



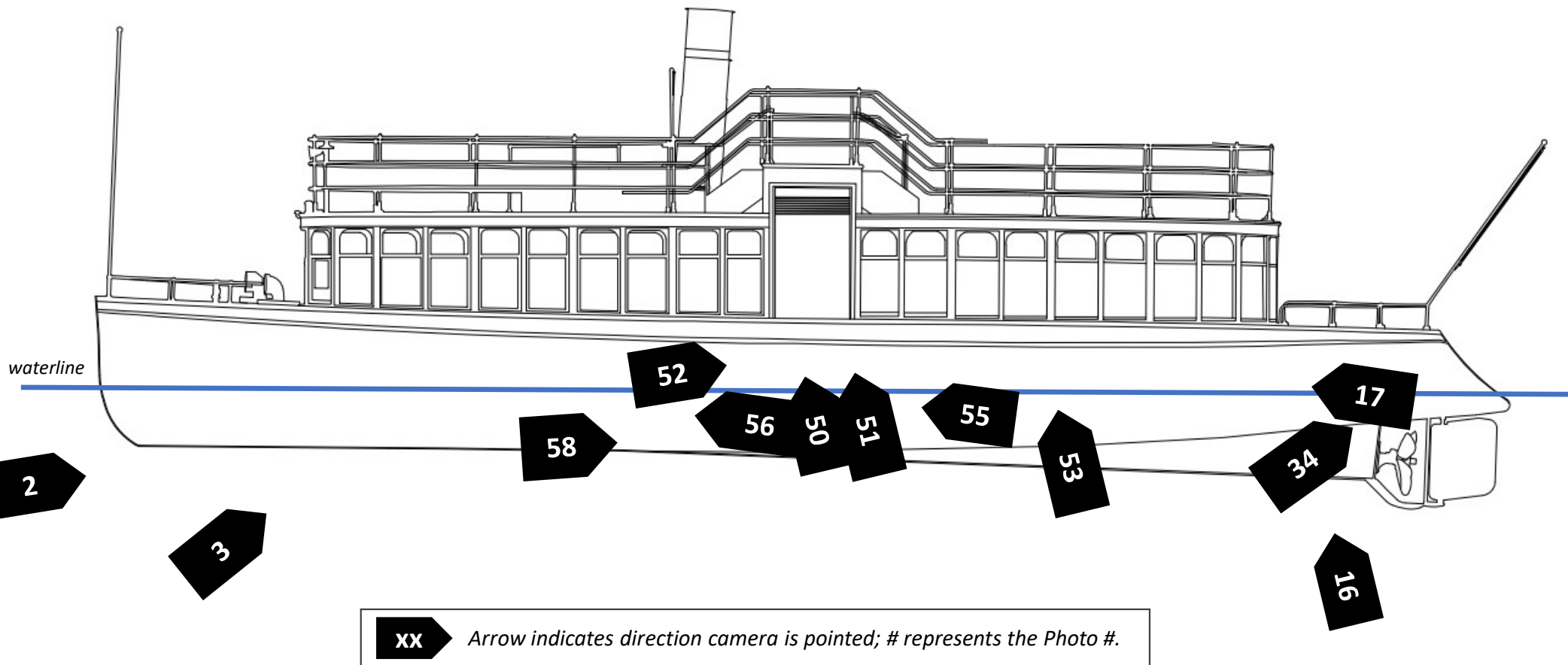
## Photo Keys

9.15.2023

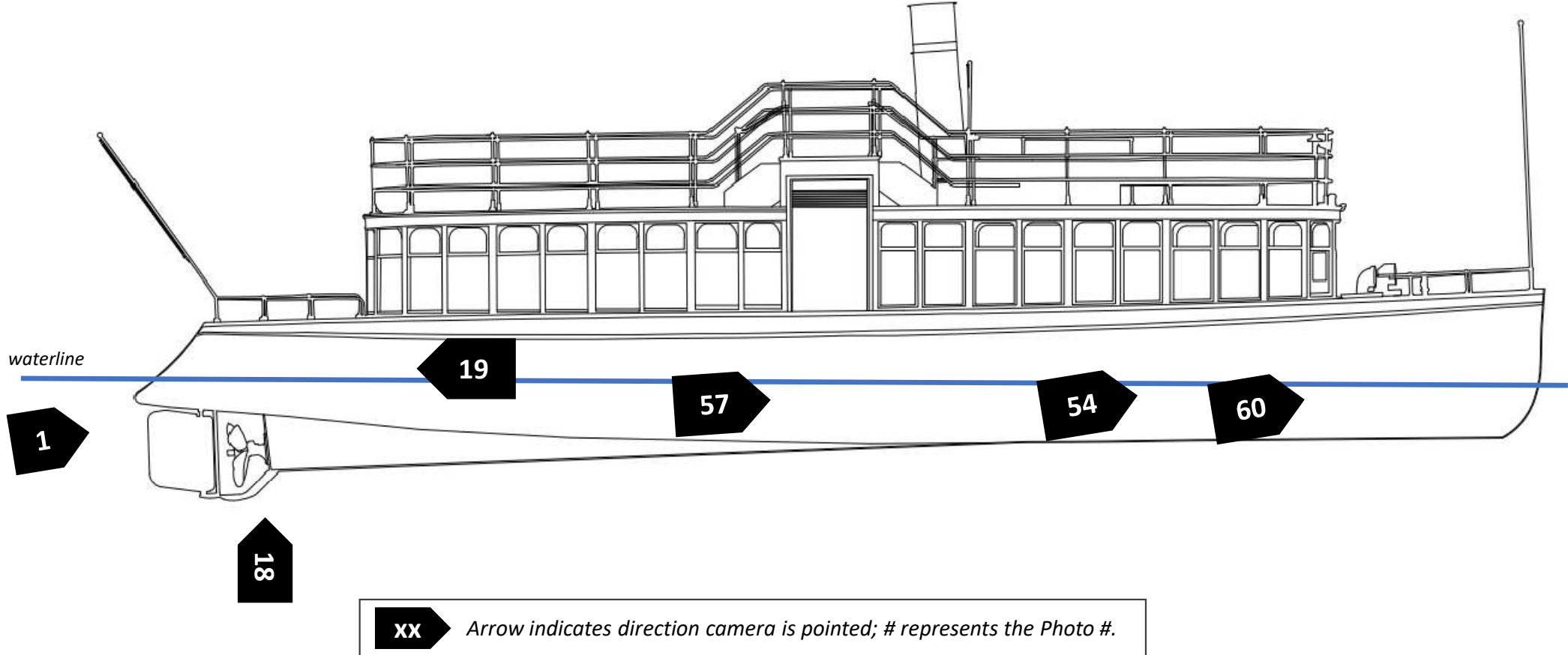
## **PHOTOS INCLUDED BY PHOTO KEY:**

<b>Port Side View</b>	<b>2, 3, 16, 17, 34, 50, 51, 52, 53, 55, 56, 58</b>
<b>Starboard Side View</b>	<b>1, 18, 19, 54, 57, 60</b>
<b>Bow / Stern View</b>	<b>34, 63, 64, 65, 68</b>
<b>Bilge Section (Framing Ribs)</b>	<b>4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 61</b>
<b>Hull Section (Bottom Planks)</b>	<b>20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49</b>
<b>Miscellaneous (Photos of other vessels)</b>	<b>59, 67, 69, 70, 71</b>

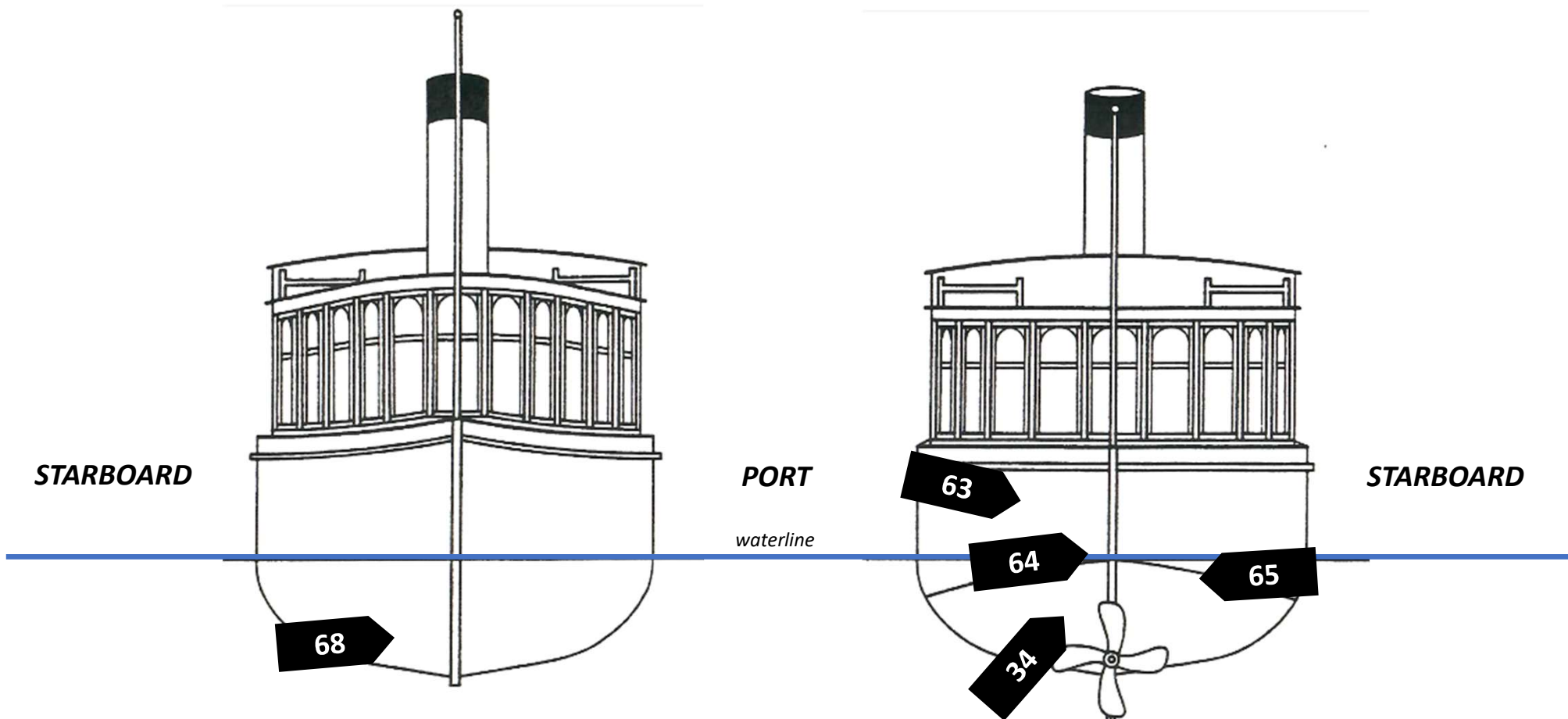
# PHOTO KEY: PORT SIDE VIEW



# PHOTO KEY: STARBOARD SIDE VIEW

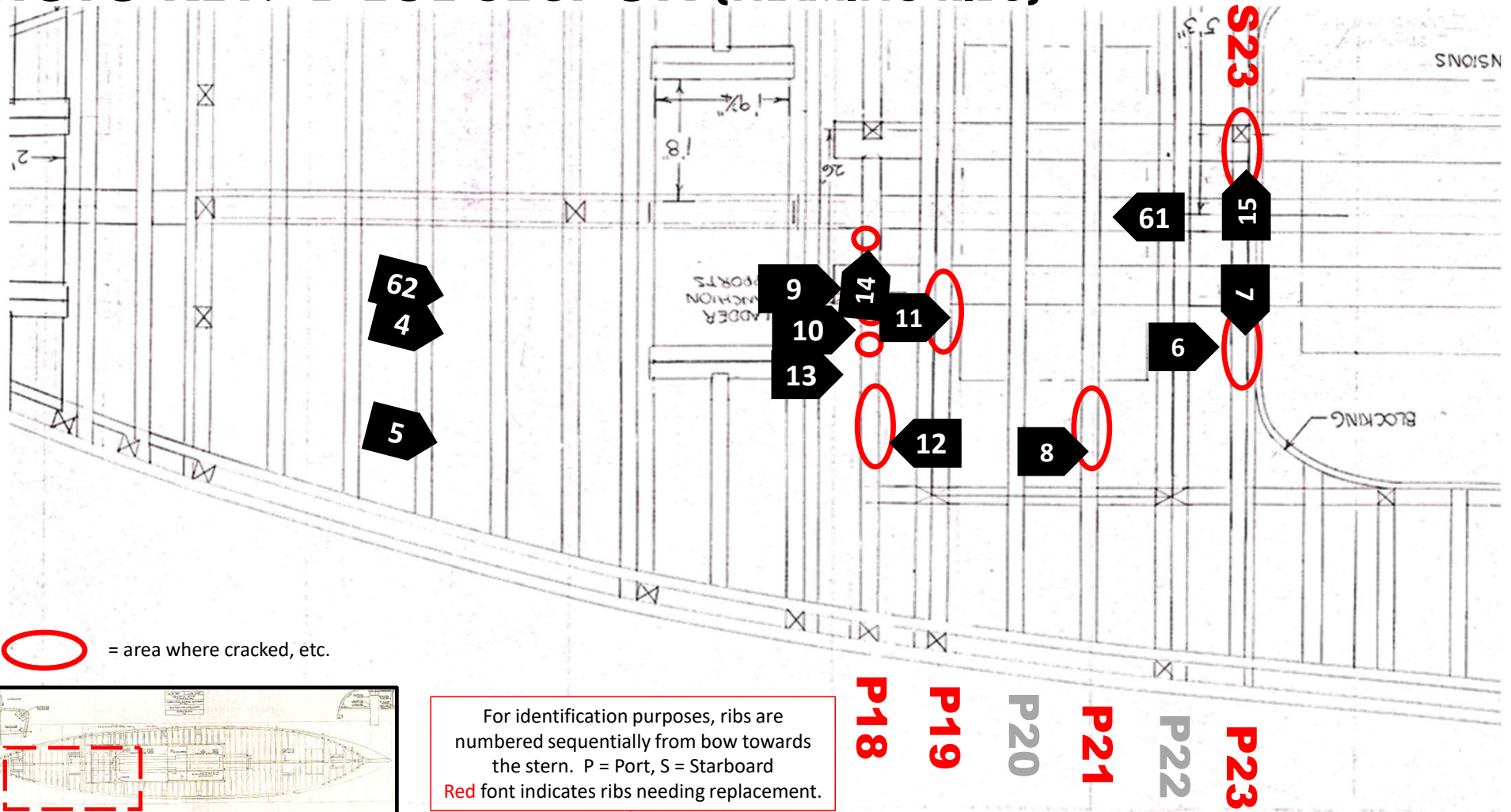


# PHOTO KEY: BOW & STERN VIEWS



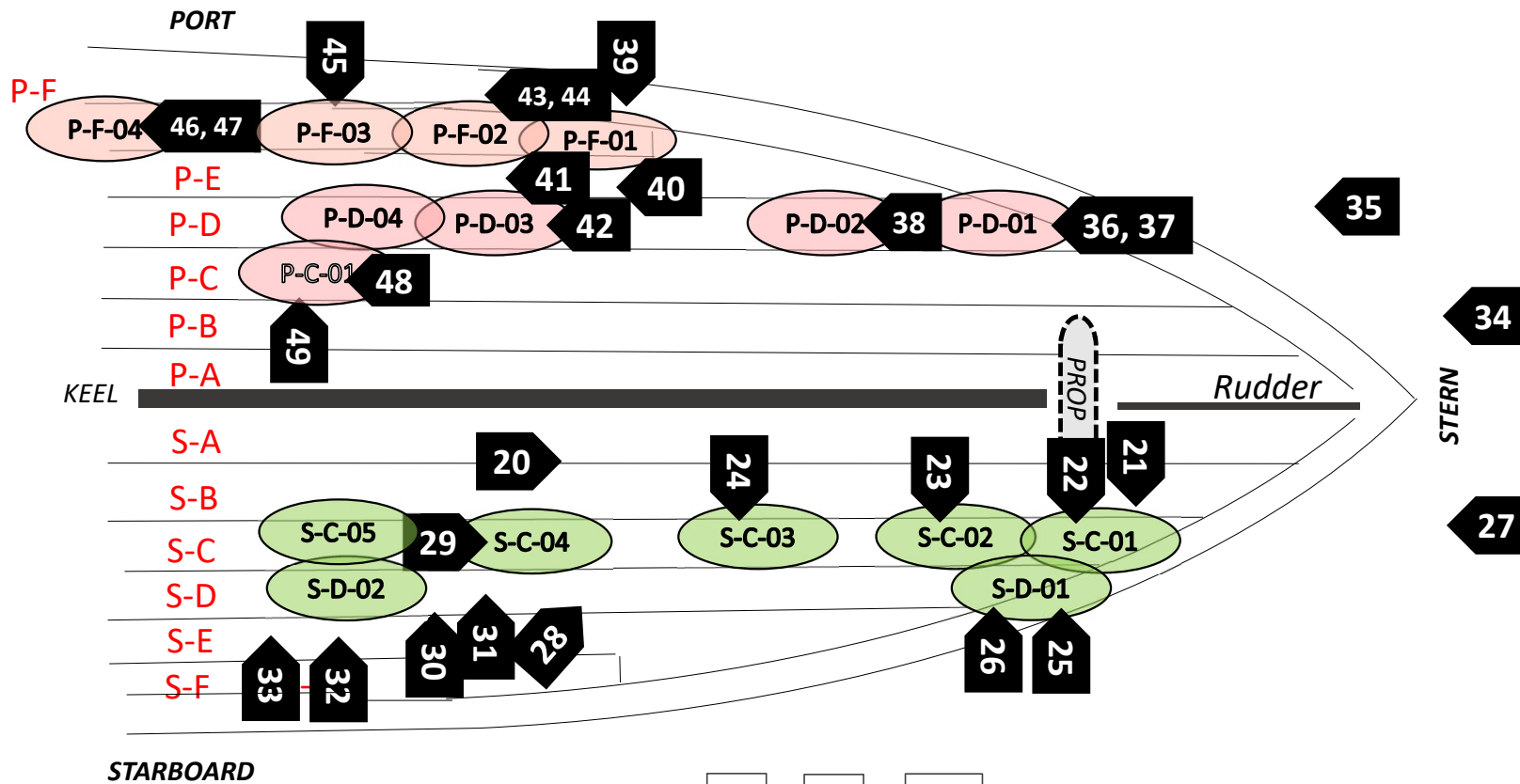
**XX** Arrow indicates direction camera is pointed; # represents the Photo #.

# PHOTO KEY: BILGE SECTION (FRAMING RIBS)



**NOTE:** December 1992 Hull Framing Plan from *Minnehaha* Restoration (1990-1996). Construction of the hull has not changed since restoration.

# PHOTO KEY: HULL SECTION (BOTTOM PLANKS)



## PHOTOS BY ROT AREA:

Port Bottom Planks	
Rot Area	Photo #'s
P-C-01	48, 49
P-D-01	34, 35, 36, 37
P-D-02	34, 35, 38
P-D-03	40, 41
P-D-04	41
P-F-01	35, 39
P-F-02	35, 40, 41, 43, 44
P-F-03	41, 42, 43, 44, 45
P-F-04	46, 47

Starboard Bottom Planks	
Rot Area	Photo #'s
S-C-01	20, 21, 22
S-C-02	20, 23, 25, 27
S-C-03	20, 24, 27
S-C-04	27, 28, 29, 30, 31
S-C-05	30, 32, 33
S-D-01	20, 25, 26, 27
S-D-02	27, 30, 32



**Port or Starboard:**  
P= Port, S= Starboard

**Plank Identifier:**  
Letter-coded moving outward from the keel (A = 1<sup>st</sup> plank outward from keel)

**Rot Sequence #:**  
Numbered sequentially beginning at the stern and moving towards the bow

# PHOTOS FEATURING OTHER VESSELS (not shown on Photo Keys)

<i>Photo #</i>	<i>Description</i>
<b>PHOTOS ILLUSTRATING WORK PROCESS AS CONDUCTED ON OTHER VESSELS</b>	
<i>Work Phase 4: Removal of Damaged Ribs &amp; Planks</i>	
<b>59</b>	View showing hull of <i>Mer-Na</i> with two bottom planks removed – supporting ribs visible in the bilge. Photo: St. Paul Shipwrights.
<i>Work Phase 5: Fitting Replacement Timbers</i>	
<b>67</b>	View showing replacement of port side stern planks on 1894 Gas Engine and Power Launch <i>Virginia</i> – supporting ribs visible behind new planks. Photo: St. Paul Shipwrights.
<i>Work Phase 6: Remove and Replace all Cotton, Caulking, Corks</i>	
<b>69</b>	View showing hull of <i>Mer-Na</i> with new planks now secured to the rib framing with glue and bronze screws. Photo: St. Paul Shipwrights.
<b>70</b>	Caulking cotton is twisted and tucked into the seam using a caulker’s wheel and then set in place with a caulker’s iron and mallet. Photo: St. Paul Shipwrights.
<b>71</b>	With new planks now secured to the ribs with bronze corrosion-resistant screws, wood plugs glued and hammered in place to make screw holes watertight. Next, excess wood will be removed, plug will be sanded prior to primer coat. Photo: St. Paul Shipwrights.