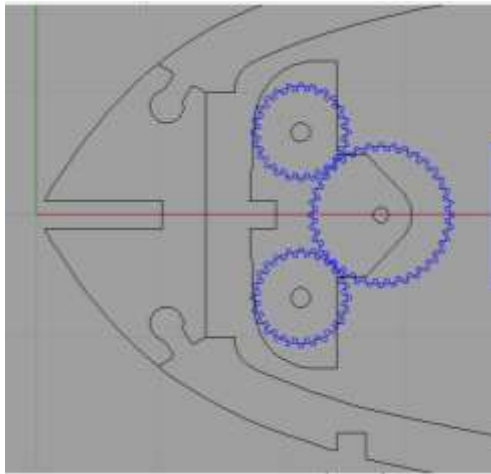


Notes on the Henry IV

1. You might notice that rib 13 is not 1" from the stern where normally the stern hard area stops. This is because the 45 degree turn of the bilge hits the subdeck slightly in front of where rib 13 is. This makes the stern hard area about 1.75" instead of 1". If your rules don't allow this, then leave rib 13 off (it's only there to assist in shaping the stern anyway) and extend the stringer so that it hits the subdeck 1" forward of the stern. I discussed this with some local Treaty guys and we decided that the change in vulnerable area was so slight that we could allow the stern hard area to be 1.75" instead of 1".
2. The rudder plate is designed to use gears - 32 pitch 24 tooth gears on each rudder, and a 36 tooth gear on the meshing gear. If you don't plan to use gears, you can cut off the tab in the middle if you need more room.



3. Freeboard on the Henry IV was stated as being 3' in the sources I looked at. My CAD software says that there is 5.6 pounds of displacement at that waterline, so keep everything light.
4. The outside props should be slightly ahead of the rudders, while the center prop is slightly aft of the rudders. 1" max props on the outside, a slightly larger center prop may be possible.

Good luck, please post pictures.

Mark Jenks

Mail@jenkse.us