	22.0	484.0
8	24.0	24.0	576.0
9	26.0	26.0	676.0
10	28.0	28.0	784.0
11	30.0	30.0	900.0
12	32.0	32.0	1024.0
13	34.0	34.0	1156.0
14	36.0	36.0	1296.0
15	38.0	38.0	1444.0
16	40.0	40.0	1600.0
17	42.0	42.0	1764.0
18	44.0	44.0	1936.0
19	46.0	46.0	2116.0
20	48.0	48.0	2304.0
21	50.0	50.0	2500.0
22	52.0	52.0	2704.0
23	54.0	54.0	2916.0
24	56.0	56.0	3136.0
25	58.0	58.0	3364.0
26	60.0	60.0	3600.0
27	62.0	62.0	3844.0
28	64.0	64.0	4096.0
29	66.0	66.0	4356.0
30	68.0	68.0	4624.0
31	70.0	70.0	4900.0
32	72.0	72.0	5184.0
33	74.0	74.0	5476.0
34	76.0	76.0	5776.0
35	78.0	78.0	6084.0
36	80.0	80.0	6400.0
37	82.0	82.0	6724.0
38	84.0	84.0	7056.0
39	86.0	86.0	7396.0
40	88.0	88.0	7744.0
41	90.0	90.0	8100.0
42	92.0	92.0	8464.0
43	94.0	94.0	8836.0
44	96.0	96.0	9216.0
45	98.0	98.0	9604.0
46	100.0	100.0	10000.0



The above diagram shows the hull structure in plan view. The ribs are numbered 1 through 10, corresponding to the stations in the table. The hull is shown in profile, with the deck structure extending from the bow to the stern. The ribs are shown as curved lines connecting the deck to the hull structure.

THE ABOVE DIAGRAM
SHOWS THE
PLAN VIEW OF THE
HULL STRUCTURE
WITH THE
POSITIONS OF THE
VARIOUS RIBS
AND BEAMS
AS SHOWN IN
THE TABLE
OPPOSITE
PAGE
100



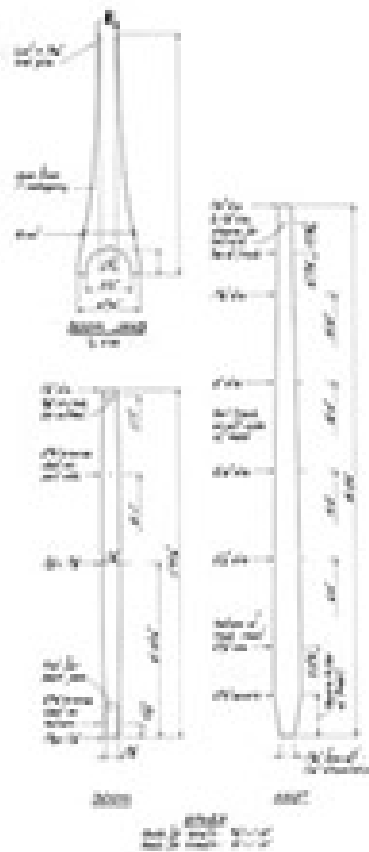
REVISIONS / REVISIONS

- 1. 01/10/2010 - Initial design and construction details.
- 2. 02/10/2010 - Revised deck structure to include additional support beams.
- 3. 03/10/2010 - Updated hull plating thickness to meet structural requirements.
- 4. 04/10/2010 - Revised keel structure to improve stability.
- 5. 05/10/2010 - Updated deck layout to accommodate additional equipment.
- 6. 06/10/2010 - Revised hull structure to include additional stiffeners.
- 7. 07/10/2010 - Updated deck structure to include additional support beams.
- 8. 08/10/2010 - Revised hull plating thickness to meet structural requirements.
- 9. 09/10/2010 - Updated deck layout to accommodate additional equipment.
- 10. 10/10/2010 - Revised keel structure to improve stability.
- 11. 11/10/2010 - Updated hull structure to include additional stiffeners.
- 12. 12/10/2010 - Revised deck structure to include additional support beams.
- 13. 13/10/2010 - Updated hull plating thickness to meet structural requirements.
- 14. 14/10/2010 - Revised keel structure to improve stability.
- 15. 15/10/2010 - Updated deck layout to accommodate additional equipment.

Notes

Rev	Date	Description
1	01/10/2010	Initial design and construction details.
2	02/10/2010	Revised deck structure to include additional support beams.
3	03/10/2010	Updated hull plating thickness to meet structural requirements.
4	04/10/2010	Revised keel structure to improve stability.
5	05/10/2010	Updated deck layout to accommodate additional equipment.
6	06/10/2010	Revised hull structure to include additional stiffeners.
7	07/10/2010	Updated deck structure to include additional support beams.
8	08/10/2010	Revised hull plating thickness to meet structural requirements.
9	09/10/2010	Updated deck layout to accommodate additional equipment.
10	10/10/2010	Revised keel structure to improve stability.
11	11/10/2010	Updated hull structure to include additional stiffeners.
12	12/10/2010	Revised deck structure to include additional support beams.
13	13/10/2010	Updated hull plating thickness to meet structural requirements.
14	14/10/2010	Revised keel structure to improve stability.
15	15/10/2010	Updated deck layout to accommodate additional equipment.

THE ABOVE DRAWING
 CONSTRUCTION DETAILS
 FOR THE BOAT
 IS THE PROPERTY OF THE
 DESIGNER AND SHOULD NOT
 BE REPRODUCED OR
 TRANSMITTED IN ANY FORM
 OR BY ANY MEANS
 WITHOUT THE WRITTEN
 PERMISSION OF THE
 DESIGNER.



NOTE:
 The mast is a tall, slender, tapered pole, which is fixed to the hull in a secure, sliding manner. The mast is made of a strong, light material, such as bamboo or wood, and is supported by a mast step in the hull. The boom is a long, straight pole, which is attached to the mast and extends across the width of the boat. The boom is made of a strong, light material, such as bamboo or wood, and is supported by a boom step in the hull. The sail is a large, rectangular sheet of fabric, which is attached to the mast and boom. The sail is divided into several horizontal sections by horizontal battens. The sail is made of a strong, light material, such as cotton or linen, and is supported by a sail support in the hull. The sail is held in place by a sail support in the hull. The sail is held in place by a sail support in the hull.

The Mast and Boom

The Mast and Boom
 The Mast and Boom
 The Mast and Boom
 The Mast and Boom