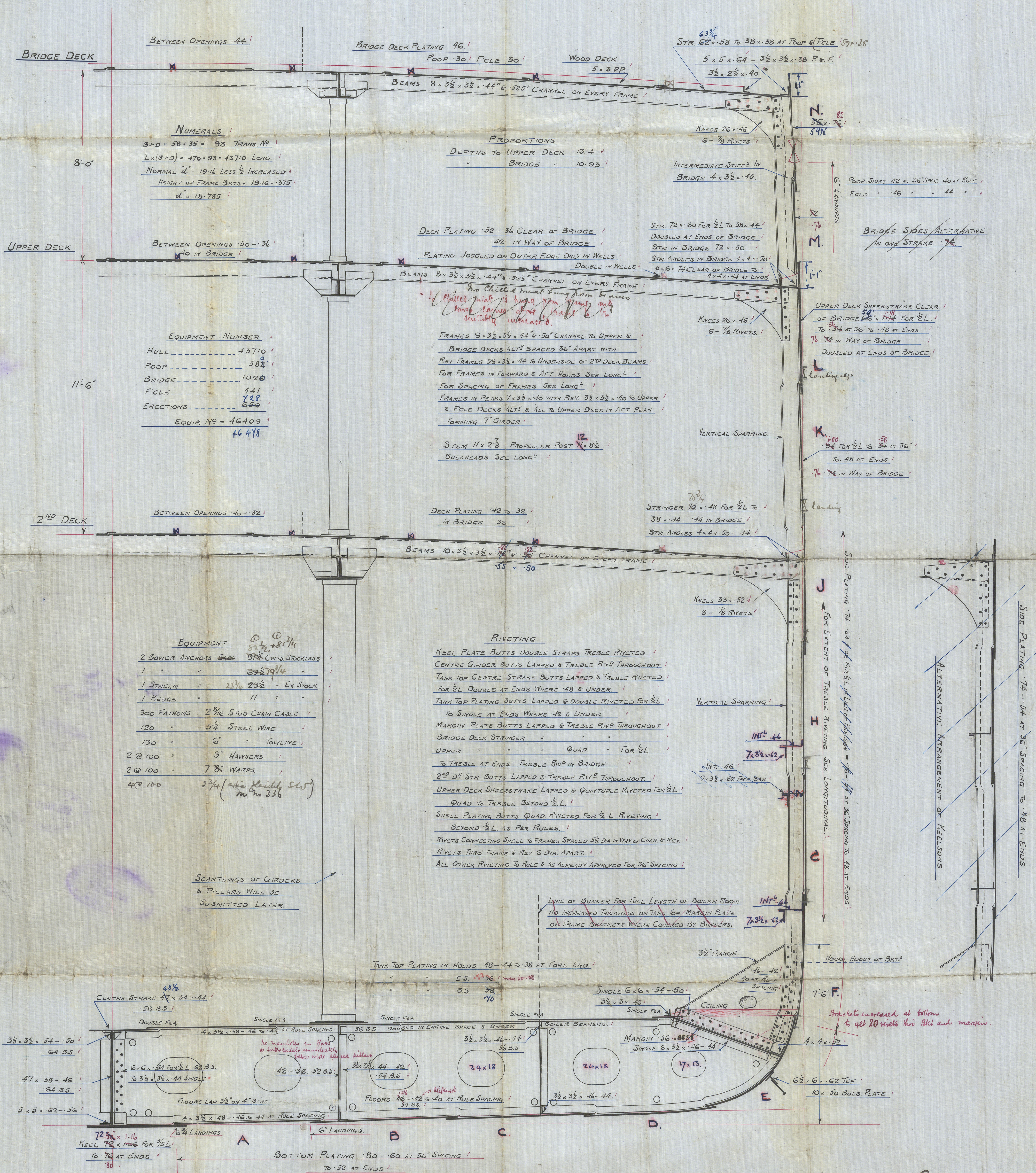


N<sup>os</sup> 336 & 337.

To CLASS 100 A.I. LLOYDS

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

2. ✓ 13.  
74. 9. 13  
29. 10. 13 (10337)  
26. 1. 14  
23. 2. 14



NOTE - DOUBLE BOTTOM WHERE NOTED ON LONGITUDINAL

TO BE ARRANGED FOR CARRIAGE OF OIL FUEL !

SPECIAL RIVETING IN WAY OF OIL FUEL !

TANK TOP LANDINGS (SINGLE RIV)  $3\frac{1}{2}$  DIA. APART.

" " BUTTS  $3\frac{1}{2}$  DIA. APART.

CENTRE GIRDER BUTTS  $3\frac{1}{2}$  DIA. APART !

" " ANGLES " " "

OUTSIDE PLATING LANDINGS  $3\frac{1}{2}$  DIA. APART !

" " BUTTS QUAD 4 DIA. APART !

" " " TREBLE  $3\frac{1}{2}$  " " "

KUEL BUTTS  $3\frac{1}{2}$  DIA. "

FRAME RIVETING G DIA. APART. "

ABV. FR. " G " "

C.B.  
2.7.13.

No Reduction in Way of Double Bottom.  
Bottom Strengthened Forward as per Rule.

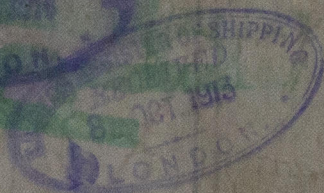
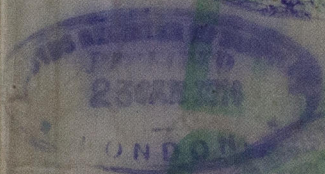
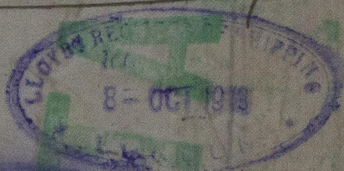


Midship Section

Messrs Workman Clark & Co.

No 336

Also No 337



$\frac{5}{8}$  Carmarthenshire

Rel 7495.

$\frac{5}{8}$  Pembrokeshire

Rel 7517.

Lloyd's Register

Foundation

LR

W 568-0315

Four

S BOWER ANCHOR

1000

1000

300 FATHOMS

150

150

2000

2000

2000

REGISTER OF SHIPS  
10 JUN 1913  
PORT OF SHIP

10 FEB 1913

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Lloyd's Register  
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