

it in this way was, that I could get the whole material lined up more truly and at the most, all I will have to cut out will be one 50 cm inverted cell, and a square surface 50 cm by 50 cm.

The wooden members of this construction are made very light only 8 millimeters by 4 millimeters in cross-section. It is proposed to strengthen these members by a system of wiring suggested by Mr. Baldwin.

I have found considerable difficulty in keeping the Dhonnas Beag perfectly water-tight, and discovered that in carrying it in and out of the building, we have started cracks in the planking due to the strains of lifting it in and out of the water. Considering this I have thought it better to make a cradle to set the boat in, and have placed a set of rollers on the platform and floor so that it can be run in and out without any undue strains to the hull. I think this will be more satisfactory than the old way of launching.

I have written to a Boston firm asking quotations on cedar planking $3/16$ of an inch thick to be used for the boat part of aerodrome No. 6. I think this material will be much lighter and better for the purpose than the cyprus used in the Dhonnas Beag.

The double propellers on the Dhonnas Beag weigh only about 8 lbs each, and are remarkably stiff and strong.

Appended is a photograph of a propeller being made at the Laboratory by Mr. C. McLean. It will be noticed that one blade is expanded and one contracted. It is proposed to have this fitted so that the blades can be expanded during rotation.

W. F. B.