

8th June, 1939.

Wm. Henry & Sons. N° 1347

100 A1 with Freeboard C.D.L. with L.P.

410 x 56 x 29.83 to 2nd Lk, 39.83 to Upper Lk

D = 37.83 15510 38470

10.29
26.17 uncorrected
26.18 corrected

Upper

Yes
Yes

All B.A's N.B.S.

1 to Upper, 6 to 2nd Lk

31.92, 27, 24

8 x 32 = 256 B.A.

1 to Upper, 6 to 2nd Lk

32, 27, 24

8 x 32 = 256 B.A.

Peaks

d. 26.18 Holds

9044.54 L + 82 x 32 = 2624 rev. (14 guides)

9044.54 L + 9044.50 rev. 14 guides

Sanding

I = 418 24 = 60.3

9044.54 L + 9044.62 rev. 14 guides

d. 16.18 Deep Lk

11 x 32 = 352 B.A.

11 x 32 = 352 B.A.

d. 15.52 Motor Room

10 x 32 = 320 B.A.

10 x 32 = 320 B.A.

L.N. 2 (10.0)

Peak B.A. every 4.13 @ 32nd Lk.

9044.54 L

.4363 A. Lk

70.83 x .4663 .4297 Motor Lk.

710.43

46 is 3rd Lk

46 clear of 3rd Lk

43.63 x .54 = .46

.38

41.63 x .54

.42

53.63 x .52 = .44

.44 = .40

44 x .54 = .46

.38

42 x .54

.42

54 x .52 = .44

.44 = .40

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	L	G	Sr.		G	Sr.
Holds (C.D.)	16.1	8.2	16.1	15	8	15
clear of 6 th	16.1	6.3	16.1	15	6	15
Sanding	24.1	11.4	24.1	15	14	15
A. Lk	8.9	9.4	12.2	10 3/4 R	11	12
Motor Lk	3.15	3.5	11.9	2	5	12

48 Rms.
space

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2 rows, a 6 L. Shd. below 2nd L.

Upper Rth thro' 9 = 32 = 36 B.A.
 " 2 bus. 8 = 3 = 34 B.A.
 2nd Rth 2 bus. 9 = 32 = 38 B.A.

9 = 32 = 38 B.A.
 8 = 3 = 42 B.A.
 9 = 32 = 44 B.A.

52.37 = .4845 - .6845
 .6045 = .30
 .6045 = .4645

52.2 = .49 = .69
 .62 = .60 = .60
 .61 = .47

Upper	3834 = .36	4898 = .36	5965 = 5975 to 39 = 42	38 = 36	44 = 36	60 = 56 to 39 = 42
	44 = 36	44 = 36	6 = 6 = 60 to 35 = 42	38 = 36	44 = 36	60 = 56 to 35 = 42
2 nd	34 = 3011	3611 = 3011	51 = 6658 = .4675	34 = 30	36 = 30	60 = 66 = .47
	34 = 3011	3611 = 3011	81 = 64 = .4675	34 = 30	36 = 30	64 = 63 = .47
			48 = 08 = 4011 to 3605 = 3411	34 = 30	36 = 30	48 = 40 to 36 = 34

Rule Openings & L. H.
 X includes .03 for 10' L. Rth H.

At 20' Intervals



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