RECEIVED 31 OCT 82

Ltr: to Sunderland
20/10/82.
30/10/82

S. P. AUSTIN & SON
IRON & STEEL SHIPBUILDERS
AND
REPAIRERS
SUNDERLAND
2/10/82

Iron SS "Cairngowan" Sld. report No. 13.164

W B
16/10/82.

Midship Section S S No. 142

Scale ½" = one foot.

Section in way of Raised Quarter deck

Iron deck 6/16
Angle bulbs 5½ x 3 x 8/16

6 x 3 x 8/16

5/16

diamond face plate.

Outfit

2	Bower Anchors	& stock	21 cwts.
1	"	" "	18 "
1	Stream	" "	7 1/4 "
1	Kedge	" "	3½ "
1	"	" "	1 3/4 "
240	Fathoms of chain	cables	1 6/16
75	"	stream chain	15/16
90	"	Towline	10
190	"	Hawser	8
90	"	"	5½

Frames under double bottom extending from bilge to bilge in one length

3⅜

diamond face plate

5 x 3½ x 8/16 all fore & aft

Flange angles 3½ x 3½ x 7/16
Flange plate 7/16

Double bottom 6/16

3 x 2½ x 6/16

6/16

3½ x 3½ x 7/16
5
7/16 8/16
5 x 3½ x 8/16
7/16 8/16
5
3½ x 3½ x 8/16

Bilge Keel
Bulb 8 x 8/16
Angles 4 x 3 x 7/16

Shell plating reduced 1/16 in thickness under double bottom where 10/16 or above.

Section in way of Main deck shewing bridge.

Iron deck 5/16
Angle beams 5 x 3 x 6/16 every frame.

3½ x 3 x 6/16

6/16

Lloyd's Numerals.

½ Breadth	16.9	= 6.6 to Cls.
Depth	17.9	= 12.5 "
½ Girth	31.95	
	66.75	= First numeral
	224.5	
	14985	= Second "
	16483	= Equip

Class 100 A1 at Lloyds.

All butts of deck plating within 3.0 of hatch corners to be treble riveted

Iron deck 6/16
Angle bulbs 5½ x 3 x 6/16 on every frame. Hatch end beams (Bulbs 8 x 7/16, Angles 5 x 3½ x 8/16)

Angle 3½ x 3½ x 7/16
5 x 3½ x 7/16 at ends
Strongen 5.0 x 16 x 9/16 at ends
216 x 16 to 4 hatch Cls.
Bulbtable to 6 hatch Cls.

13/16 for ½ Cls 12/16 for 3/4 Cls
to 9/16 at ends.
Butts treble riveted for ½ Cl. & 7/16 thicker
Other strake doubled in way of breaks.

Frames 4 x 3 x 7/16 for 3/8 Cls 4 x 3 x 6/16 at ends spaced 23" apart
Reverse frames 3 x 3 x 6/16 to Main and Lower stringers alternately and Raised quarter and Lower stringers alternately, doubled in Engine and Boiler space from Bilge to Bilge
Bulkheads 6/16 and 5/16 Stem 7½ x 2 3/8 Sternpost 7½ x 4 3/4
Rudder head 5½ Heel 3.
Keelson angles 5 x 3½ x 9/16 for 3/8 Cls 5 x 3½ x 7/16 at ends
Floors 20 x 8/16 for ½ Cls 7/16 at ends and 9/16 in Engine & Boiler space

Web frame 17 x 7/16

9/16 for ½ Cls
8/16 at ends.

Stringer 17 x 7/16 fitted between web frames
Angles 3 x 3 x 7/16 for 3/8 Cls 17 x 7/16 at ends
Diamond face
Tee iron 6 x 3 x 7/16
Angles 3½ x 3½ x 7/16

10/16 for ½ Cls
8/16 at ends.

9/16 for ½ Cls
8/16 at ends

Butts of inside strakes of shell plating exceeding 48 inches and outside strakes exceeding 40 inches to be treble riveted for ½ length.

5 x 3½ x 8/16 all fore & aft

Iron deck 6 x 3 x 7/16

Bracket every frame 7/16

3½ x 3½ x 7/16
5 x 3½ x 8/16
8/16 7/16
3 x 2½ x 6/16
6/16
5 x 3½ x 8/16
8/16
9/16
5½
3½ x 3½ x 8/16

10/16 for ½ Cls
8/16 at ends
Butts treble for ½ Cls

10/16 for ½ Cls
8/16 at ends
Butts double riveted in consideration of tank flange and bilge keel.

36 x 15/16 for 3/8 Cls
36 x 11/16 at ends.
Butts treble riveted

11/16 for ½ Cls
10/16 at ends

9/16 for ½ Cls
8/16 at ends.

11/16 for ½ Cls
8/16 at ends
Butts treble riveted for ½ Cls

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19/10/82