

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

In way of Bridge

$40 + \frac{12}{20}$
quaduple
sub Overlaps

$$\begin{array}{r} 12 \\ + 8 \\ \hline 20 \end{array}$$

Irish Overlaps

44 x $\frac{13}{20}$ ✓

Irish Overlap

50 ✓
 Stringer ~~42~~ $\frac{20}{20}$
 Butts Inbk riveted ✓
 42 $\frac{20}{20}$ 42 $\frac{20}{20}$ ✓ D. Bel. ✓
 Iron Stk $\frac{16}{16}$ ✓
 3 $\frac{3}{3}$ $\frac{8}{8}$
 + $\frac{1}{16}$ in. margin of openings ✓

Under +60 Beam.

Three 3 times depth in way of Bridge thro Beams.

2 $\frac{3}{4}$ " " " "

Poor Bridge Deck

*Fell
apac*

$6\frac{1}{2} \times 3\frac{1}{2} \times 20$ Prop. Bridge & Pel Beams as per Profile in way of Deck to Bridge
 $\frac{1}{4}$ dia. $6 \times 6 \times 20$ Slinger Bar for 25' each end of Bridge
Deck

{ 4 in x 2 in x 20 outside of Bridge. of Nat
 { 3 in x 3 in x 20 under Bridge.
 { Iron Deck 8 in to 16 where approx. 3 in x 3 in
 { 8 in x 8 in x 20 under Bridge & 20 under Deck. 12

Stinger $\frac{60}{\cancel{4} \times \frac{10}{20}}$ for 2 L. to $\frac{80}{41 \times \frac{20}{20}}$ at ends ($\frac{15}{20}$ at ends of Bridge)
Bulls pulled overtop Overlaps.
 $\frac{21}{21}$ depth of Beam — Main Deck Beam

in Fore Deck	"	"	"	"	Midship Beams Dubl Angles	9' 3 1/2"
	"	"	"	"	Half + 3/4 L "	8' 3 1/2"
	"	"	"	"	End Beams in Decks "	7 1/2' 3"
	"	"	"	"	Bridge Spar Beams "	9 1/2' 3 1/2"
					5	8' 3 1/2"

Hatch End A. Beans. Bull 12 $\frac{12}{20}$ S.

All Steel Butts including Spur Stake Trubler
Overlaps except those over rail width where

Overlaps are fitted for $5\frac{1}{2}$ L. amidships. Poop double riveted overlap butts. Bridge Top 5 ft below triple riveted overlap butts. Shell built in flat of bottom forward of $3\frac{1}{5}$ L. & diaphragms rivets thro shell in way of some $5\frac{1}{2}$ diags ap

Stumpers
1 Aug. 61

Margin Plate 32 + lap $\frac{20}{20}$ to $28\frac{3}{4}$ forward & $2\frac{1}{4}$ aft of $3\frac{1}{2}$ L. $\frac{8}{20} + \frac{V}{20}$ for $2L\frac{1}{2} + \frac{V}{20}$ a. Snells double.

Bulls double riveted overcaps.
Double lugs for 5" outside. 25' building

[illegible]

$$\begin{array}{r} E \\ 12'9'' \\ \hline 20 \end{array} \quad \begin{array}{r} D \\ 12'9'' \\ \hline 20 \end{array} \quad \begin{array}{r} C \\ 12'9'' \\ \hline 20 \end{array}$$

Dealing $\frac{30''}{20}$ above reduced $\frac{30''}{20}$ in way of Tank
 lot 2 Striping $\frac{11''}{20}$ to be

Dollars in P. B. Feb 2 frame
spaces apart on cr. line only.

Increased $\frac{1}{2}$ clear of Bridge & 20
in way of Bridge in view of doubling
to Bridge Deck.

Deck Plating doubled at Corners

of Hatchways & largest Opening
 Coaming { Sides $\frac{9}{16}$
 Ends $\frac{3}{16}$
 3 1/2 x 3 1/2 x 20
 12 Camber.

6" Flange
of Bridge)
Deck Beams.

Angles $9 \times 3 \frac{1}{2} \times 20$ on every frame.
 " $8 \times 3 \frac{1}{2} \times 20$ " " "
 " $7 \frac{1}{2} \times 3 \times 20$ " " "
 " $9 \frac{1}{2} \times 3 \frac{1}{2} \times 20$ " " "
 " $8 \times 3 \frac{1}{2} \times 20$ " " "

Bulls 12×20 . Single Angl $6 \times 4 \times 20$
 " "
 " "
 Pillars only ~~to~~ $4 \frac{1}{4}$ and as per
 file 2 frame spaces apart. Spec

Fake Treble riveted
width where Quadruple

ships. Dooft + John Sides
Bridge Top Strake & Strake
tts. Skill landing rivets
- L. 4 dia^s apart and frame
5 1/2 dia^s apart.

Yank Exp $\frac{11}{10}$ " Iron in Boiler Space.

" " $\frac{8}{20} + \frac{1}{20}$ " " Origine
for $\frac{1}{2} L$ to $\frac{1}{2} V$ at ends.
Ducks double riveted for $\frac{1}{2} L$.

2 1/2 bailing Donch 7

$$\begin{array}{r} C' \\ 12.9 \\ \hline 20 \end{array}$$

$$\begin{array}{r} E3 \\ 36 \times \frac{13}{10} \frac{12}{10} \\ \hline (50 \times \frac{14}{10} \frac{12}{10}) \end{array}$$
 Flat 20 for 35 ft overlaps

son is dead.

Note: Address
Bentley
Heat.
B St

<u>Dimensions</u>	<u>Builders</u>	<u>Boys</u>
Length between Decks	331' 0"	328' 96"
Breadth Extreme	44' 6"	44' 33"
Depth of Hold (to top of Gun)	20' 1"	23' 50"
Depth Moulded	22' 6"	23' 66"
N ^o for Frames	90' 36"	23' 20"
Plating	29' 42" 82	Depth 23' 50"
Equipment	32' 54" 40	90' 36"
Depth to Length	13' 99"	
Breadth to Length	6' 95"	Class 100 A. 1.

328' 96" × 90' 36"	29' 42" 82
26' 0" × 45' 1' 5"	292' 50" = Deck
146' 0" } 32' 96" } × 40' 1' 5"	219' 4" 08" = Bridge & Deck
26' + 21' = 44' 0" × 40'	322' 11" 40"
	329' 00" = Houses
	325' 40" 40" = Equipment N ^o .

<u>Equipment.</u>		
2 Bower Anchors (Stockless).		45 Cwts.
1 " " "		38 "
1 Steam " (Ex. Steer)		12 "
1 Kedge. " "		55 "
2 1/2 Fathoms of Third Chain Cable.		1 3/4 " Dia's
90 " " Stream "		1 3/4 " Dia's or 4 1/2 Steel "
100 " " Hemp Towline	12' or 4" Steel wire.	
90 " " Warps 4' (20ff)		
90 " " " 6' (20ff)		

Built Angl. frames without. Riv. frames $9 \times 3\frac{1}{2} \times \frac{1}{2}$ for $\frac{3}{4}$ L to $\frac{1}{2}$ at ends. spaced 24" apart.
 Alternate frames 11' 6" to Bridge Deck $4 \times 3 \times \frac{1}{2}$. B Head frames $4 \times 4 \times \frac{1}{2}$ double
 Tank frames $32 \times 3\frac{1}{2} \times \frac{1}{2}$ for $\frac{3}{4}$ L to $\frac{1}{2}$ at ends, double forward of $\frac{1}{2}$ L. to Collision B. & H.
 frames in B. & H. ~~to $2\frac{1}{2}$ at ends. $2 \times 3 \times \frac{1}{2}$ double forward of $\frac{1}{2}$ L. to Collision B. & H. $4 \times 3 \times \frac{1}{2}$ built Angles~~
~~Alt. B. & H. to Main Deck above of $2 \times 3 \times \frac{1}{2}$ built Angles. Alt. B. & H. to $2\frac{1}{2}$ at ends. B. & H.~~
 Double B. & H. Bars within Tank Sides in Engine Space and on Floors under Boiler. Decks.
 B Heads 4×6 . Vertical Horizontal Stiffs $4 \times 3 \times \frac{1}{2}$. B Ang. lined to Tank Top. Ships Sides 4" apart.
 Stem frame $11 \times 6\frac{1}{2}$ to $11 \times 2\frac{1}{2}$ at Head. Stem $11 \times 2\frac{1}{2}$ to $10\frac{1}{2} \times 2\frac{1}{2}$ at Head.
 Rudder $8\frac{1}{2}$ dia. at Head. Keel as per Rule. Rattles 4×4 dia. $\frac{1}{4}$ "
 All Keelson, Liner-keel and Stringer Angles (except in Tank) above $\frac{1}{2}$ L. reduced to $\frac{1}{2}$ for $\frac{3}{4}$ L. at ends.

✓
Girders extended forward and additional Intercostals as per Sec. 24

— Arrangement of Bottom under Bilers. —

Margin Plate $\frac{11}{20}$ in
Boiler Space. $\frac{8}{20}$

C. D.
30.6.06.
J. L. GRAY & CO. LIMITED
WEST HARTLEPOOL
24/6/06

740.

W Gray Co No 940

Midship Section



SS "Dirghys"

Hpl left no



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