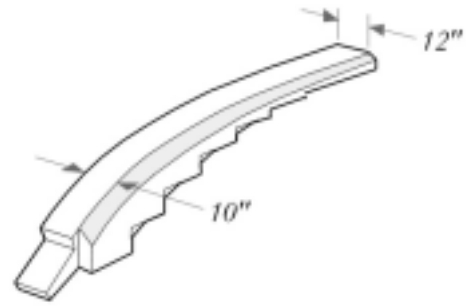


In as comprehensive a work as this, some errors and omissions inevitably occur. There were several instances of this in Volume One. I hope that the following will serve to set the record straight. I should like to thank those readers who have brought some of these items to my attention and thereby keeping me humble!

1.19 The lower apron

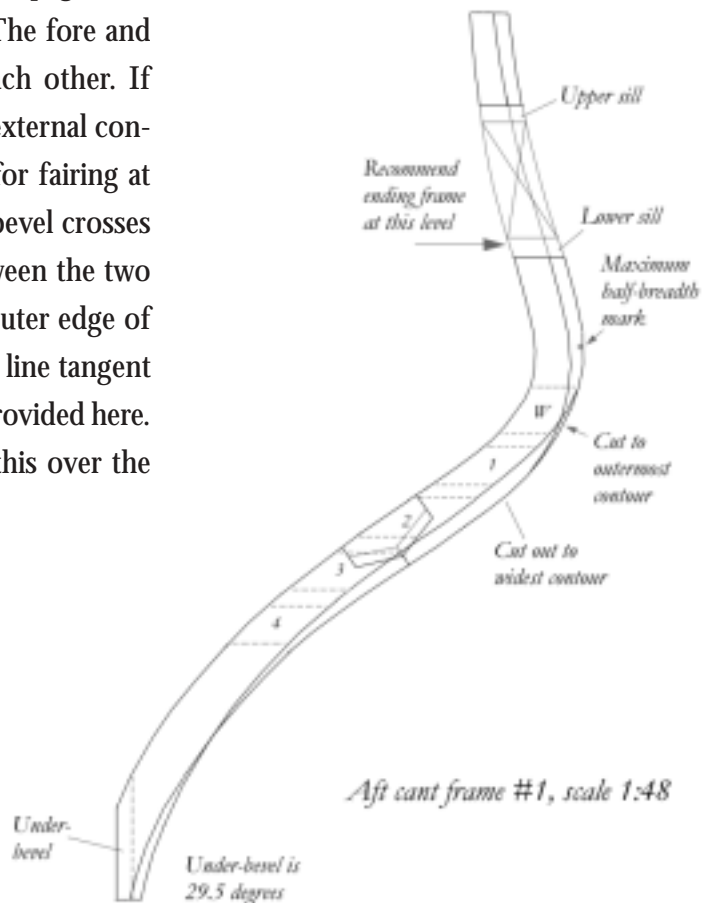
In this section one of the illustrations of the lower apron under construction, *stage 2*, on page 36 was incorrectly drawn. The scarph is shown in the wrong orientation. The corrected illustration is given here. You may wish to Xerox a copy of this and paste it over the incorrect version.



Stage 2

2.3 The aftermost aft cant frame

The plan of the aftermost aft cant frame on page 81 is shown in a way that might mislead you. The fore and aft faces are drawn superimposed on each other. If one were to cut out the toptimber to the external contours, there would be insufficient wood for fairing at the level of the wing transom where the bevel crosses over. This is where there is a hollow between the two contours where they curve sharply. The outer edge of the toptimber needs to be cut out along a line tangent to the two curves. A modified drawing is provided here. Again, you may wish to copy and paste this over the original drawing.



4.11 The inner limber strake

I have had second thoughts about the fore and aftermost limber strake planks. Rather than small triangular filler pieces, the arrangement may have been much simpler. The revised drawings appear below. These illustrations are part of the inboard expansion plan, pages 186 and 187. You may wish to superimpose copies of these drawings on this planking expansion.



5.19 The fore platforms

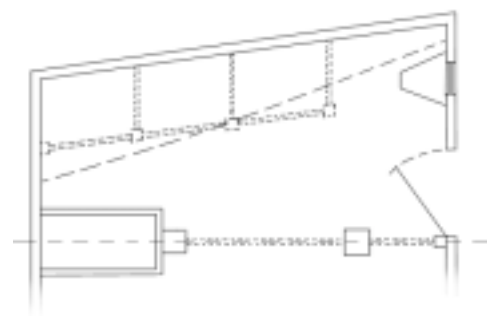
In this section the illustration on page 233 has the labels for beams *1* and *2* displaced to the right.

5.32 The magazine and filling room fittings

Since publication of Volume One, I have seen a copy of the lower deck and platform plans for *Atalanta* (ZAZ4486). These represent the “as designed” rather than “as built” drawings, but they do indicate the disposition of the cartridge racks in addition to the pillars and some stanchions.

It appears that the aftermost bank of drawers, shown below, could not have been removed from the racking. The mizen mast bulkhead seems to block them from sliding all the way out. The explanation for this arrangement is that the drawers were shallower than those in the fore two racks. The ship’s side slopes inward behind the drawers, limiting their depth. The layout on this draught is shown here for completeness’ sake. You may interpret this drawing as you wish.

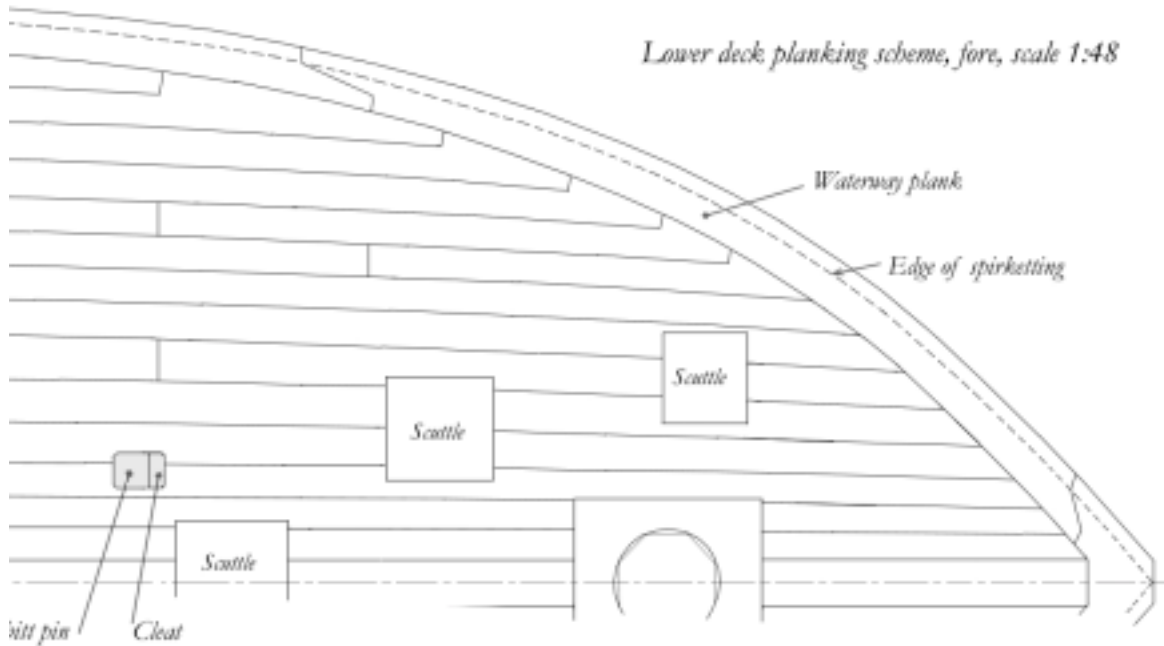
The hatched lines drawn along the centerline between the pillars are problematic: perhaps they delineate the division between magazine and filling areas. There is no indication of a doorway here, so this may simply be a low partition (like the manger) fitted between the pillars to help contain the powder barrels. If you choose to show this, the planks should be removeable and fit into slots created by battens nailed to the stanchions.



*Part of magazine, scale 1:48
from ZAZ4486*

6.21 Lower deck planking

At this period, deck strakes fore and aft were hooked rather than nibbed into the waterway. In error, the illustration on page 269 shows this later style of deck planking. The corrected drawing is given below.



6.26 The hatch coamings

Based on contemporary model evidence and my own experiments, I would like to present an alternative reading of Steel's ambiguous description of their construction. It is more logical if the head ledges "trap" the coamings when they are bolted to the beams. The joint locks in such a way as to prevent the corners being drawn apart. As shown (*below*), the relationship of the joint surfaces is the reverse of my previous interpretation. Please replace the previous illustrations on page 272 with those given here.

