

FRI 11 JAN 89
FRI 18 JAN 89

Scale $\frac{1}{2}$ inch = one foot

S/S "Urpekh"

Section in way of Raised Quarter Deck

S. P. AUSTIN & SON
7-3-88
IRON & STEEL SHIPBUILDERS
AND
REPAIRERS
SUNDERLAND
W. Marshall

Section in way of Main Deck

Shewing Bridge ✓

Steel Deck $\frac{5}{20}$ or Iron $\frac{5}{16}$

~~Steel 6/20 or Iron 6/16~~

5/32 Steel or 9/16 Iron

Hatch Deck 400 lb Iron 6/16 ✓

Strake at side of Hatchway 400 lb Iron 9/16 ✓

Angles on every frame 5 1/2 x 3 x 7/20 ✓

Hatch end beam Bulb 9 x 8 1/2 ✓ Under 32' 8"

Single angle 5 x 3 x 7/20

Through Beam in way of Web frame 9 x 7/20 Bulb ✓

Outfit 15,449

2	Bow Anchors ex Stock	21' ✓	✓
1	" " " "	18' ✓	✓
1	Stream " " "	7 1/4' ✓	✓
1	Kedge " " "	3 1/2' ✓	✓
1	" " " "	1 3/4' ✓	✓
240	Fathoms Chain Cable	1 1/8" ✓	✓
45	" Stream chain	5/16" ✓	✓
90	" Towline	10" ✓ or wire 3 1/4" ✓	✓
90	" Hawser	8" ✓ " 3" ✓	✓
90	" " "	5 1/2" ✓	✓

Frames under double bottom extending from Bilge to Bilge in one length

Outfit 15,449

2	Bowse Anchors ex	Stock	21	✓	bwts	✓
1	"	"	"	"	18	" ✓
1	Stream	"	"	"	7 1/4	" ✓
1	Kedge	"	"	"	3 1/2	" ✓
1	"	"	"	"	1 3/4	" ✓
240	Gathoms Chain Cable	1 1/8 in	✓			
45	"	Stream Chain	1 5/8 in	✓		
90	"	Lowline	10 in	✓	or wire 3 1/4	✓
90	"	Hawser	8 in	✓	"	3" ✓
90	"	"	5 1/2 in	✓		

Frames under double bottom extending from Bilge to Bilge in one length

Numerals

$\frac{1}{2}$ Breadth --- 16.58" = 6.7 to lch ✓
 Depth --- 17.25" = 12.7 to lch ✓
 $\frac{1}{2}$ Girth --- 29.95" ✓
 63.48" 1st No
 223.20"
 379.90"
 1279.6"
 19194"
 12796"
 142835.36" Second No
 ✓ 1544.9" 1600 Equipt. No

Class 100A1 Lloyds Steel

Steel Deck 6/20 or Iron 6/16

Strake at side of Main Hatchway 8/20 - ~~Iron 8/16~~

Through Beams in way of Web frames $9 \times 8\frac{1}{2}$ Bulbs + 30
Web frames!
 $4 \times 3 \times \frac{7}{16}$ for $\frac{3}{8}''$ Lk. $4 \times 3 \times \frac{1}{2}$ at ends spaced 23" apart
Main & Raised Quarter Deck support side stringer alternately.
Trigles $4 \times 3 \times \frac{1}{2}$ or equivalent of Iron
Keelson $5 \times 3 \frac{1}{2} \times \frac{7}{16}$
Post $7 \frac{1}{2} \times 4 \frac{3}{4}''$ Stem $7 \frac{1}{2} \times 2 \frac{3}{4}''$ Rudder Head $5 \frac{1}{2}''$ Keel 3

All Butstraps of Hull plating exceeding Rule width
to be increased $1/20$ + Triple riveted ✓

Yank Top 7/20 in Engine + Boiler Space or Iron 1/6
" " 7/20, Holds or Iron 6/6

Reverse Bar Single angle under double bottom in Engine & Boiler space $5 \times 4 \times \frac{9}{20}$
do do do do do in Holds $3 \times 3 \times \frac{6}{20}$ ✓

Bracket roots on alternate frames in holds

Solid Floors on every frame under Engines.

do do on alternate frames under Boilers ✓

Intermediate reversed frames. Flange plate 20x7/20

4 Flange plate 20x7/20

angle Bulb $7\frac{1}{2} \times 3 \times 8/20$
angle $4 \times 3 \times 7/16$

wetted for $\frac{1}{2}$ eth
 $\frac{1}{20}$ thicker ✓

✓ 14/20 for ⁴²3/5 Lk
6 10/20 at ends
Butts treble ravelled ✓
with outside Butts traps
2/20 thicker ✓

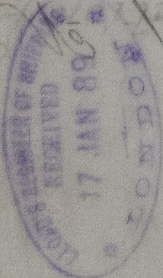
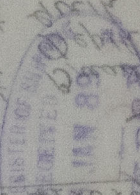
10/20 for $\frac{1}{2}$ lth to
9/20 at end

54
9/20 for $\frac{1}{2}$ lth 6-
8/22 25 ends

4.6
9/20 for $\frac{1}{2}$ lth 6-
8/20 at ends
Bait treble reset for

J.V.C.
8/3/88

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Lloyd's Register
Foundation

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