

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

DEPTH TO LENGTH (UPPER DR.) 13.33.
" " " (BRIDGE DR.) 10.59

RUDDER- SPEED-10 KNOTS.	
A X D = UNDER 445.	
RUDDER HEAD	93 DIA.
"	HEEL 7 1/4
"	PINTLES 3 1/4 "
"	PLATE 1.06.
	AND AS PER TABLES 22, 23 & 24.

BRIDGE SHEERSTAKE 47 - 68
STAKE BELOW " 62
QUAD. RIV. OVERLAP BUTTS.

POOP SIDES .38
FCL. " .40
DOUBLE RIV. OVERLAP BUTTS

SHEER STRAKE 62 IN WAY OF BRIDGE.
NOT LESS THAN 47 WIDE.
TREBLE RIV. OVERLAP BUTTS.
CLEAR OF BRIDGE 1-00. TO 44 ATENDS.
RIVETTING AS PER TABLE 21, a.

SHEERSTRAKE DOUBLED FOR ABOUT
20-0 AT ENDS OF BRIDGE.

STRAKE BELOW SHEER STRAKE
 '62 IN WAY OF BRIDGE, ^{BUTTS} TREBLE OVER?
 CLEAR OF BRIDGE '78 TO '44
 BUTTS OVER LAPPED & QUAD. RIV. FOR $\frac{1}{2}$ LTH.
 TREBLE AT ENDS WHERE LESS THAN '66.

WILL PLANTING IN 11" DEEP TURN OF 5146
3 STAGES INCREASED
" .03 TO .04 " TO .06 " .44 IN LENGTH.
WITH OVERLAP, 3 & TREBLE RIVETTED
QUAD WHERE OVER 1/2 IN LENGTH.

BOSS PLATING - 74
QUAD. RIV. OVERLAP BUTTS

BILGE KEEL:-
T. BAR 6 x 4 x .44
BULB PLATE 9 x .44.

MARVIN BARR $3\frac{1}{2} \times 3\frac{1}{2} \times .50$

SHELL PLATING WITHIN RANGE OF DOUBLE BOTTOM TO BE REDUCED .02
WHEN PLATING .52 & UNDER .54,
AND .04 WHEN PLATING .54 AND ABOVE.

MIDSHIP THICKNESSES TO BE MAINTAINED
FORWARD TO COLLISION BULKHEAD.

NUMERALS:-
BREADTH MAX. 57.66
DEPTH " 30.00
81.66 = FRAME N^o.
400
32664 = LONGITUDE N^o.

$B + D \times L =$		32664
200P	44.75	209.33
BRIDGE	181.33	
16AE	43.75	1216
CRIMING	28.16	99
SALONNET	23.00	89
ENGERS	34.66	130
EQUIPMENT NO.		34198

4. ART. 2, ^{SIDE} BRIDGES
40 IN BRIDGE & 24 IN. ARE FITTED.
UPPER IN ERECTIONS 36 TO 34. <sup>ARE
DECK
PLAN.</sup>
" " " WELLS = 48 TO 38 IRON.
DOUBLERIV. OVERHEAD BUTTS
FOR 3 LTH. SINGLE ATTENDS.
(SEE DECK PLAN.)

HATCH END BEAMS, IN WELLS:-
= 15" x 5 1/4" PLATE & 2 - 6" x 5 1/4" ANGLES.

2ND DECK PLATING AS PER DECK PLAN.
DOUBLE RIV. OVERLAP BUTTS FOR $\frac{1}{2}$ LTH.
SINGLE AT ENDS.

HATCH END BEAMS (EXCEPT R.B. HATCH)
= 18 x 60 PLATE & 2 - 6 x 6 x 60 ANGLES.

DOUBLE CHANNEL HOLD PILLARS NEEDED FOR SHIFTING BOARDS.		
6 to 8 ft.	$7 \times 3\frac{1}{2} \times 3\frac{1}{2}$	$\times .44$
8 " 10 "	" "	.46
10 " 12 "	" "	.48
12 " 14 "	" "	.50
14 " 16 "	" "	.52
16 " 18 "	" "	.54
18 " 20 "	" "	.56
20 " 22 "	" "	.58
22 " 24 "	" "	.60

SPACED
4 - 4 APART.

PILLARS AT DEEP HATCHING BEAMS INCREASED 1/4" &
TO BE FITTED WITH FACE PLATES SAME THICKNESS
AS CHANNELS, & EFFICIENTLY BRACKETED
AT HEADS & HEELS.

TANK TOP CENTRE STRAKE
43 x .50 TO .40, .56 IRON IN B.S.
.54 IRON IN ENG. SPACE
TREBLE RIV. OVERLAP BUTTS.

CENTRE KEELSON 43 x 1'50 TO 40
 '60 IRON IN BOILER SPACE.
 TRIPLE RIV. OVERLAP BUTTS.
 C.K. TOP BARS 3 1/2 x 3 1/2 x 1'50 TO 46
 '60 IN BOILER SPACE.
 C.A. BOTTOM BARS 4 1/2 x 4 1/2 x 1'60 TO 54

KEEL PLATE 47 x 1.00 FOR $\frac{3}{4}$ LENGTH,
 .70 AT ENDS.
 QUAD RIV. OVERLAP BUTTS (WITH OWNER
 TO TREBLE AT ENDS. CONSENT.)

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J L Thompson & Son

No 478

S.S. "Tervier"

~~X~~ Section.
as built.

Sld 4719

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YRYUNAN MARU
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