

MIDSHIP SECTION.

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TO CLASS 100 A1 LLOYDS.

SCALE $\frac{1}{2} = 1-0$

3 BOWERS STOCKLESS. COLLECTIVE WT 139 CWTs

1 STREAM 13 CWTs EX STOCK

1 KEDGE $5\frac{3}{4}$ " Ex Stock

270 FMS 2' STUD CHAIN CABLE

90 " 4 1/2 STEEL WIRE STREAM

120 - 4 - TOWLINE

2 @ 90 FMS EACH 2 1/2 STEEL WIRE

2

{ *Woman's Consent*

NUMERALS

BREAD Moulded = 46.75

DEPTH MOULDED = 26.25

29.10.14 73.00 Transvaal No

16. 11. 14 339.75

19.4.16. 24802 Log. N^o

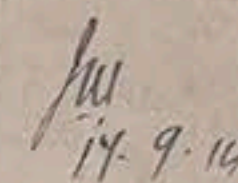
P B + FcLE 16375x75 + 75 - 921

$54 \cdot 5 \cdot 7 \cdot 9 = 190$
 $(\text{RAINING} + \text{HOUSE}) \cdot 21 = 7 \cdot 5 \cdot 73$

25986 EQUIPMENT N°

$\frac{D}{D} \frac{0}{1294}, \frac{\cancel{D}}{\cancel{0}} \frac{\cancel{8}}{\cancel{10}} \frac{\cancel{6}}{\cancel{06}} = \frac{L}{D} 9.99$ 23/9/1914

Proportion $\frac{L}{D}$ to bridge deck not to exceed 10.0.



C. J.

MID. SECTION

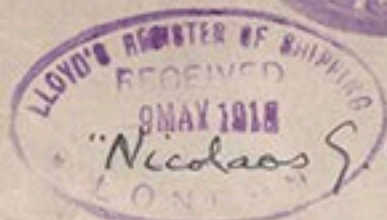
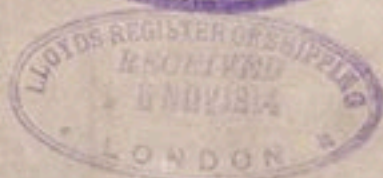
34
478

W. Doxford & Sons

34
N^o 478



Ward & Carter



"Nicolaos J. Culicundis"
Ex.
"Lord Byron" *

SUNDERLAND RPT. NO. 26923

\$225

824
78



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Foundation