

SCALE $\frac{1}{2}" = 1$ FOOT



<u>6400's</u>				
$L \times D =$	$390 \times 30 =$	$=$	11700	$1^{\text{st}} \text{ Long}^2 \text{ No}$
$L \times (B+D)$	$390 \times (34.75 + 30) =$	$=$	33068.1	$2^{\text{nd}} \text{ " "}$
D	$=$	$=$	30	
d	$30.0 - 3.5 =$	$=$	26.5	
40	390	$=$	13.0	$14 \text{ way on Upper Dk}$
40	$390 / 31.5 =$	$=$	10.4	$" \text{ " " Bridge "}$

CLASS = LLOYDS 100 A.I.

OWNERS ADDITIONS

TRAIL JOG FLOODS ETC UNDER BOILERS TO BE STEEL TO IRON THICKNESS.
 UNDER 0" STEEL, WHERE EXPOSED TO BE TO IRON THICKNESS.
 BRIDGE " " " " " "
 FLOLS " " " " " "
TWO SIDE STRAINERS TO BE FITTED FOR 8 FT.
TRAIL KNEES NOT TO BE FLANGED.
NO JOGGED PLATING IN SMALL OR EXPOSED DECKS.

PERCENTAGE OF ERECTIONS = 79.40

SHELL PIVETING					
STRAKE	WIDTH	BUTT PIVETING		EDGE PIVETING	
		MOSHIPS	ENDS	MOSHIPS	ENDS
A	48"	1" QUADRUPLES	1/2 TREBLE	7/8 - 5/8"	7/8 - 5/8"
B	67"	7/8 TREBLE	1/2 TREBLE	7/8 - 5/8"	7/8 - 4 1/2"
C	"	"	"	"	"
D	"	"	"	"	"
E	"	"	"	"	"
F	67 1/2"	"	"	"	"
G	67 "	"	"	"	"
H	70 1/2"	"	"	"	"
I	64 3/4"	"	"	"	"
K	60 1/2"	"	"	"	"
L	"	"	IN WAY OF		
M	50"	"	BRIDGE		
N		1/2 QUADRUPLES			

N.B.S. CHANNEL FRAMES WITHOUT REV BAR " 12' x 12' - 62 HPS " 6" FLANGE SPACED 28" APART. CARRIED TO BRIDGE DS AT HITCH ENDS.
BULL HNGLE " " " 7 1/2' x 42 B.H. ON 7 1/2' x 42 B.H. SPACED 24" APART IN BOTH PERMS.
CHANNEL FRAMES INCREASED .06 IN THICKNESS IN WAY OF BOLTER PINS PERMANENT BUNKERS.
FRAMES IN BRIDGE 7' 3 1/2' x 42 B.H. ON HUTCHING FRAMES (EXCEPT 4 EACH END OF BRIDGE
7' 3 1/2' x 42 B.H.) SCARFED 18" ON TO MAIN FRAMES BELOW.
INTERMEDIATE HNGLE FRAMES OF 5 1/2' x 40 IN WAY OF FUC'LE SCARFED 18" TO MAIN FRAME BELOW.
" " " 5' 1/2' x 40 " POOP NOT SCARFED.

N.B. TANK FRAMES ON BRACKET FLOORS 5' 6" x 47" H. RIV FRAMES ON BRACKET FLOORS 8 1/2" x 52 B.H. O.B.S.
 " " " SOLID " 3 1/2" x 3 1/2" x 42. DOUBLE FOR 3/4" TO RULE POSITION OF COLLISION 840
 PLATING. EXTENDING FROM MARGIN TO MARGIN OR 5' 5" x 42 SINGLE ANGLES WITH TWO COMPLETE ROWS OF RIVETS.
 DOUBLE RIV BARS IN ENGINE SPACE EXTENDING FROM CH LINE TO GIRDER NEXT OUTSIDE OF ENGINE SETTING.
 " " " ON FLOORS UNDER BOILER BEARERS AND THRUST.

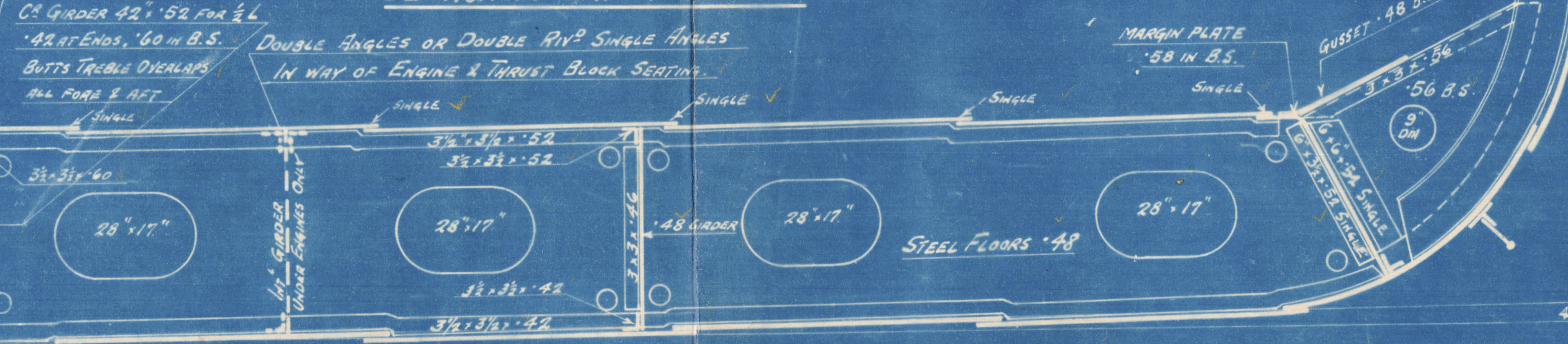
STEM BAR, BOTTOM PORTION $9\frac{1}{2} \times 2\frac{1}{2}$, (TOP PORTION $9 \times 2\frac{1}{2}$ FROM STOCK) (STERN POST $10\frac{1}{2} \times 7\frac{1}{2}$, RUDDER POST $9 \times 7\frac{1}{2}$, SOLE PLATE $10\frac{1}{2} \times 8\frac{1}{2}$,
TABLE MATED BELOW BOSS.

RUDDER PLAN WILL BE SUBMITTED.

— RIVETING. —

FOOT OF $\frac{3}{4}$ L THE RIVETS CONNECTING THE FRAMES TO THE FLOORS & PLATING IN THE BOTTOM ARE TO BE SPACED $5\frac{1}{2}$ DIA'S APART.
IF 5" X 5" SINGLE ANGLES ARE FITTED THE RIVETS THRU' SHELL PLANGE ARE TO BE SPACED $5\frac{1}{2}$ DIA'S, AND THRU' FLOOR PLANGE $6\frac{1}{2}$ DIA'S.
THRU' FRAMES AND PLATING IN WAY OF 28" SPACING 7 DIA'S APART.
" " " " ART & FORE PEAK TANKS $5\frac{1}{2}$ " "
" " " " FLOORS & CROSS TIE PLATING IN WAY OF ART PEAK TANK 5 DIA'S APART.
Thru' deep panting frames & shell plating 5 1/2 dia. Sect 7. 2 B (6)

— SECTION IN WAY OF BOILERS. —



FLOORS ON EVERY THIRD FRAME EXCEPT WHERE REQUIRED BY RULE
PARTIAL FLOORS UNDER THRUST (SECT 10 PAR 4)

W. GRAY & CO. LIMITED
23/2/26
WEST HARTLEPOOL



Gray's West Hartlepool

No 983

Midship Section.

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AP

S/S "HARTBRIDGE"

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