

SCALE $\frac{1}{2}'' = 1 \text{ FOOT.}$

LENGTH B.P. 305'-0". BREADTH ML^D 45'-0". DEPTH ML^D 24'-2".

SHIP AS BUILT.

240 FMS OF 1^{1/4"} STUD CHAIN CABLE ✓
75 " " 4^{1/2} STEEL WIRE } OWNERS'
100 " " 4 " " } REQUIREMENTS.
2-90 " " 2^{1/2} ✓ " "
2-90 " " 2^{1/2} " "
 ↪ TO BE 2^{3/4} IN SHIP

| | | | | |
|--------------|------------------|------------------------|---|---------------------------|
| | 25.5' | | | 133.87 |
| POOP | 22.2' | * 7.0' * $\frac{3}{4}$ | = | 22.20 |
| BRIDGE | 54.00' | * * * | = | 283.50 |
| FORECASTLE | 27.00' | * * * | = | 141.75 |
| SALOON HOUSE | 11.25' | * * $\frac{1}{2}$ | = | 39.37 |
| CASING ETC. | 42.75' | * * $\frac{1}{2}$ | = | 149.62 |
| | | | | <u>734.59</u> |
| | | | | 748.17 |
| | | | | L x (B + D) 2058.00 |
| | | | | <u>EQUIP. NO 21492.52</u> |
| | | | | 21806.11 |

POOP SIDE PLATING 34" ✓
SINGLE RIV^{TD} OVERLAP BUTTS & SEAMS

BRIDGE SIDE PLATING 48" x 80" ✓
~~TWO~~ RIVETED OVERLAP BUTTS.
 QUADPL^E

FILE SIDE PLATING 37 ✓
SINGLE RIVETED OVERLAP
BUTTS & SEAMS. ✓

SHEER STRAKE.
48" x 67" FOR 1/2 L. TO 40 AT ENDS
IN PEAKS. QUAD.^{ROLE} RIVETED
OVERLAP BUTTS FOR 1/2 L. TO
DOUBLE WHERE 42" x 62" BELOW.
SHEER STRAKE INCREASED TO 1'00"
AT ENDS OF BRIDGE. 52" IN
WAY OF BRIDGE

STRAKE BELOW SHEER
48" x 59" FOR 1/2 L TO 40" AT
ENDS IN PEAKS.
TREBLE RIVETED OVERLAP
BUTTS FOR 1/2 L. TO DOUBLE
WHERE 42" & BELOW. 52" IN
WAY OF BRIDGE.

SIDE SHELL.
52' FOR $\frac{1}{2}$ L. TO 42' IN WAY
OF 2" SPACING.
40' IN PEAKS.
TREBLE RIVETED OVERLAP
BUTTS, EXCEPT WHERE 42'
& BELOW WHERE THEY ARE
DOUBLE.

BRIDGE 0" STRINGER 41' x 40" ✓
 " " PLATING " 36" x 30" INSIDE LINE OF OPENINGS ✓
 " " STRINGER BAR 3 1/2" x 3 1/2" x 40" ✓
 POOP DK STRINGER 29' x 32' ✓
 " " PLATING " 30" ✓
 FILE " STRINGER 29' x 32' 3 1/2" ✓
 " " PLATING " 34" ✓
 POOP & FILE STRINGER BAR 3 1/2" x 32' ✓
 3' x 3' x 34'

PLAN OF CASINGS TO
 BE SUBMITTED

MIN BEG^E 3' 11" A. 6' 3" x 48"

BRIDGE DK $\frac{1}{2}$ BEAMS ENCRY FR. 7' 3" 52.8A (008) 7' 3" 47.3A (NDS)

F'LE " BEAMS ALT.^E 7' 3" 50" ✓ 7' 3" 46" ✓

POOP " " " 7' 3" 40" ✓ 7' 3" 40" ✓

UPPER DECK PLATING IN WAY OF BRIDGE
STRINGER 62" x 44" ✓ DECK 36" ✓

UPPER DECK BEAMS EVERY FRAME.
THRO' BEAMS $\frac{3}{4}$ " 3' 11" (O.B.S.) 9' 3 1/2" 41" (O.B.S.) KNEES 29" DEEP x 48" 6 7/8" RIVETS.
HALF " AT HATCHES 6' 3 1/2" 5' 2" 18" x 47" 5 3/4" "
" CASINGS 6' 3 1/2" 55" (O.B.S.) 6' 3" 50" (O.B.S.) KNEES 19" DEEP x 47" 5 3/4" RIVETS.
THRO' " " FORE PEAK 6' 3 1/2" 44" " 6' 3" 43" " " 19" x 47" 5 3/4" "
" " AFT " 7' 3" 48" " 7' 3" 44" " " 21" x 46" 5 3/4" "

FRAMES (RULE SPACING 25" PROPOSED 21") IN PEAKS 24"
FRAMES IN PEAKS 6" 3" 44 B.A. (10.8) OR 6" 3" 48 B.A. (10.8)
" " HOLDS 10" 35" 45" " " ✓ 10" 34" 51"
" " BUNKER 10" 35" 51" " " ✓ 10" 34" 51"
" " BOILER^{RM} 10" 33" 55" " " ✓ 10" 34" 51"

WEB FRAME ON N.C. 8" x 30" 1" FREE BARS 8" x 10" ANGLE SHELL BAR 3 1/2" x 3 1/2" 4 A SINGLE
FRAMES IN ENG. R.M. 10' x 3 1/2" x 48" B.A. (N.B.S.) OR 10' x 3 1/2" x 51" B.A. (O.B.S.), OR } WEB FRAME
THICKNESS INCREASED .04" ^(.04" MIN) WEB FRAME IS DISPERSED WITH. NOT FITTED.
PANTING FRAMES 10' x 3 1/2" x 48" B.A. (N.B.S.) WITH REVERSE BAR 4" x 4" x 48" A.V. } FRAMES + .04 THK.
" " " 16' x 3 1/2" x 51" (O.B.S.) " " " " " "

MAIN FRAMES CARRIED TO UPPER DECK EXCEPT FOUR FRAMES AT EACH END OF BRIDGE WHICH ARE CARRIED UP TO BRIDGE DECK FRAMES IN BRIDGE. ~~PROPOSED~~ 5' 3⁸/₁₆" ANGLES LAPPED 15' BELOW UPPER DECK ON TO MAIN FRAMES. (4 RIVETS)
POOP FRAMES. AFT PEAK FRAMES TO POOP DECK ON ALTERNATE FR.² WITH INTER² ANGLES 3¹/₂" x 3" x 40' WITH BOTTOM ATTACHMENT.
F/CLE FRAMES. FORE PEAK FRAMES TO F/CLE DECK EVERY FRAME, CUT & BRACKETED AT WIT FLAT.

TANK MARGIN.
~~(RULE)~~ 23 1/2" 45" 52" B.R.
~~(PROPOSED)~~ 34" 42" v 52" B.R. ✓
 DOUBLE RINT OVERLAP BUTTS.
 MARGIN ANGLE ~~(RULE)~~ 3 1/4" 3 1/4" 42"
~~(PROPOSED)~~ 4" 4" 42"
GUSSETS. SEE SEPARATE PLANS.

CENTRE GIRDER.
37" x 46" FOR $\frac{1}{2}$ L. TO 30"
AT ENDS, 56" IN B.R.
TREBLE OVERLAP BUTTS
ALL FORE AND AFT.
5'-3"

BOSS PLATES 56"
BUTTS TREBLE RIVETED

SEE ALTERNATIVE DOUBLE RIVETED
BAR IN LIEU OF GUSSETS AT OPPOSITE SIDE

BOTTOM SHELL.
OR $\frac{1}{2}$ L. TO $\frac{1}{4}$ L. AT ENDS IN WAY OF 2ND SPACE
IN WAY OF PEAKS. MIDSHIP THICKNESS
ADJUSTED TO RULE POSITION OF COLLISION
HEAD. TREBLE RIVET^S OVERLAP BUTTS
IN AFT. DOUBLE WHERE $\frac{1}{2}$ L.

A. OUT
FLAT PLATE KEEL
46" x 64" FOR 3/5 L TO
58" AT ENDS. TREBLE
OVERLAP BUTTS ALL
FORE AND AFT ✓

SEE SEPARATE PLAN FOR ARRANGEMENT OF TANK SIDE
IN FORE & AFTER HOLDS.

E. IN 60
 $6 \times 3 \frac{1}{2} \times 3 \frac{3}{8}$ S. $6 \times 6 \times 30$
FRS NOS 34 TO 104
ON EVERY FRAME IN
VIEW OF GUSSETS.

JOHN CROWN & SONS LTD
SHIPBUILDERS & REPAIRERS,
STRAND SLIPWAY,
SUNDERLAND.
APRIL 7TH 1927

NOTE:- ALL SCANTLING TAKEN OUT AT 27" FRAME SPACING.

JOHN CROWN & SONS, LTD.
14 Jan 28
Shipbuilders & Repairers
A.R.O.
STRAND SLIPWAY, SUNDERLAND

Sunderland
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- No. 179 -

S.S. "NEWTON ABBOT."

Midship Section.

(-as built).



SUNDERLAND RPT. NO. 29611



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Lloyd's Register

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