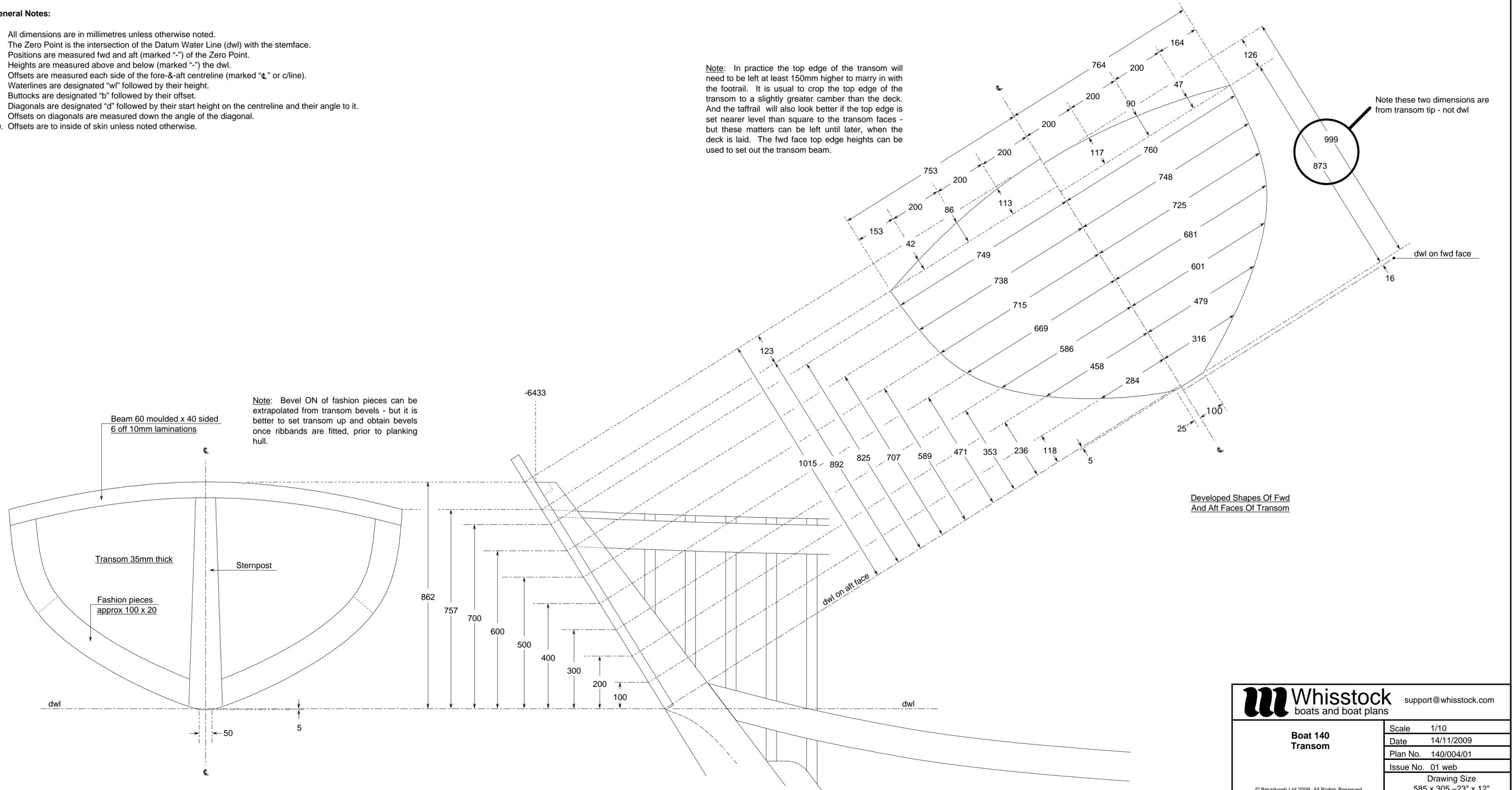


**General Notes:**

1. All dimensions are in millimetres unless otherwise noted.
2. The Zero Point is the intersection of the Datum Water Line (dwl) with the stemface.
3. Positions are measured fwd and aft (marked "fwd" or "aft") of the Zero Point.
4. Heights are measured above and below (marked "+" or "-") the dwl.
5. Offsets are measured each side of the fore-&-aft centreline (marked "c/l" or c/line).
6. Waterlines are designated "wl" followed by their height.
7. Buttocks are designated "b" followed by their offset.
8. Diagonals are designated "d" followed by their start height on the centreline and their angle to it.
9. Offsets on diagonals are measured down the angle of the diagonal.
10. Offsets are to inside of skin unless noted otherwise.

**Note:** In practice the top edge of the transom will need to be left at least 150mm higher to marry in with the footrail. It is usual to crop the top edge of the transom to a slightly greater camber than the deck. And the taffrail will also look better if the top edge is set nearer level than square to the transom faces - but these matters can be left until later, when the deck is laid. The fwd face top edge heights can be used to set out the transom beam.



**Note:** Bevel ON of fashion pieces can be extrapolated from transom bevels - but it is better to set transom up and obtain bevels once ribbands are fitted, prior to planking hull.

Developed Shapes Of Fwd And Aft Faces Of Transom

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