

Scale $\frac{1}{8}'' \approx$ One foot

Reference No. 15/317

Alterations in Blue, as actually fitted in ship.

Windlass, winches, mast & steering gear
supported to Surveys satisfaction.

COLLISION BULLHEAD ON 90 FRAME
VERTICAL STIFFENERS ABOVE PEAK DECK 3'-3" TO 4'-5" SPACED 24" APART
BELOW 3'-3" TO 3'-4" 24"
3XTS TO PEAK DECK 75" TO 4'-4" RIVETS EACH WAY

Bottom of stiffness
connected to
Lundgren's satisfaction

PEAK DECK & STRINGER
BRACE EVERY FRAME AS SHOWN

INTEROSTAL LUGS 3-3-34
STRINGER PLATE 80
FLAT LUGS 3-3-34

FACE ANGLE $\frac{1}{2} \times 34$
 $4 \times 3 \times 33$

30

PEAK FRAMES CUT AT DECK 7 BRACKETS
 BRACKETS $16\frac{1}{2} \times 38$ 5, $\frac{3}{4}$ RIVETS

[illegible]

30

34

3.3.34

Too black

3.3.30

LOWER STRINGER 68x3x34

BEAMS ALTERNATE FRAMES 6-13-36 3" x 16" x 36
PLATE ON INTERMEDIATE FRAMES 26-13-36

STRINGER PLATE 33
FACE ANGLE $4 \cdot 3 \cdot 33$

STRINGER PLATE 26 - 34

INTERCOSTAL W/TS $\frac{5 \times 5 \times 34}{6 \times 6 \times 375}$

30 x 16

PLATE 44

9 ~~21-3-18~~ DOUBLE W WAY OF MATCH
2 26-1-50

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SUNDERLAND.

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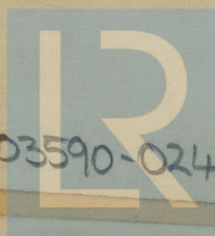
S. S. No. 312

S. S. "LADY OLGA"

PROFILE & DECKS AS BUILT.

SUNDERLAND RPT. NO. 29528.

RETAIN



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