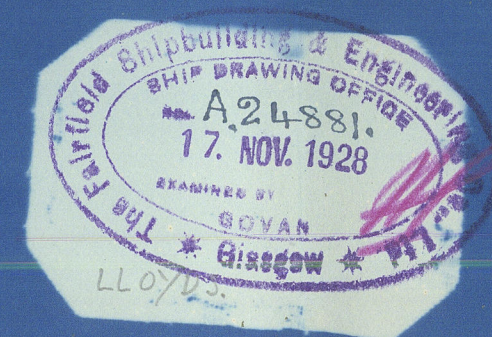


S.S. "PRINCESS NORAH."

MIDSHIP SECTION.

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

AS FITTED.



CLASS \pm 100 A1 - WITH FREEBOARD
CORRESPONDING TO A MEAN MOULDED DRAFT OF 15'-6"

DIMENSIONS:- 250'-0" B.P. x 48'-0" MLD. x 17'-0" MLD. TO MAIN DK.

LLOYD'S DIMENSIONS:-

LENGTH L = 250'-0"
BREADTH B = 48'-0"
DEPTH D = 16'-0" + 7'-6" = 23'-6"

FIRST LONGT. NUMERAL L x D = 250 x 23.5 = 5875
SECOND LONGT. NUMERAL L x (B+D) = 250 x (48+23.5) = 17875

PROPORTIONS (ACTUAL DEPTHS USED)

L/D TO UPPER DECK = $\frac{250}{25.5} = 9.8$
L/D TO PROM. DECK = $\frac{250}{33.0} = 7.6$

d IN HOLDS = 6'-6"
d IN ENGINE ROOM = 13'-9"
d IN BOILER ROOM = 14'-0"
d IN WAY OF RAISED DK. = 14'-7"

WHERE MAIN DK. IS RAISED 7 INCHES IN WAY OF
AFTER BOILERS, BEAM KNEES & FRAME BRACKETS
ARE BOTH INCREASED 7 INCHES IN SIZE AS COMPENSATION.

EQUIPMENT NUMERAL:-

L x (B+D) = 250 x (48+23.5) = 18375.
UPPER DECK ERECTIONS:-
42' x 7.5' x 5' = 157.5
154' x 7.5' x 1.75' = 870.9
PROM. DECK ERECTIONS:-
41' x 7.25' x 5' = 149.2
58' x 7.25' x 1.75' = 318.1
36' x 7.25' x 5' = 138.5
BOAT DECK ERECTIONS:-
35' x 7.25' x 5' = 126.9
EQUIPMENT NUMERAL = 20131.1

EQUIPMENT

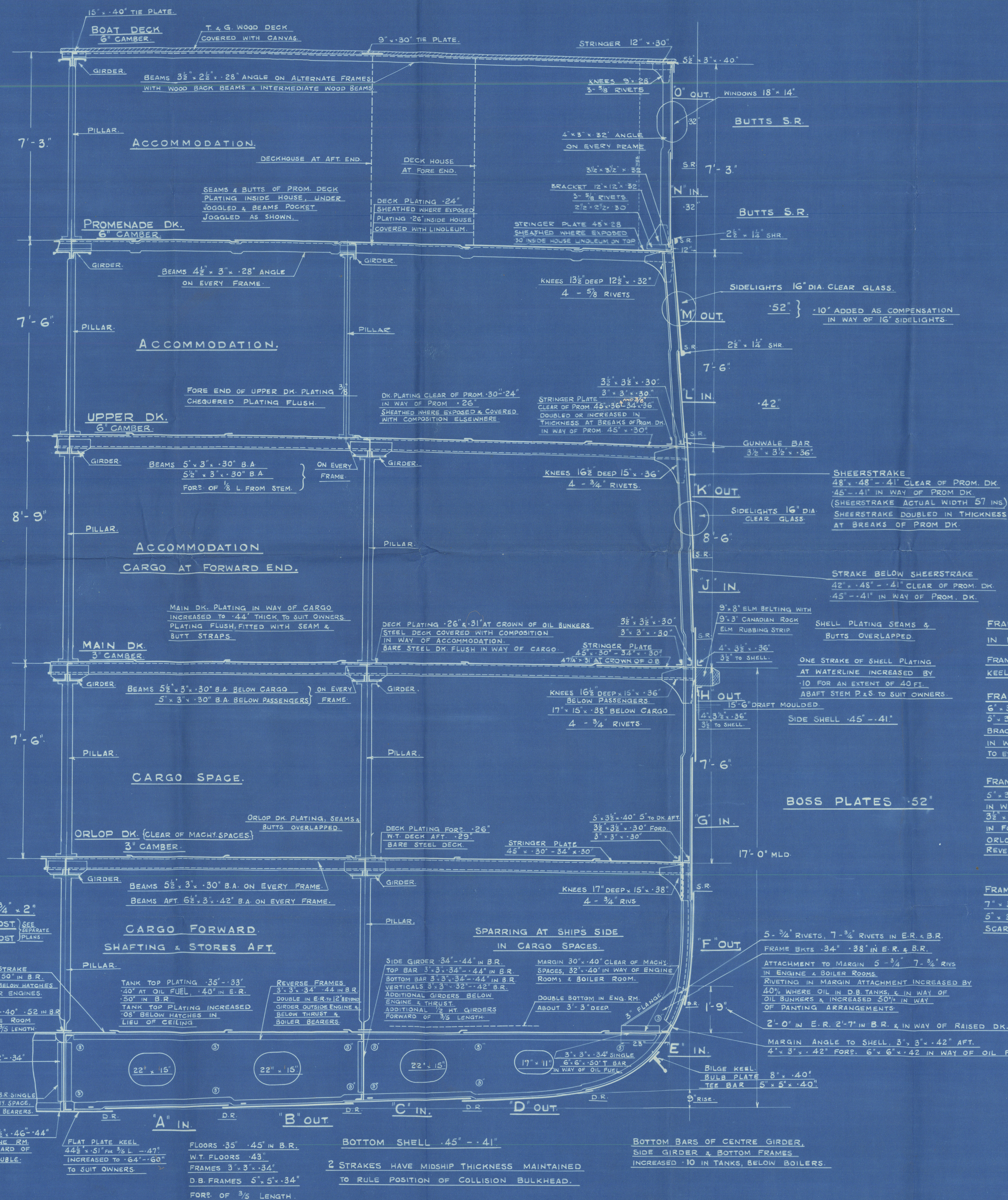
3 BOWER ANCHORS EACH 36 $\frac{3}{4}$ CWTs. STOCKLESS.
1 STREAM ANCHOR 10 CWTs. EX. STOCK.
240 FMS. $\frac{1}{16}$ " DIA. STUD CHAIN CABLE.
75 FMS. $\frac{1}{4}$ " STEEL WIRE.
90 FMS. $\frac{1}{4}$ " STEEL WIRE TOWLINE.
2 @ 90 FMS. 7" MANILLA HAWSERS.
2 @ 90 FMS. 6" MANILLA WARPS.

RIVETING.

BUTTS
CENTRE GIRDER 3 R.-3 R.
FLAT KEEL 3 R.-3 R.
BOTTOM SHELL 3 R.-3 R.
SIDE SHELL 3 R.-2 R.
UPPER DK. SHEERSTRAKE 3 R.-2 R. WHERE NOT EXCEEDING .42"
STRAKE BELOW SHEERSTRAKE 3 R.-2 R. WHERE NOT EXCEEDING .42"
SIDE PLATING, UPPER TO PROM. 3 R.-3 R.
MIDDLE LINE STRAKE TANK TOP 2 R.-2 R.
MARGIN 2 R.-2 R.
TANK TOP PLATING 2 R.-1 R. 2 R. IN WAY OF OIL FUEL
PROM. DK. STRINGER 2 R.-2 R.
PROM. DECK PLATING 2 R.-1 R.
UPPER DECK STRINGER 2 R.-2 R. 3 R. AT BREAK AFT.
UPPER DECK PLATING 2 R.-1 R.
MAIN DECK STRINGER 2 R.-2 R.
ORLOP DECK PLATING 2 R.-1 R.
ORLOP DECK STRINGER 2 R.-2 R.
ORLOP DECK PLATING 1 R.-1 R.

SEAMS

KEEL, BOTTOM SHELL AND
UPPER DECK SHEERSTRAKE 2 R.
SIDE SHELL 1 R. 2 R. IN WAY OF OIL FUEL
UPPER EDGE OF SHEERSTRAKE 1 R. 2 R. AT ENDS OF
SIDE PLATING BETWEEN PROMENADE
UPPER & PROMENADE DECKS 1 R. 2 R. IN WAY OF OIL FUEL
TANK TOP MARGIN & MIDDLE STRAKE 1 R. 2 R. IN WAY OF OIL FUEL
DECK PLATING & STRINGERS 1 R. 2 R. IN WAY OF OIL FUEL



FRAMES SPACED 26 INS. APART EXCEPT
IN PEAKS WHERE SPACED 24 INS. APART

FRAMES IN PEAKS 5 $\frac{1}{2}$ x 30" BULB ANGLES
KEEL TO UPPER DECK.

FRAMES ABOARD MACHINERY SPACE:-
6' x 3' x 30" BULB ANGLES FROM KEEL & MARGIN TO ORLOP DK.
5' x 3' x 34" BULB ANGLES FROM ORLOP DK. TO UPPER DK.
BRACKETED AT ORLOP DK. (W.T. FLAT)
IN WAY OF PROM. DK. 5' x 3' x 34" FRAMES
TO EXTEND TO PROMENADE DK.

FRAMES FORWARD OF MACHINERY SPACE:-
5' x 3' x 34" BULB ANGLES FROM MARGIN TO UPPER DK.
IN WAY OF PROM. DK. FRAMES TO EXTEND TO PROM. DK.
3 $\frac{1}{2}$ x 3' x 30" ANGLE REVERSE FRAMES AT ALTERNATE FR.
IN FORWARD HOLDS CARRIED UP TO UNDERSIDE OF
ORLOP DK. BEAMS. (IN WAY OF PANTING ARROTS
REVERSE FRAMES AT EVERY FRAME).

FRAMES IN MACHINERY SPACE:-
7' x 3' x 38" BULB ANGLES FROM MARGIN TO MAIN DK.
5' x 3' x 34" BULB ANGLES FROM MAIN DECK TO PROM. DK.
SCARPHED ABOVE MAIN DK. TO MAIN FRAME.

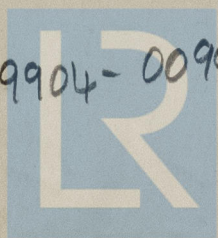
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S. S. "Princess Norah"
Midship Section
Vessel as built

The Fairfield S. B. & C. Ltd

GLASGOW REPORT No. 48624

009904-009911-0263



Lloyd's Register
Foundation