

$\text{DIMS:} \sim \frac{415 - 0 \text{ B.P.} \times 54' \text{ G' MLD} \times 36' - 9' \text{ MLD. UPPER DK.}}{\text{NUMERALS:} \sim L = 414.50 \quad B = 54.5 \quad D = 36.75}$

$L \times D = 15233$ $L \times (B+D) = 37823$
 $\frac{L}{D}$ UPPER $DK = 11.28$ $\frac{L}{B+D}$ BRIDGE $DK = 9.33$
 $\alpha' = 15.92$ LOWER DK SEE ALSO PROFILE & DK^S
 ERECTIONS ABOUT 55%

NOTE:- ALL SECTIONS ON THIS PLAN ARE BASED
TO OLD BRITISH STANDARD SECTIONS. SHOULD
THE NEW STANDARD BE FITTED THEN EQUIVALENT
1/4" TO BE PROVIDED FOR ALL SECTIONS & IN THE
CASE OF THE FRAMES EQUIVALENT I PROVIDED ALSO.

S. S. N° 316.
MIDSHIP SECTION.

SCALE $\frac{1}{2}" = 1 \text{ FOOT}$
TO CLASS LLOYDS 100 A.I.T.

EQUIPMENT (a.1)

2¹/₂ X POWER ANCHORS EACH 64³/₄ # STOCKLESS.

1 STREAM ANCHOR 19 # Ex. STOCK

1 KEDGE ANCHOR 4# Ex. STOCK (TO OWNERS)

270 FMS. 2⁵/₁₆" STUD LINK CHAIN CABLE.

THE FOLLOWING ARE TO OWNERS REQUIREMENT :-

90 FMS. 5' X 6' X 37" (BULLIVANTS) BEST FLEX. FLOUGH - STREAM

120 FMS. 5³/₄" STEEL WIRE (BULLIVANTS) TOW LINE.

2 @ 90 FMS. 10" HAWSER LAID MANILLA HAWSEERS.

6 @ 120 FMS. 6³/₄" PLAIN LAID --- ---

2 @ 90 FMS. 2³/₄" BEST R & L FLEX FLOUGH (BULLIVANTS)

to complete L.R. requirements the following are required.

{ 90 lbs. --	5" S.W.R.
{ 120 " --	5 1/4 " "
{ 2 @ 90 lbs --	8" manila.
{ 2 @ 90 " --	7" "

Montgomery

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Messrs The Caledon S. B. & E. Co. Ltd.

S. S. No. 316.

Shipping Section

~~SS "GEORGE M. MC KEE"~~

SS "ATLANTIAN"

RETAIN

2/2

"HAKUZAN MARU"

X.

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