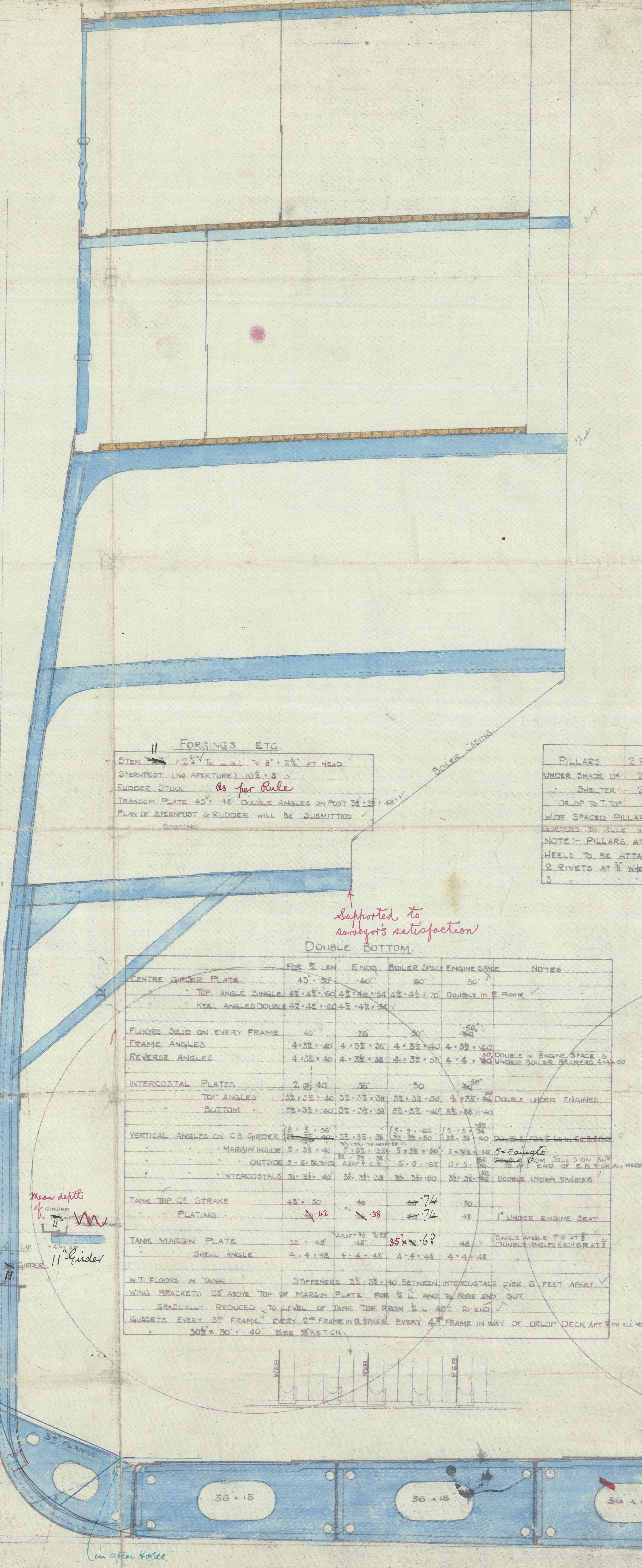


9.9.11  
27.10.11  
26.1.12  
29.1.12

EQUIPMENT		
57 + 24.875 + 25 = 82.125	× 410	= 33671
SHELTER DECK	410 × 8 × 3/4	= 2460
SHADE DECK	410 × 8.25 × 3/4	= 2537
2 <sup>ND</sup> CLASS SPOKE ROOM & STEERING GEAR HOUSE	56 × 8 × 1/2	= 224
DECK HOUSE ON SHADE DECK	180 × 8.25 × 1/2	= 750
3 <sup>RD</sup> CLASS ENTRANCE	75 × 7.5 × 1/2	= 281
1 <sup>ST</sup> CLASS SPOKE ROOM	87 × 8 × 1/2	= 348
CASINGS ON BRIDGE DECK	75 × 8.25 × 1/2	= 316
1 <sup>ST</sup> CLASS LOUNGE & MUSIC ROOM	43 × 9.5 × 1/2	= 211
ENGINEERS HOUSE ON BOAT DECK	31.5 × 7.5 × 1/2	= 118
ENGINE CASING ON BOAT DECK	20 × 9.5 × 1/2	= 92
FUNNEL	40.5 × 7.5 × 1/2	= 186
OFFICERS HOUSE	42.5 × 7.5 × 1/2	= 177
40953		+ 9355
2 BOWER ANCHORS	STOCKLESS	72 1/2 CWTs
1 STREAM	EX STOCK	63
1 KEDGE		20 1/2
300 FATHOMS	STUD CHAIN CABLE	2 1/4
120	STEEL WIRE	5
150		5 1/2
2 @ 100	HAWSER	8
2 @ 100	WARP	8

RIVETTING		
END LAPS	EDGE LANDINGS	
FLAT PLATE KEEL	1/2 LENGTH ENDS	TR X
CENTRE GIRDER	TR	TR
TANK TOP CENTRE STRAKE	TR	D R
PLATING (INCLUDING END LAPS)	D R	S R
MARGIN PLATE	TR	S R
SHELL STRAKES ABOVE	QUAD	TR
ETOL	TR	TR
M	QUAD	TR
N	QUAD	TR
SHADE D <sup>S</sup> STRINGER	TR	TR
SHELTER D <sup>S</sup>	TR	TR
UPPER D <sup>S</sup>	TR	TR
MAIN D <sup>S</sup>	TR	TR
ORLOP D <sup>S</sup>	TR	TR
SHADE D <sup>S</sup> PLATING	D R	S R
SHELTER D <sup>S</sup>	D R	S R
UPPER D <sup>S</sup>	D R	S R
MAIN D <sup>S</sup>	S R	S R
ORLOP D <sup>S</sup>	S R	S R
SHELL STRAKES EXCEEDING RULE WIDTH TO HAVE INCREASED LAPS		
NUMBER OF RIVETS IN EACH ROW OF SHELL LANDINGS 7		
RIVETS CONNECTING FRAMES TO FLOORS IN AFT PEAK 3/4 D <sup>S</sup> APART		
SHELL IN FORE & AFT PEAKS 5/8 D <sup>S</sup> APART		
BEAMS AT ALTERNATE FRAMES PLATING 6		
EVERY 7		

SIDE STRINGERS AT DEEP FRAMING		
INTERGOSTAL PLATE	44	
ANGLE	6 1/2 × 3 1/2 × 50	
SHELL CHOCKS	3 1/2 × 3 1/2 × 44	
RIVETS THROUGH STRINGER ANGLE & REVERSE		
Two strokes of shell plating increased .04 in way of deep framing. In new division of rule stringer		
WATERTIGHT BULKHEADS		
HEIGHT TO UPPER DECK	22.9	22.9
FROM LOWEST 3 <sup>RD</sup> DECK	22.9	22.9
PLATING IN JOISTS	22.9	22.9
IN TWEEN DECKS	22.9	22.9
VERTICAL STIFFENERS	22.9	22.9
HORIZONTAL STIFFENERS	22.9	22.9
SPACING OF STIFFENERS	22.9	22.9



# MIDSHIP SECTION

T.S.S. N°452

SCALE 1/2" = ONE FOOT.

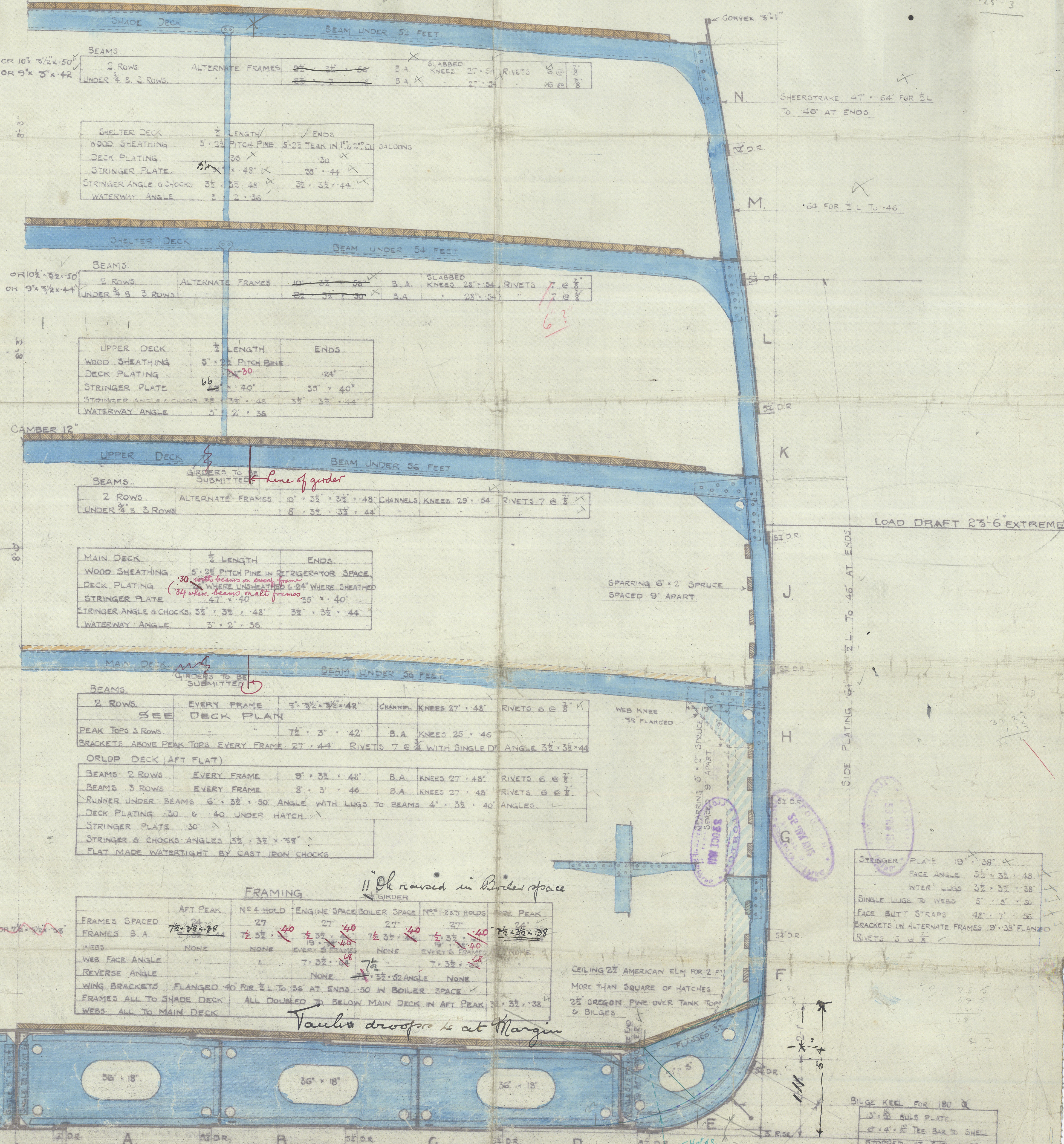
LLOYDS DIMENSIONS 410'-0" x 57'-0" M.P. x 41'-6" TO SHADE DECK.

TO CLASS 100 A.I. AT LLOYDS.

NUMERALS.

TRANSVERSE N° (B. & D.) AND 'L' - 57 + 24.875 + 25 = 82.125. 2 - 11 To Upper D<sup>S</sup>. 33.3. 13.66  
LONGITUDINAL N° (L x B. & D.) = 410 × 82.125 = 33722  
PROPORTIONS = 410 ÷ 24.875 = 16.45 DEPTHS TO UPPER D<sup>S</sup>. 410 ÷ 415 = 9.83 SHADE "

SHADE DECK	UNDER BRIDGE	LENGTH	ENDS
WOOD SHEATHING	5' 2" TEAK WHERE EXPOSED, 5' 2" P.P. INSIDE	4' TEAK UNDERWINDLASH	
DECK PLATING	60	38	34
STRINGER PLATE	60	52	35' 44"
STRINGER ANGLE	42' 42" 60	35' 35" 44"	
WATERWAY ANGLE	3' 21" 40	35' 35" 44"	



FRAMING		
FRAMES SPACED	AFT PEAK	N°4 HOLD
FRAMES B.A.	27	27
WESS	7 1/2 × 40	7 1/2 × 40
WESS FACE ANGLE	NONE	NONE
WESS REVERSE ANGLE	NONE	NONE
WING BRACKETS	FLANGED 40 FOR 3/4 L TO 3/4 AT ENDS	100 IN BOILER SPACE
FRAMES ALL TO SHADE DECK	ALL DOWNED TO BELOW MAIN DECK IN AFT PEAK	3' 52" 38"
WESS ALL TO MAIN DECK		

Bottom plating to be increased .02 in thickness  
9.9.11

ALEX. STEPHEN & SONS LTD.  
SHIPBUILDERS & ENGINEERS  
GLASGOW.  
PLAN N° 1/2 DATE 5/9/11.  
SHIPYARD DEPARTMENT

24.875  
25.125

33.3  
13.66

LOAD DRAFT 23' 6" EXTREME

STRONGER PLATE 19' 38" X  
FACE ANGLE 35' 32' 48"  
INTER LUGS 35' 32' 48"  
SINGLE LUGS TO WESS 5' 15' 48"  
FACE BUTT STRAPS 42' 7' 48"  
BRACKETS IN ALTERNATE FRAMES 18' 38' PLANGED  
RIVETS 2 1/2 X 1/2

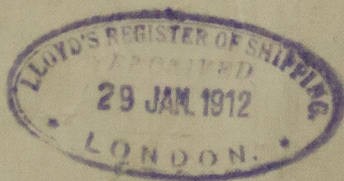
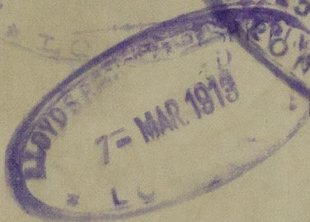
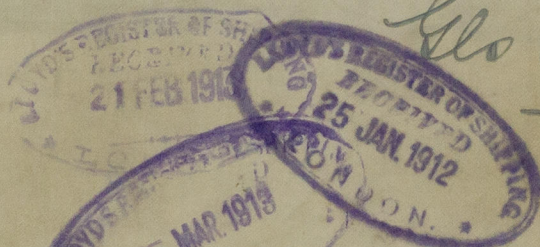
BILGE KEEL FOR 180 D  
1 1/2" BILGE PLATE  
1 1/2" 4" TEE BAR TO SHELL  
STITCHED AT SHELL LAP



A Stephen Bours  
Midship before

Nº 452 ESPANA

St. Canberra  
Glo 3453



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Lloyd's Register  
Foundation