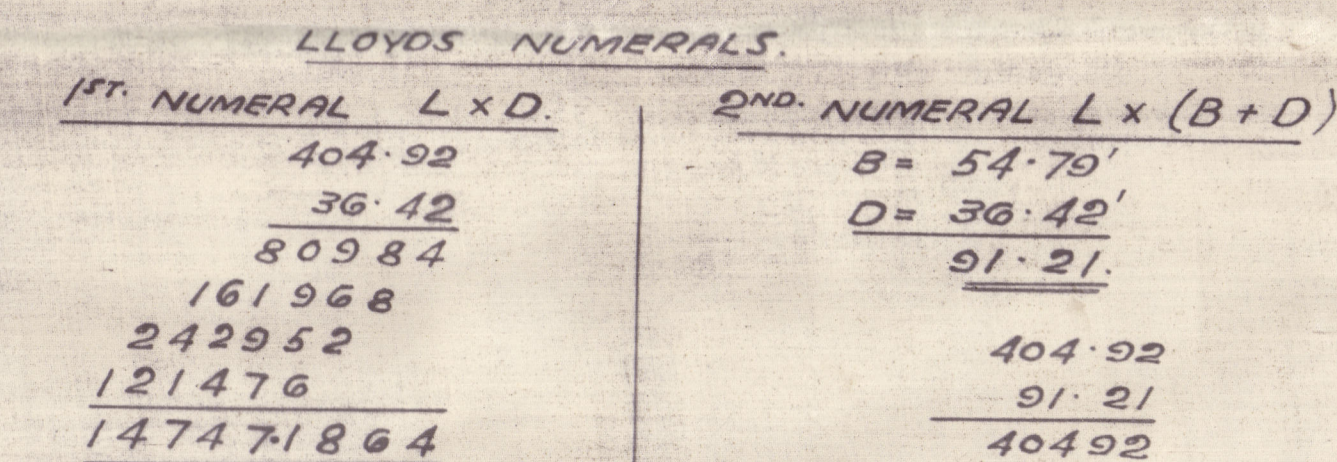


SCALE $\frac{1}{2}" = 1 \text{ FOOT.}$

NOTE:- ALL BULB ANGLE SECTIONS ARE
NEW BRITISH SECTIONS.



PROPORTIONS.

O to L to UPPER DECK.

$$\begin{array}{r} 37.42 \) \ 404.92(10.82 \\ \underline{3742} \\ 30720 \\ \underline{29936} \\ 7840 \\ \underline{784} \end{array}$$

28.42' TO SECOND OK.
3.54 RULE CR. GIRDER
24.88

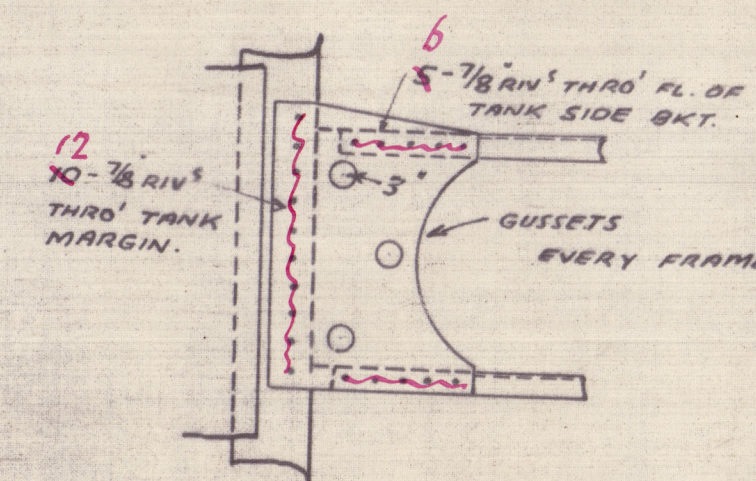
	EQUIPMENT NUMBER.
104-92 x 54-78 x 37-42)	= 37337-07.
F/CLE 42-0 x 7-25 x .75	= 226:3
CATING 35-5 x 7-0 x .5	= 124-25
WINGHOUSES 33-5 x 7-5 x .5	= 125-62.
SALOON 30-8 x 7-5 x .5	= 114-37
	<u>37930-21</u>

EQUIPMENT.

2 BOWER STOCKLESS	68 CWTs.	} COLLECTIVE Wt. 134½ CWTs.
1 " "	58½ CWTs.	
1 STREAM EX STOCK	19 CWTs.	
270 FATHOMS	2½" STUD CHAIN	CABLE 720½ CWTs.
90 "	5" STEEL WIRE	STREAM
120 "	5½" "	TOWLINE
2 @ 90 "	2¾" "	HAWPERS.
2 @ 90 "	2½" "	WARRS.

RIVETING NOTE.

BUTTS OF KEEL 4R FOR $\frac{1}{2}$ L TO 3R AT ENDS
 " SHEERSTRAKE 4R FOR $\frac{1}{2}$ L TO 3R AT ENDS
 " STRAKE BELOW SHEERSTRAKE 3R.
 " CENTRE GIRDER 3R.
 " MARGIN 3R.
 " TANK TOP CR. STRAKE 3R FOR $\frac{1}{2}$ L TO 2R AT ENDS
 " TANK TOP PLATING 2R FOR $\frac{1}{2}$ L TO 1R AT ENDS
 " UPPER OK. STRINGER 3R FOR $\frac{1}{2}$ L 3R 2R AT ENDS
 " " PLATING 2R FOR $\frac{1}{2}$ L TO 1R AT ENDS *where above 4R*
 " SECOND OK. STRINGER 2R.
 " " PLATING 2R FOR $\frac{1}{2}$ L TO 1R AT ENDS
 " BOTTOM & SIDE SHELL 3R.
 " FICLE SIDE PLATING 1R.
 RIN^S THRO' KEEL LANDING $\frac{7}{8}$ " DIA. THROUGHOUT.
 " BUTTS 1" DIA. WHERE PLATING EXCEEDS $\frac{7}{8}$ "
 $\frac{7}{8}$ " DIA. ELSEWHERE.
 RIN^S THRO' SIDE FRAMES TO SHELL $\frac{5}{8}$ " DIA^S IN WAY OF
 30" FR. SPACING, 7 DIA^S ELSEWHERE.
 " BOTTOM FRAMES 7 DIA^S
 " FRAMES TO SHELL IN PANS & DEEP TANKS $\frac{5}{8}$ " DIA^S.
 " TO FLOOR & SHELL IN BOTTOMS 100" OF $\frac{3}{4}$ L 5" DIA^S
 " REVERSES TO TANK TOP 7 DIA^S.
 " BEAMS TO DECK PLATING 7 DIA^S BEAMS EVERY FRAME
 " " " " 6 DIA^S " ON ALT. FRAMES
 3/4" RIN^S THRO' TANK TOP INCLUDING CR. STRAKE.
 $\frac{7}{8}$ " THRS L. E. R. and two middle



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FORGINGS & CASTINGS.

STEM BAR $9\frac{1}{2} \times 2\frac{1}{2}$ OR $9\frac{1}{2} \times 2\frac{1}{2}$ ROLLED STEEL

PROPELLER POST $10\frac{1}{2} \times 7\frac{3}{4}$ } FORGING

RUDDER POST $9 \times 7\frac{3}{4}$ }

TRANSOM FLOOR $46\frac{1}{2} \times 50$

R. DWYNE & Co

①

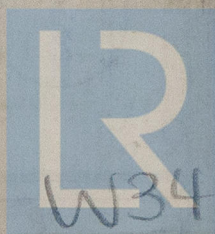
Nº 393

MIDSHIP SECTION

S.S. "BIBURY"

GRM. FIRST ENTRY REPORT Nº 19121

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