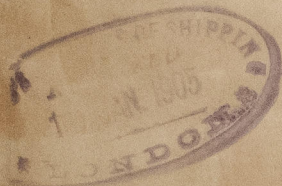


Profile & Deck.

S. S. N^o 52
"CANNING"

Messrs. John Cran & Co
Leith

Leith Rept. N^o 11109.

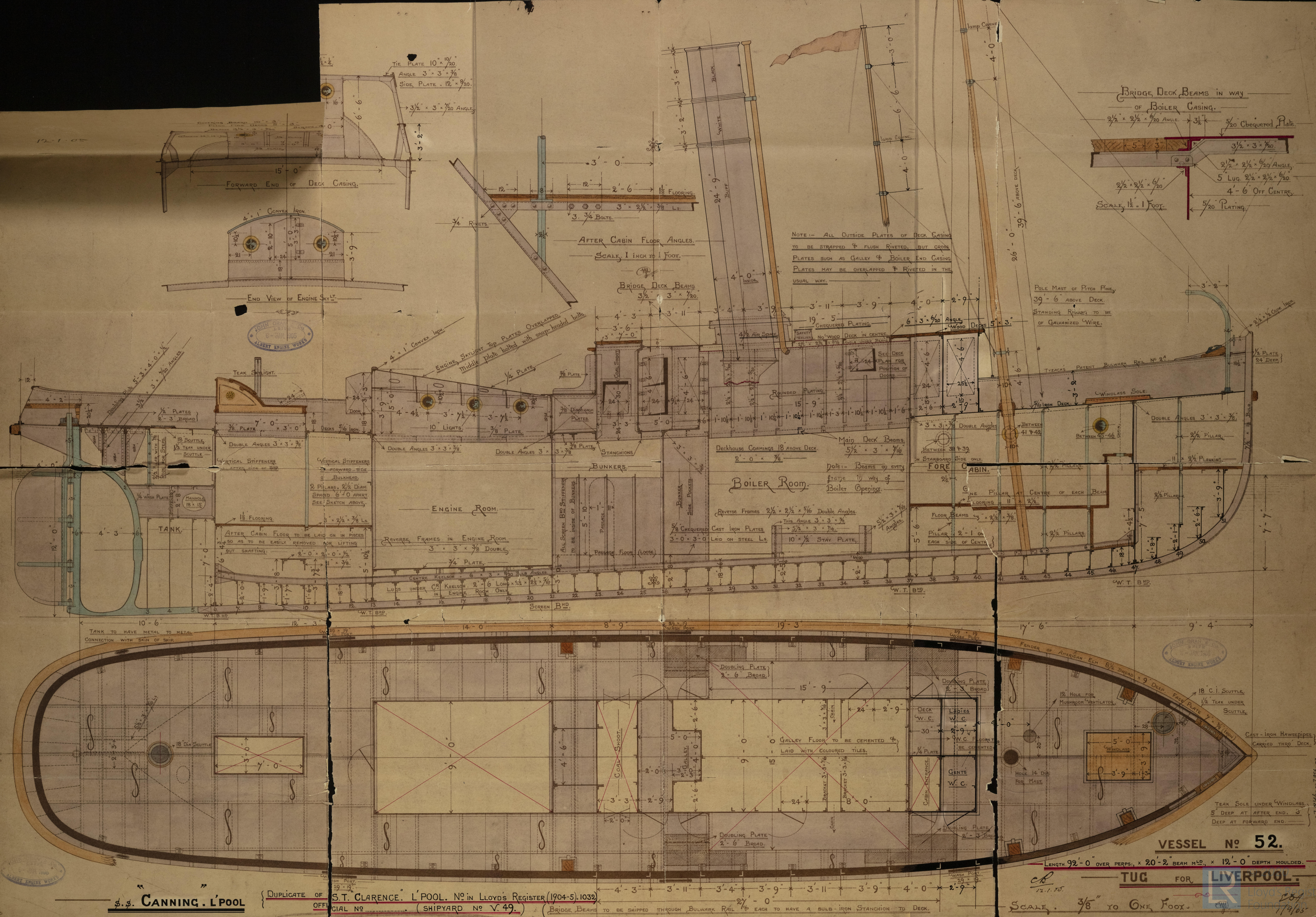


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BRIDGE DECK BEAMS IN WAY
OF BOILER CASING.
 $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{20}$ ANGLE $\times 3\frac{1}{2}$ $\frac{5}{20}$ Chequered Plate.
 $3\frac{1}{2} \times 3 \times \frac{1}{20}$
 $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{20}$ ANGLE
5 Lug $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{20}$
4'-6" OFF CENTRE.
 $\frac{5}{20}$ PLATING.
SCALE $\frac{1}{2} = 1$ FOOT.

NOTE - ALL OUTSIDE PLATES OF DECK CASING
TO BE STRAPPED & FLUSH RIVETED, BUT CROSS
PLATES SUCH AS GALLEY & BOILER END CASING
PLATES MAY BE OVERLAPPED & RIVETED IN THE
USUAL WAY.

POLE MAST OF PITCH PINE,
39'-6" ABOVE DECK.
STANDING RIGGING TO BE
OF GALVANIZED WIRE.

BOILER ROOM.

ENGINE ROOM.

JOHN GRANT & CO.
ENGINEERS
LIVERPOOL

VESSEL NO. 52.

LENGTH 92'-0" OVER PERPS. \times 20'-2" BEAM MLD. \times 12'-0" DEPTH MOULDED.

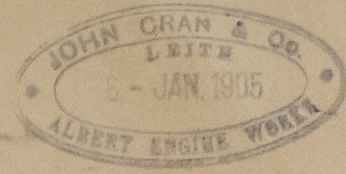
TUG FOR LIVERPOOL.

SCALE $\frac{3}{8} = 1$ FOOT.

J. S. CANNING, L'POOL

DUPLICATE OF
OFFICIAL NO. S.T. CLARENCE, L'POOL. NO. 1032
(SHIPYARD NO. 49.)

BRIDGE BEAMS TO BE SHIPPED THROUGH BULKWARK RAIL EACH TO HAVE A BULB-IRON STANCHION TO DECK.



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