

LENGTH TO DEPTH U.D.	$\frac{244.5}{19.58}$	= 12.49
" " " B.D.	$\frac{244.5}{26.58}$	= 9.19

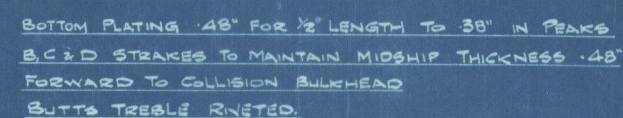
<u>EQUIPMENT NUMERALS</u>	
220 LONG ⁺ N°	13834
POOP 18.75 + 7.37 + .75	103
BRIDGE 42.75 + 7.0 + .75	225
FCL 23.25 + 8.0 + .75	140
EQUIP N°	14302

<u>EQUIPMENT</u>			
2	STOCKLESS BOWERS		30 1/2 GNTS EACH
1	"		76 "
1	STREAM ANCHOR	7 3/4	" EX. STOCK
1	KEDGE	4 1/4	" " " "
240	FATHOMS OF	10 1/16	STUD LINK CABLE.
75	" "	3 3/4	STEEL WIRE, STREAM.
30	" "	3 1/4	" " TOWLINE
2090	" "	2 1/2	" " "
2090	" "	1 3/4	" " "

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

BEAMS AS PER PROFILE. ONE ROW OF
PILLARS. BEAM KNEES .36'
4- 3/4" KNETS. STRINGER & DECK .20
ANGLE 3" x 3" x .30". SIDE PLATING .32"

BEAMS AS PER PROFILE ONE ROW OF
PILLARS. BEAM KNEES 36" 4" 3/4 RVS.
STRINGER & DECK 30" 34" ABOVE
PEAK TANK. ANGLE 3" x 3" x 3/4"
SIDE PLATING 30" DECK SHEATHED
WITH 22" OREGON FINE OVER
ACCOMMODATION



FOR ENCLOSURE TO

Lloyds Reg. of Shipping
Middlesboro

From FURNESS SHIPBUILDING CO., LD.,
HAVERTON HILL-ON-TEES.

2/2

= 19.58

CORRECTED " D₁ AS PER 1916 L.L.C. = 18.75

$L + D_1 = 244.5 \times 18.75 = 4584$ K.T. N°

$L + (B + D_1) = 244.5 \times (37.83 + 18.75) = 13834$ 2ND N°

FRAMING

D₁ = 18.75

DOUBLE BOTTOM = 2.75

16.00

1/2 DIFF BETWEEN RULE & ACTUAL T. KNEE HT. = .50

$\frac{d_2}{2} = 15.50$

$\frac{d_2}{2} = 16.00$

FRAMING MODULUS AS GIVEN BY D₁ & d₁

INCREASED DIRECTLY AS $\frac{d_1}{15.5}$ i.e. $\frac{16.0}{15.5}$

Twen Ship Co's No. 41

S.S. Atherton.

Mid ship Section
as built

Middleborough Yacht Club
Report no 11600

RETAIN

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Lloyd's Register
Foundation

W1275-0178