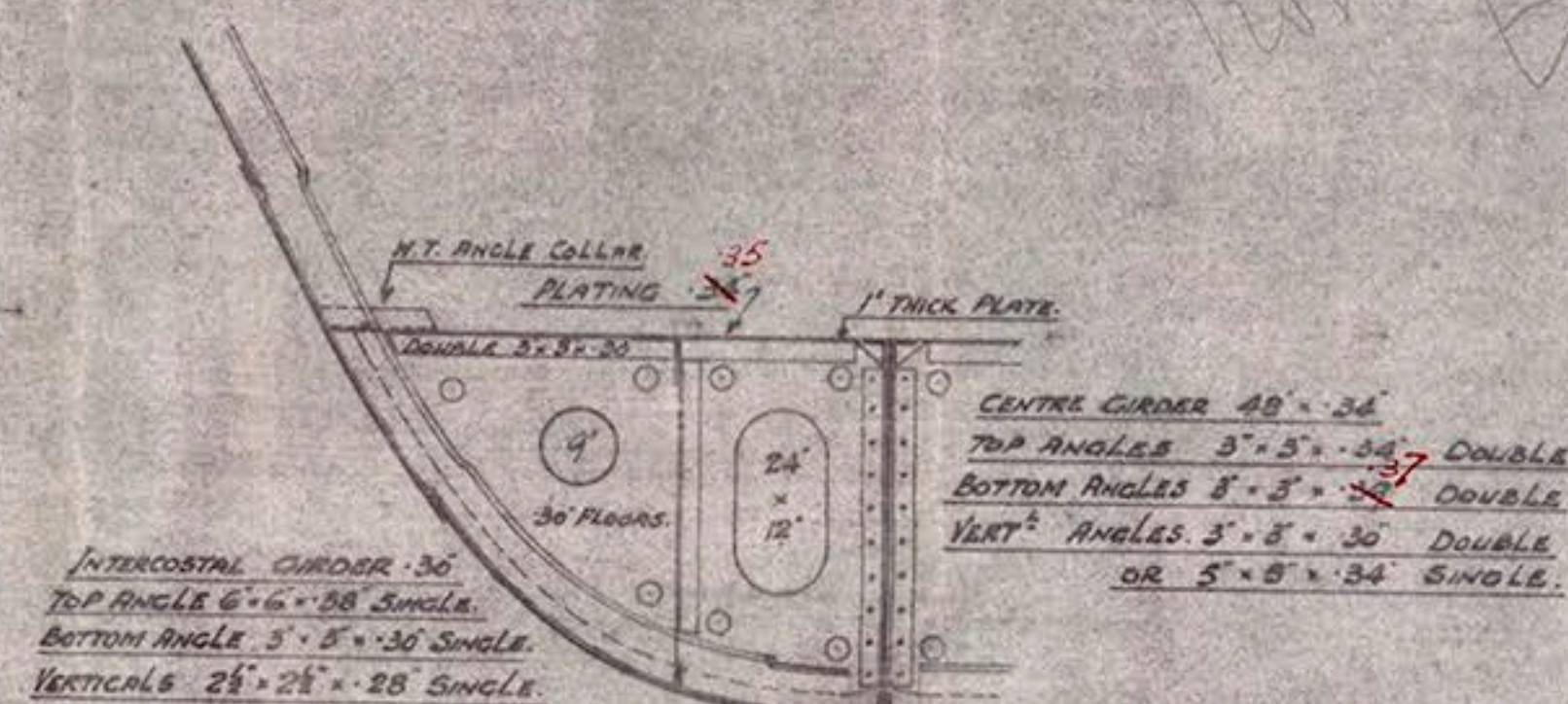


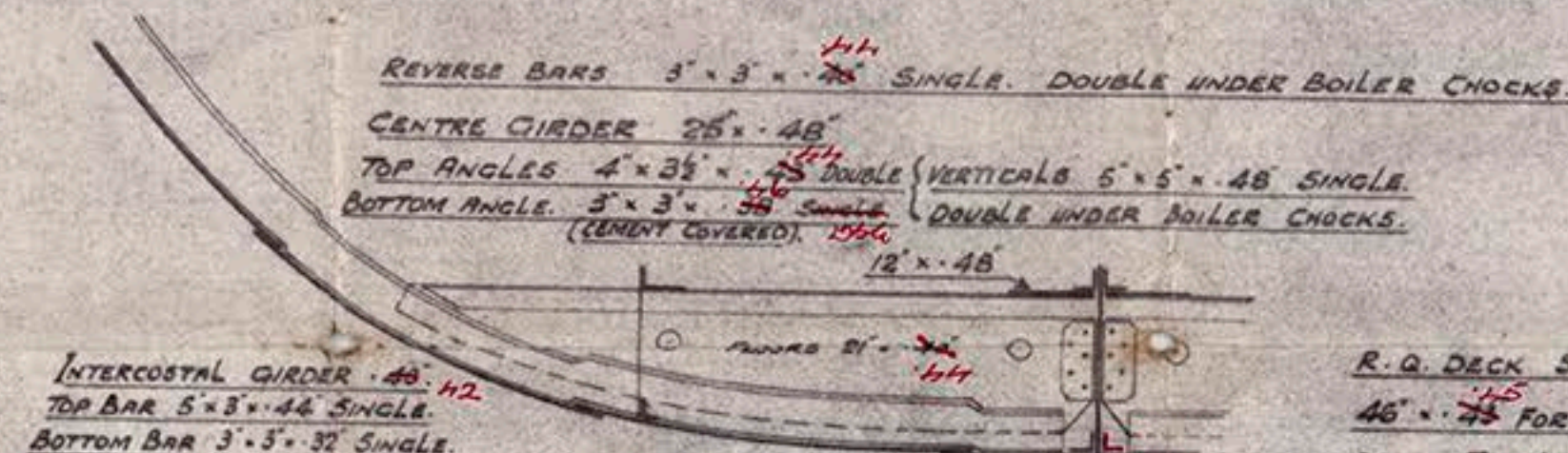
— DIMENSIONS —

~~MOULDED DRAUGHT REQUIRED~~  
 ~~$14' - 4\frac{5}{8}"$  ( $14' - 6" \text{ B.K.}$ )~~

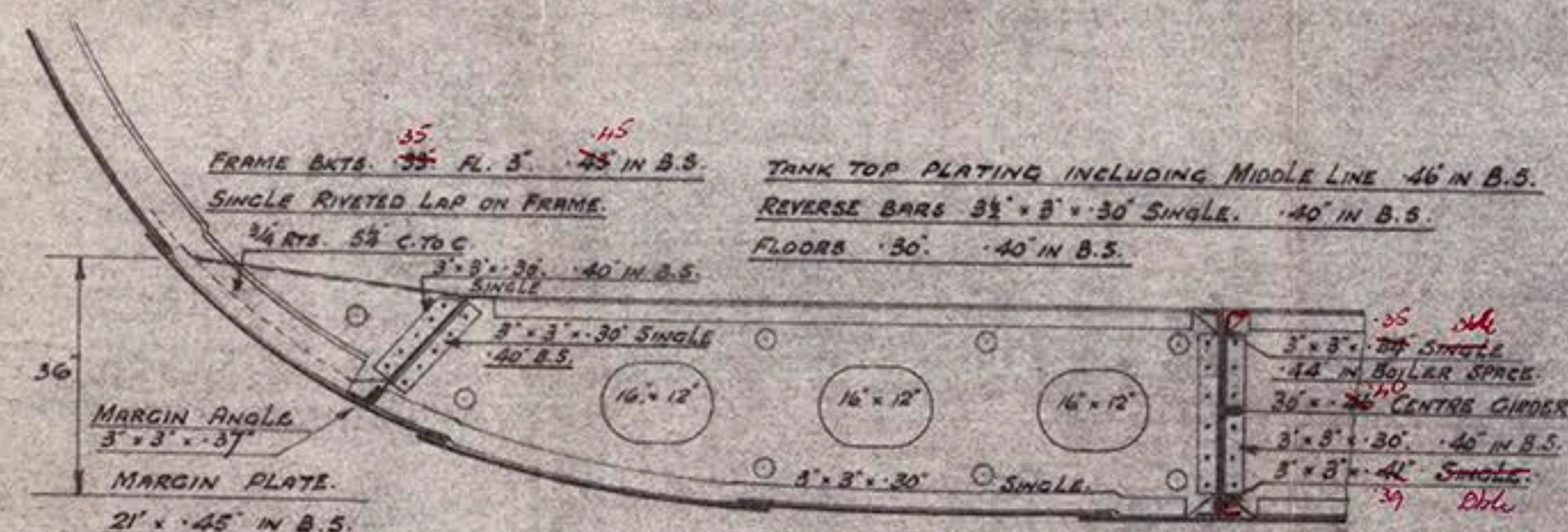
SECTION THRO' ENGINE ROOM (5 P 16)  
ENGINES AFT.



SECTION THRO' BOILER ROOM. (16 TO 25)



SECTION THRO' CROSS BUNKER. (25 TO 29)



RIVETING.			
RIVETS	$\frac{3}{4}$ " DIA.	THRO' BOTTOM FRAMES TO SHELL & FLOORS	SPACED 5" APART.
"	"	"	4 $\frac{1}{2}$ " POST $\frac{3}{4}$ "
"	"	SIDE	5 $\frac{1}{2}$ " APART.
"	"	"	4 $\frac{1}{2}$ " " AT PANTING & PEAKS
"	"	BEAMS TO DECK PLATING	SPACED 5 $\frac{1}{2}$ "
"	"	SEAMS OF SHELL	3"
"	"	TANK TOP.	3"
"	"	DECK.	3 $\frac{1}{2}$ "
"	"	ACROSS BUTTS OF SHELL & DECK STRINGERS	2 $\frac{3}{8}$ "
"	"	THRO' REVERSE FRAMES TO TANK & FLOORS.	5 $\frac{1}{2}$ "
"	"	ACROSS BUTTS OF TANK TOP & DECK PLATING.	3"
RIVETS SPACED 5 DIAS. IN FRAMES TO FLOORS IN FORE. & AFTER PEAKS.			

Scantlings based on maximum draft  
permitted by Regulations

For summer draft of 15'-6"  
upper deck stringer reduced .02 for  $\frac{1}{2}$  L & S  
Stairs on peaks + bolts reduced .01  
Rim on ends of stairs reduced .00

Alternative open  
floor in sloping  
trunk side

Frame + Reverse  
5 x 3 x 3 1/2 L

OM

LENGTH B.P. ----- 208' 6"  
BREADTH MLD. ----- 33' 0"  
DEPTH MLD TO UPPER DECK. ----- 15' 10"  
DEPTH MLD TO R.G. DECK. ----- 19' 7".

— SCALE  $\frac{1}{2}$ " = ONE FOOT. —

## NUMERALS.

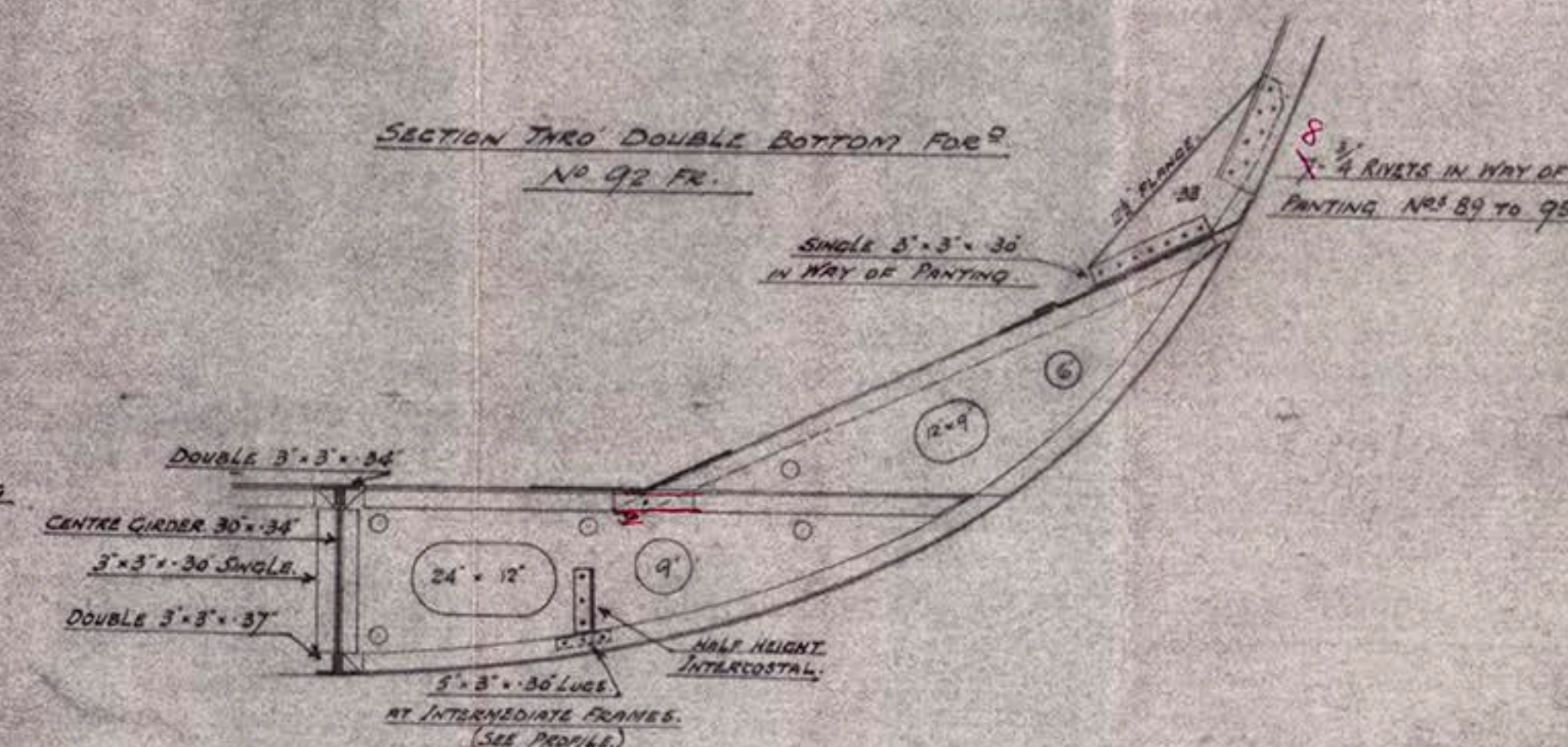
$\frac{1}{2} \text{ LONG}^2 \text{ N.E. } (208.5 \times 15.83) = 3300$   
 $\frac{1}{2} \text{ " } (208.5 \times (33.0 + 15.83)) = 10180$   
 $D = 15.83 \quad \frac{1}{2} D = 13.17 \quad \frac{1}{2} D = 10.65$   
 $\frac{1}{2} \text{ " TO UPPER DK.} = 9.58 \checkmark \quad \frac{1}{2} \text{ " TO R.Q. DK.} = 13.33 \checkmark$   
 $\frac{1}{2} \text{ " IN B.S. & BUNKER.} = 17.08 \quad \frac{1}{2} \text{ " IN E.S.} = 15.58 \checkmark$   
 $\frac{1}{2} \text{ " IN B.S. (ORDINARY FLOORS)} = 17.83$

EQUIPMENT.

2ND LONG <sup>L</sup> NR		10180
R.Q. DECK.	119.85 x 3.75	449
BRIDGE DECK.	120 x 7 x .75	63
FLE DECK.	1864 x 7 x .75	97
CASINGS ETC	45'0 x 7 x .50	157
DECK HOUSE	9.0 x 7 x .50	32
EQUIPMENT NR		10978

2 BOWER ANCHORS.	23%	ENTS STOCKLESS.
1 BOWER ANCHOR	20%	" "
STREAM ANCHOR	6	" 5X STOCK
210 FATHOMS	1 7/8	SYD CHAIN CABLE.
60 "	3 1/2	5-N. ROPE IN LIEU OF STREAM CHAIN.
90 "	3 1/2	" " TOW LINE.
96 "	2 1/2	" " HARVE.
90 "	1 1/2	" " WARPS.

X IN COMPUTING FRAME SCANTLING  
AN ADDITION OF 9" HAS BEEN  
ALLOWED ABOVE LENGTHS SHOWN  
FOR ABSENCE OF FRAME BUTS  
OR SPECIAL END ATTACHMENTS.



FORGINGS OR CASTINGS

STEM:  $6\frac{1}{2} \times 1\frac{5}{8}$  ROLLED STEEL.  
STERN FRAME: P.P.  $7\frac{1}{8} \times 4\frac{3}{8}$  C.S.  
ROUNDED ON AFTER EDGE.  
(PLAN APPROVED.)

RUDDER :- FORGED STREAMLINE.  
PLAN TO BE SUBMITTED.

BRIDGE FRAMES  
5' x 3' x 26' BR. NBS  
BRACKED TO UPPER OK

UPPER DN COMBINED  
SNEERSTRAKE 59' - 52'  
TO .36 FORWARD.  
BUTTS TREBLE FOR 1/4 L  
TO DOUBLE AT ENDS.

G. OUT 59½

'F' IN & OUT 60

--	--

SIDE SHELL  
41' FOR 2 1/2 TO 37'  
IN WAY OF 24" FRAMES  
35' 26" ENDS AT 22 1/2' F.S.

'E. OUT & IN. 66.'

SIDE SHELL INCL<sup>d</sup> IN WAY  
OF PANTING AREA AS PER  
PROFILE IN LIEU OF STRINGERS

BILGE KEEL 7' - 35" B.P.  
5' - 4' - 40" T. BAR.

THICKNESS OF 'B' AND 'C' STRAKES OF SHELL FORD OF  $\frac{1}{2}$  L  
INCREASED TO .45 MAINTAINED TO RULE POSITION OF COLLN BHD

WM PICKERSGILL & SONS LTD

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SOUTHWICK,

SUNDERLAND.

Foundati

For candidate



1  
P. Laing's  
No 234

Midship  
Section

No. 235

No. 236

SUNDERLAND RPT. NO. 31924

234. FORTSLADE \*

Sunderland Rpt No. 32024

236. "ARTHUR WRIGHT"

235. Henry Moon

PLANS TRANSFERRED

TO SISTER VESSEL



Lloyd's Register  
Foundation