

Nos 1199 & 1200.

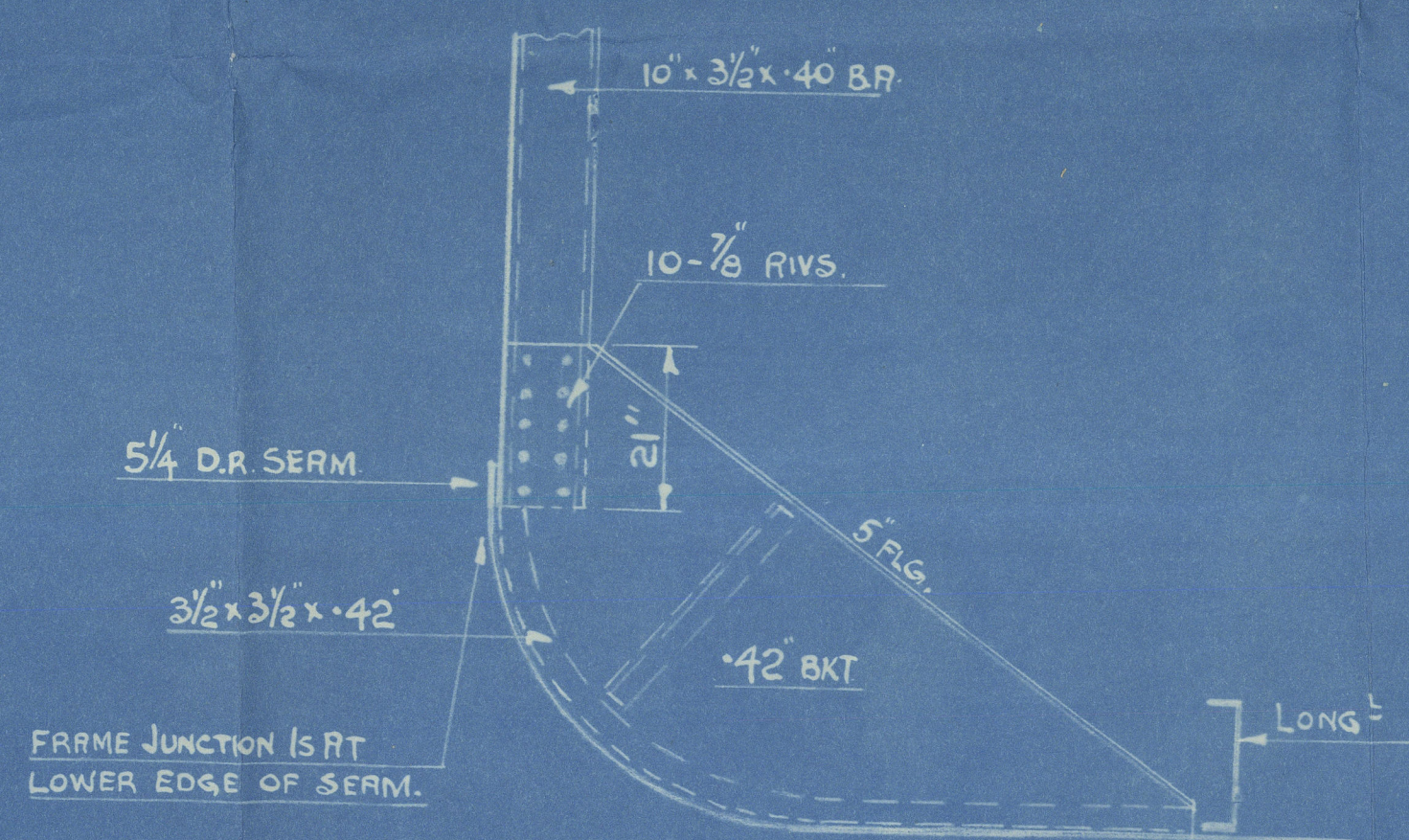


PROPOSED METHOD OF CONNECTING LOWER ENDS OF FRAMES 111 TO 121.

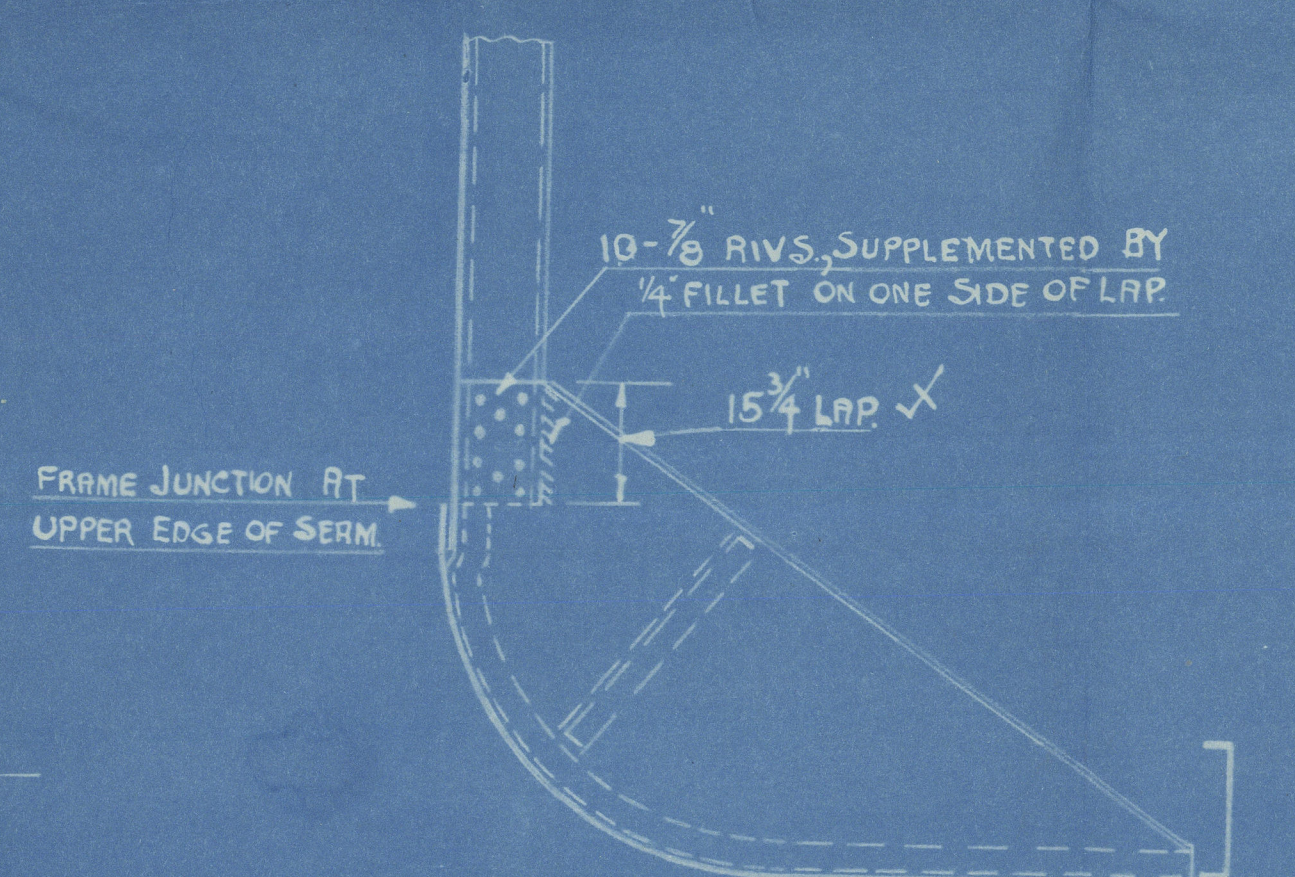
SCALE:- $\frac{1}{2}" = 1 \text{ FOOT.}$

*Approved locally
as frame come in short*

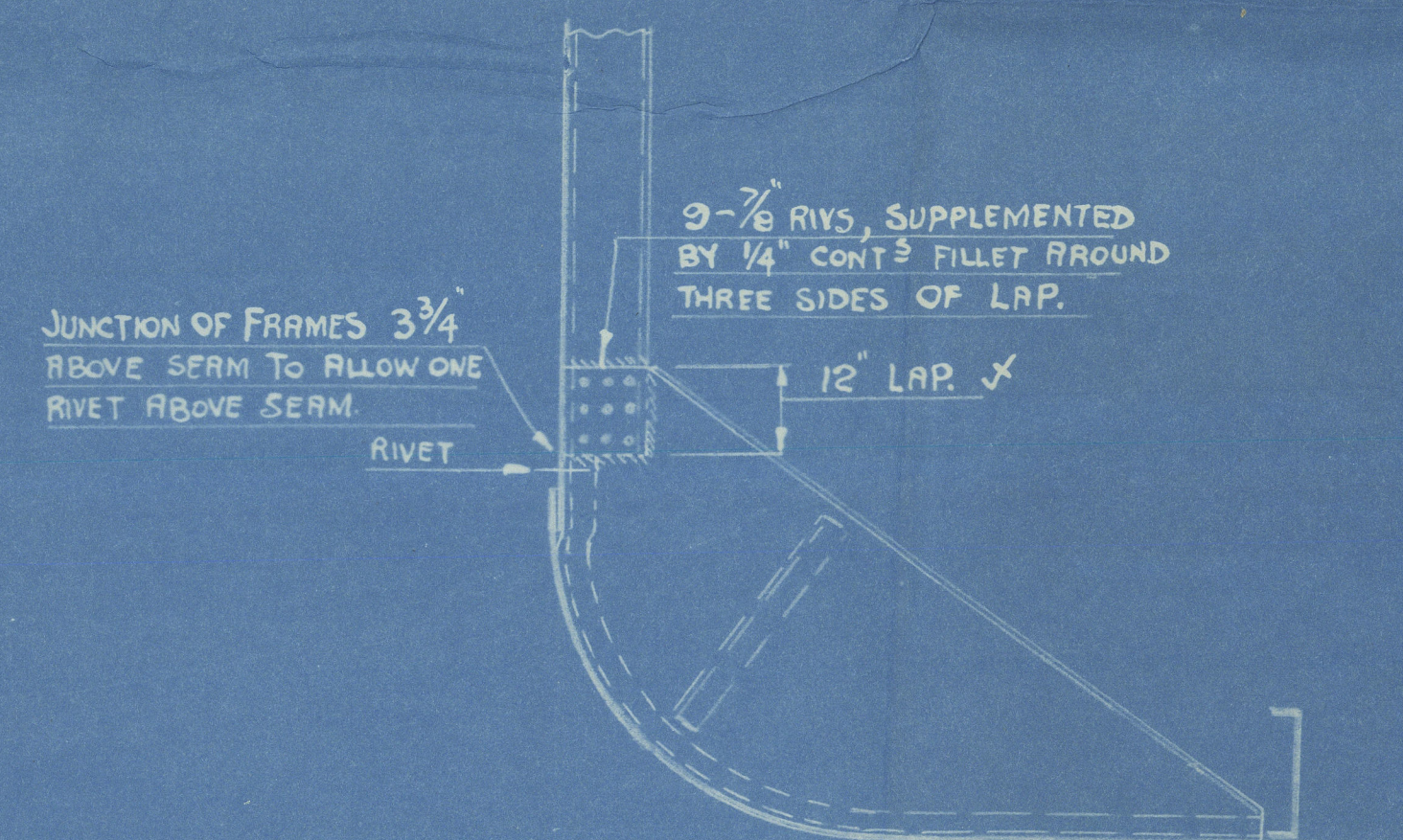
ARRANGEMENT AS APPROVED
(MOST FRAME BKT. WILL BE FITTED
AS APPROVED.)



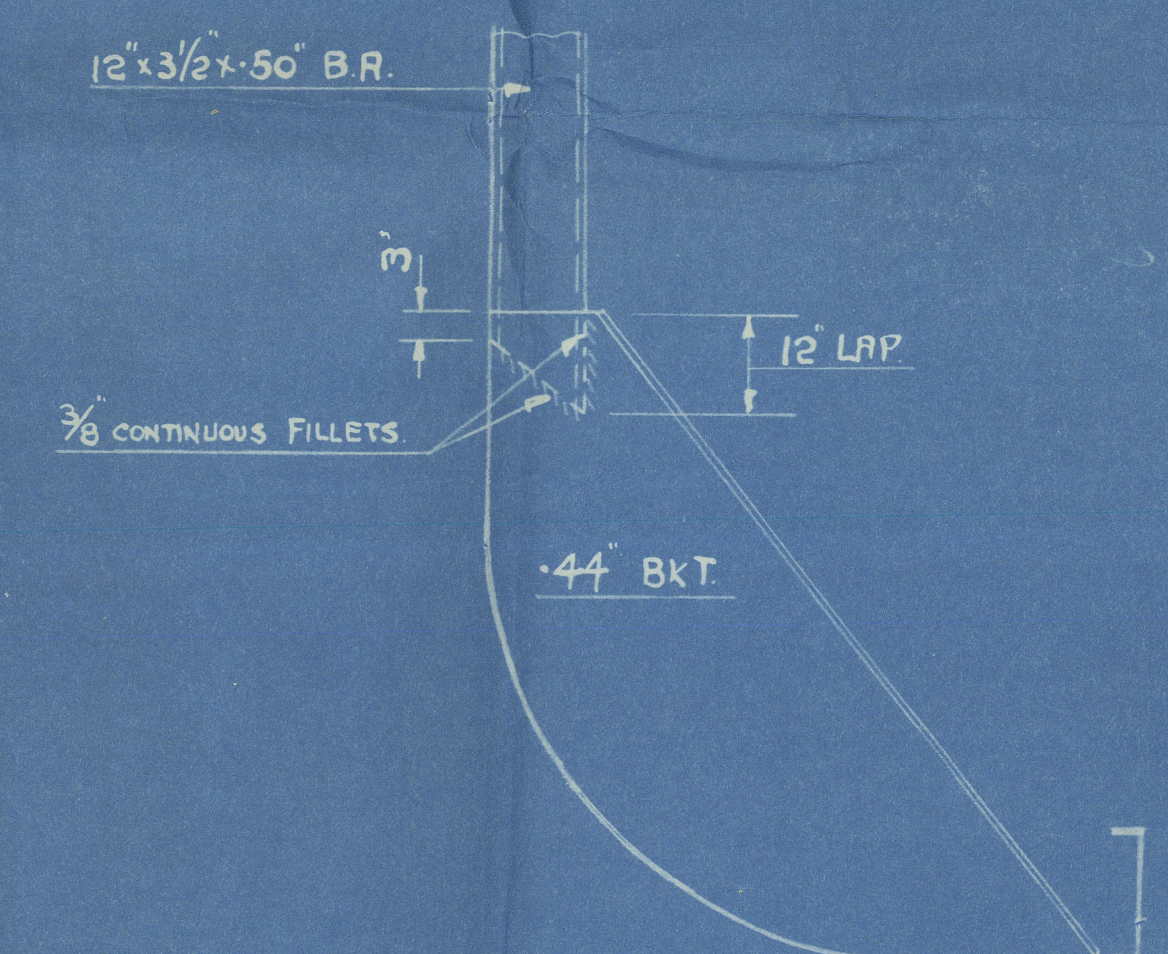
PROPOSED ARRANGEMENT WHERE
FRAME IS SHORT BY AN AMOUNT NOT
EXCEEDING 5". (FRAMES 111-115)



PROPOSED ARRANGEMENT WHERE
FRAME IS SHORT BY AN AMOUNT
EXCEEDING 5", BUT NOT EXCEEDING
9". (FRAMES 116-121)



FOR INFORMATION ONLY, THE
SKETCH BELOW SHOWS THE FRAME
CONNECTION IN OIL TANKS AS
APPROVED FOR V.Nº 1201.



✓ WHERE FRAME BKT. MATERIAL ALLOWS, WIDTH
OF LAP TO BE INCREASED BY RAISING TOP OF BKT.

T.Nº 149.

DRAWN BY *GH*
CHECKED BY

~~40~~

C L & Co Nos 1199-1200

Modification to a number
of side frame ends which
came in short. Approved
locally

W.J.

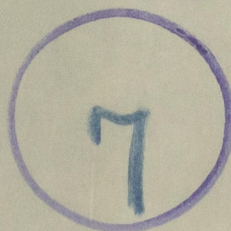
"BRITISH TRIUMPH"

PLANS TRANSFERRED
TO SISTER VESSEL

Blyde

Inventor

RECORDS DEPT.
LONDON



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Lloyd's Register
Foundation

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