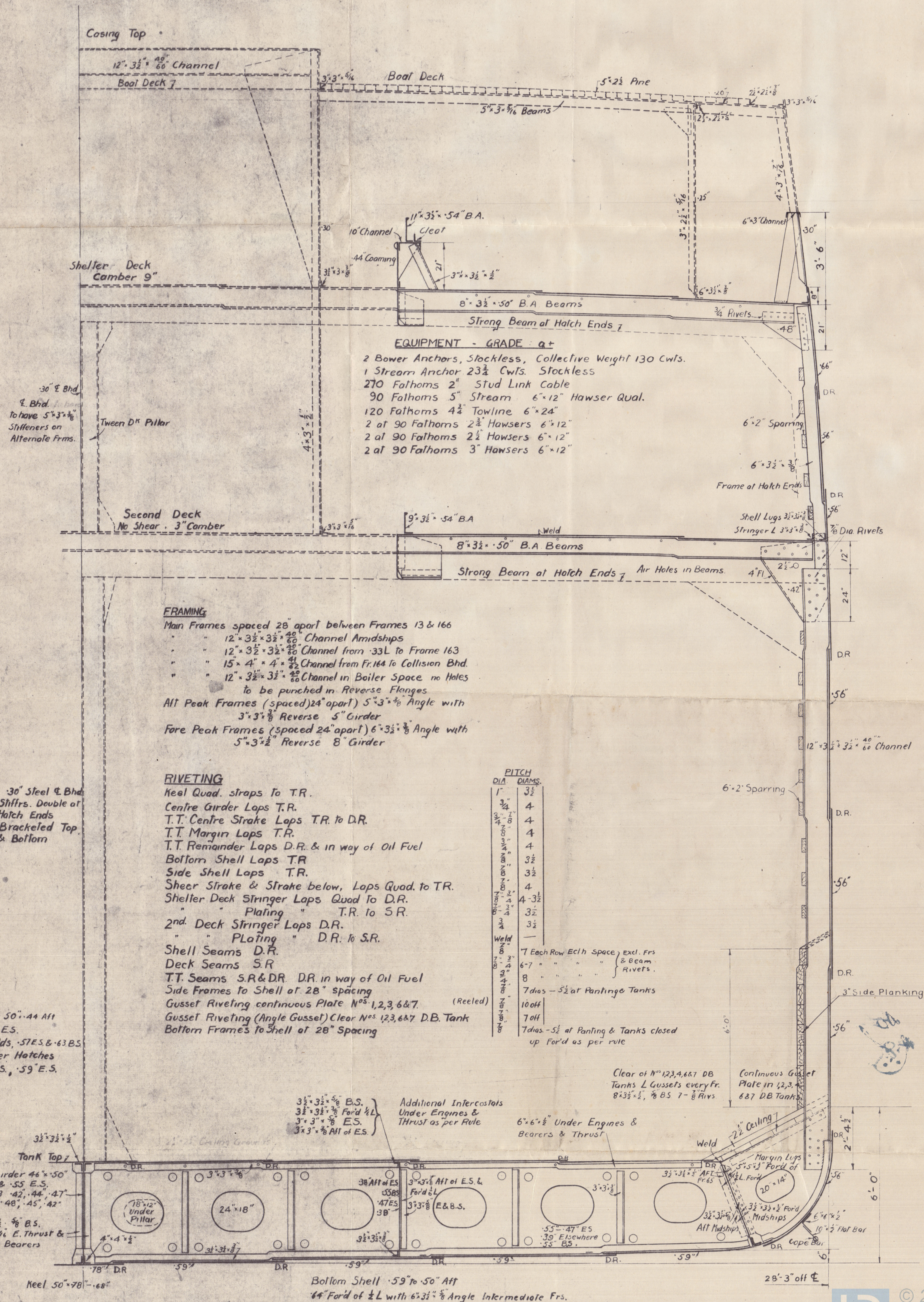


SCALE $\frac{1}{2}" = 1$ FOOT

See WHYALLA Rpt No 30



NUMERALS

$$\begin{aligned} L \times D &= 425 \times 35.5 = 15,087.5 \\ L \times (B+D) &= 425 \times 92.0 = 39,100 \\ \frac{L}{D} &= 425/36.5 = 11.6 \\ d(\text{Margin}) &= 23.66 \end{aligned}$$


Tank Top Gr. Strake 50" .44 Aff
 .63" B.S. , .57 E.S.
 T.T. Plating .42" Holds, .57 E.S. & .63 B.S.
 Increased .08" under Hatches
 Margin .54" , .65" B.S. , .59" E.S.

FRAMING

Main Frames spaced 28" apart between Frames 13 & 166
 " " 12" $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{41}{64}$ Channel Amidships
 " " 12" $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{41}{64}$ Channel from -33L to Frame 163
 " " 15" 4" $\times 4" \times \frac{41}{64}$ Channel from Fr. 164 to Collision Bhd.
 " " 12" $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{41}{64}$ Channel in Boiler Space no Holes
 to be punched in Reverse Flanges
 All Peak Frames (spaced 24" apart) 5" $3\frac{1}{2} \times \frac{5}{8}$ Angle with
 3" $3\frac{1}{2} \times \frac{3}{8}$ Reverse 5" Girder
 Fore Peak Frames (spaced 24" apart) 6" $3\frac{1}{2} \times \frac{5}{8}$ Angle with
 5" $3\frac{1}{2} \times \frac{3}{8}$ Reverse 8" Girder

RIVETING

Keel Quad. Straps To T.R.		1'	3½"
Centre Girder Laps T.R.		¾"	4
T.T. Centre Strake Laps T.R. to D.R.		¾"	4
T.T. Margin Laps T.R.		¾"	4
T.T. Remainder Laps D.R. & in way of Oil Fuel		¾"	4
Bottom Shell Laps T.R.		¾"	3½"
Side Shell Laps T.R.		¾"	3½"
Sheer Strake & Strake below, Laps Quad. to T.R.		¾"	4
Shelter Deck Stringer Laps Quad to D.R.		¾"	4-3½"
" " Plating " T.R. to S.R.		¾"	3½"
2nd. Deck Stringer Laps D.R.		¾"	3½"
" " Plating " D.R. to S.R.		¾"	—
Shell Seams D.R.		Weld	
Deck Seams S.R.		8"	
T.T. Seams S.R.&D.R. D.R. in way of Oil Fuel		3"	
Side Frames to Shell of 28" spacing		¾"	
Gusset Riveting continuous Plate Nos. 1, 2, 3, 6 & 7	(Reeled)	¾"	
Gusset Riveting (Angle Gusset) Cleor Nos. 1, 2, 3, 6 & 7 D.B. Tank		¾"	
Bottom Frames to Shell of 28" Spacing		¾"	

7 Each Row Each Space	} Excl. Frs & Beam RIVERS.
6-7 " " " "	
8 " " " "	
7 dies - 5½ at Panting & Tanks	
10 off	
7 off	
7 dies - 5½ at Panting & Tanks closed	

PITCH

DIA.	DIAMS.
1"	3½
¾"	4
¾"	4
¾"	4
¾"	4
¾"	3½
¾"	3½
¾"	4
¾"	4-3½
¾"	3½
¾"	3½
¾"	—
¾"	7 Eos
¾"	6-7
¾"	8
¾"	7 dia
¾"	10 off
¾"	7 off
¾"	7 dia

Clear of Nos 1, 2, 3, 4, 6 & 7 DB
Tanks & Gussets every fr.
 $8 \times 3\frac{1}{2} \times \frac{1}{2}$, $\frac{5}{8}$ B.S. 7 - $\frac{7}{8}$ Ribs.

Continuous Gasket
Plate in 1,2,3,4
687 D.B. Tanks.

6"x6"x $\frac{1}{2}$ " Under Engines &
Bearers & Thrust

Additional Intercostals
Under Engines &
Thrust as per Rule

$3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{5}{8}''$ B.S.
 $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{3}{8}''$ Ford $\frac{1}{2}''$ L
 $3'' \times 3'' \times \frac{5}{8}''$ E.S.
 $3'' \times 3'' \times \frac{3}{8}''$ All of E.S.

Centre Girder 46" x 50"
 .63 B.S. & .55 E.S.
 Aft Fr. 43 .42", .44", .47"
 Ford $\frac{1}{2}$ L .48", .45", .42"

$3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ $\frac{5}{8}$ " B.S.
 $6 \times 6 \times \frac{9}{16}$ E. Thrust & —
 Boiler Bearers

Bottom Shell .59" to .50" Aft
64" Ford of $\frac{1}{2}$ L with $63\frac{3}{4}" \times \frac{5}{8}"$ Angle Intermediate Frs.