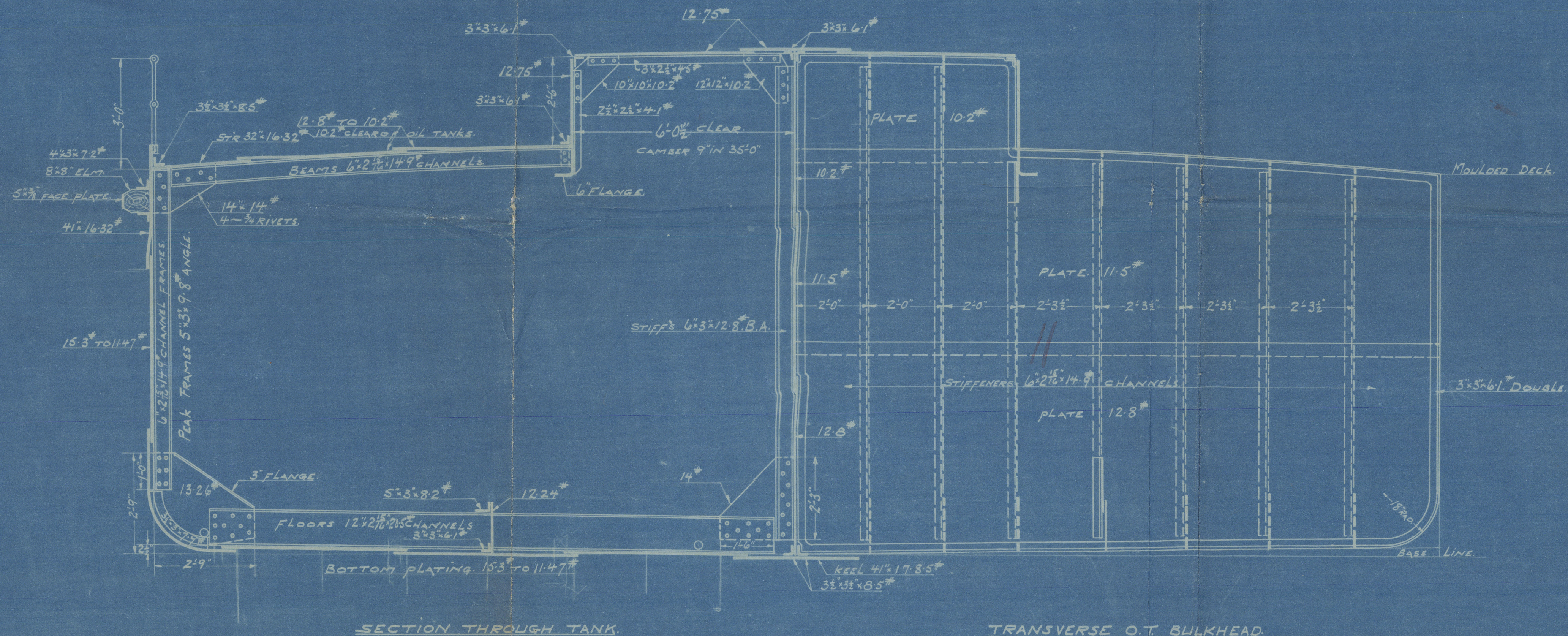
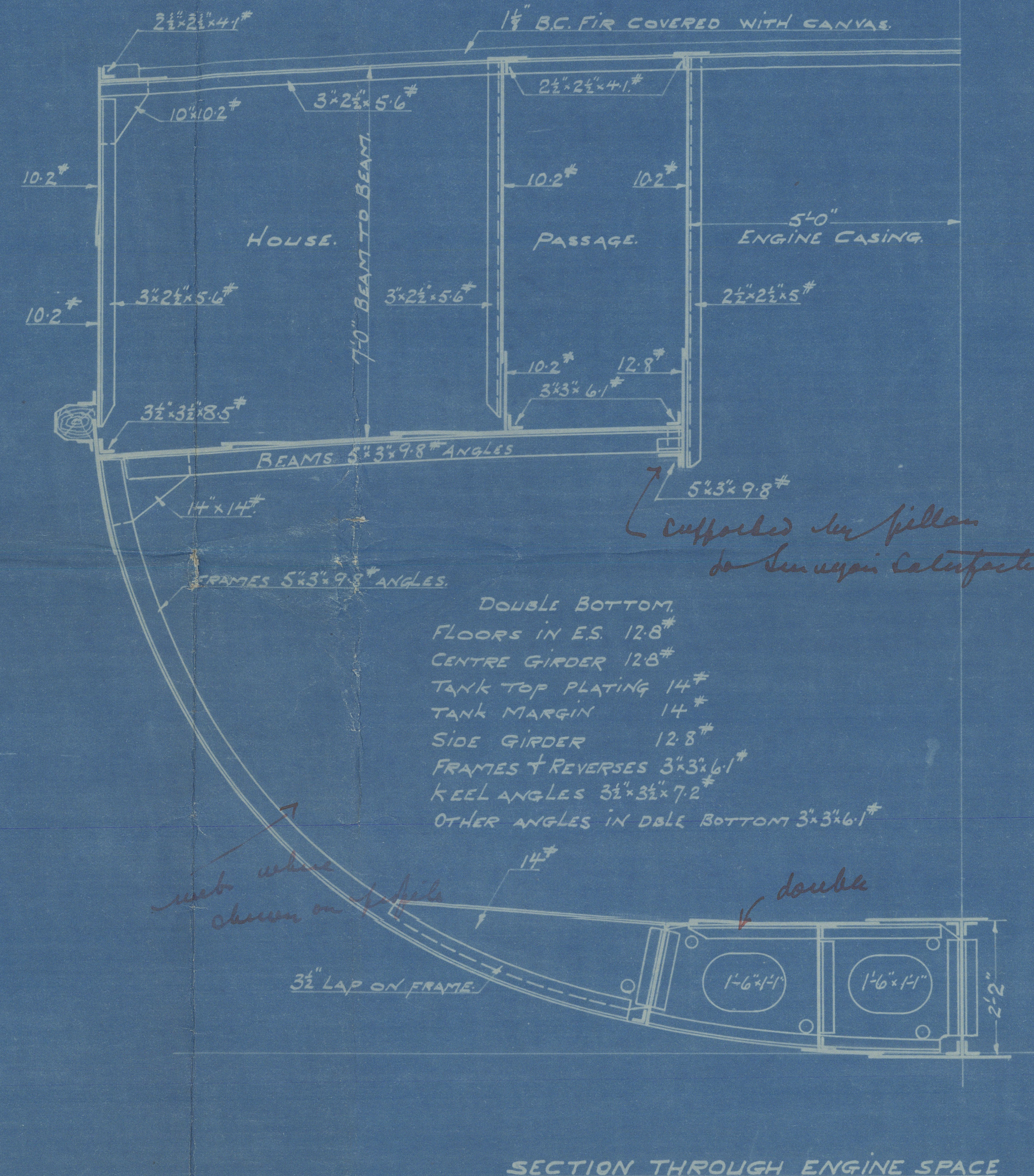


*S Transfer*  
*For 166*



SECTION THROUGH TANK.

TRANSVERSE O.T. BULKHEAD.



SECTION THROUGH ENGINE SPACE

EQUIPMENT  
ANCHORS- 2 BOWER ANCHORS 1400# EACH STOCKLESS.  
1 STREAM ANCHOR 476# EXCL. OF STOCK.  
1 KEDGE ANCHOR 224#  
CABLE - 195 FATHOMS 1 7/8" STUD CHAIN.

TOWLINE - 60 " 2 3/4" CIRC. STEEL WIRE.  
HAUSER - 75 " 8" CIRC. MANILLA  
90 " 6" "

FRAME SPACING - 24"  
STEM - 6x1 1/2" BAR.  
STERN FRAME - 6x3 1/2"  
RUDDER POST - 6x3 1/2"  
RUDDER STOCK - 4 1/2" DIA.  
1st NUMERAL 45.5.  
2nd " 77.35.

RIVETING - KEEL PLATE BUTT LAPS. TREBLE RIVETED.  
SEAMS AND BUTTS OF TRANSVERSE AND F.T.A. OT. SHEEPS DOUBLE RIVETED.  
SHEERSTRAKE, STR AND SHELL BUTTS IN WAY OF OIL COMPARTMENTS TREBLE "  
SEAMS OF SHELL, DECK AND EXP. TRUNK IN WAY OF OIL " DOUBLE "  
BUTTS OF DECK AND EXPANSION " " " "

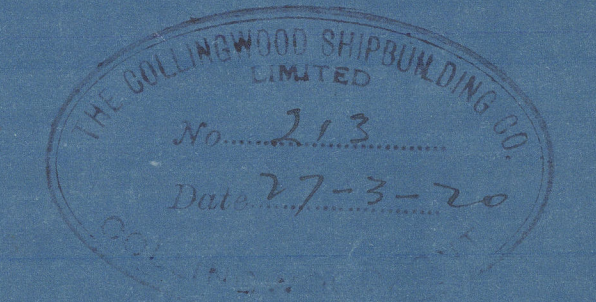
DIMENSIONS 170'-0" B.R. x 35'-0" M.L. x 10'-6" M.L.  
HIGHEST CLASS LLOYDS FOR RIVER SERVICE.

FUEL OIL CARRIER LOW FLASH.

THE COLLINGWOOD SHIPBUILDING  
COMPANY, LIMITED  
Scale 1/2" = 1'-0" COLLINGWOOD ONTARIO Ship No. 68

MIDSHIP SECTION

DRAWING No. 213  
FILE No. 213  
DATE March 10th 1920  
DRAWN BY A.B.  
TRACED BY  
CHECKED BY



*Class A1. Mean Range*  
*Shipping Believing in Bulk*  
*to Service on River Plate.*

