

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

9" x 34"

d = UNDER 21.

90 " 3 1/2 STEEL WIRE (WITH OWNER'S CONSENT TO STEEL WIRE.)

HEEL PLATE BUTTS, DOUBLE STRAPS TREBLE RIVETED ALL FORE & AFT.

BOTTOM PLATING, BUTTS DOUBLE STRAPPED & TREBLE RIVETED FOR $\frac{3}{4}$ THS. LENGTH TO QUADRUPE & TREBLE AT ENDS.

BIDGE STRIKE (E) BUTTS QUADRUPE RIVETED LAPS FOR $\frac{1}{2}$ L. TO TREBLE AT ENDS

SIDE PLATING (F.G.H) BUTTS TREBLE RIVETED LAPS ALL FORE & AFT, QUAD. FOR $\frac{1}{2}$ LENGTH WHERE OVER RULE WITHIN.

SHEERSTRAKE BUTTS, DOUBLE STRAPS TREBLE RIVETED FOR $\frac{3}{4}$ THS. L. TO QUADRUPE & TREBLE RIVETED LAPS AT ENDS.

STRAKE BELOW SHEERSTRAKE BUTTS, DOUBLE STRAPPED & TREBLE RIVETED FOR $\frac{3}{4}$ THS. LENGTH TO QUAD. & TREBLE AT ENDS.

UPPER DECK STRINGER, PLATE BUTTS, DOUBLE STRAPS TREBLE RIVETED FOR $\frac{1}{2}$ L. TO QUADRUPE & TREBLE RIVETED LAPS AT ENDS.

2ND DECK STRINGER BUTTS TREBLE RIVETED LAPS ALL FORE & AFT.

POOP STRINGER DOUBLE RIVETED LAP BUTTS.

BRIDGE STRINGER DOUBLE RIVETED LAP BUTTS.

FORECASTLE STRINGER DOUBLE RIVETED LAP BUTTS.

UPPER DECK PLATING BUTTS DOUBLE RIVETED IN WAY OF OIL & $\frac{1}{2}$ L. TO SINGLE AT ENDS.

UPPER DECK PLATING BUTTS TREBLE RIVETED WHERE .46 IN THICKNESS & ABOVE.

2ND DECK PLATING BUTTS DOUBLE RIVETED IN WAY OF OIL & $\frac{1}{2}$ L. TO SINGLE AT ENDS.

POOP DECK PLATING BUTTS DOUBLE RIVETED IN WAY OF OIL, SINGLE ELSEWHERE.

FORECASTLE DECK PLATING BUTTS SINGLE RIVETED.

TRUNK TOP PLATING BUTTS DOUBLE RIVETED, TREBLE WHERE .46 & ABOVE.

KELSON PLATE BUTTS TREBLE RIVETED.

VERTICAL HEEL PLATE BUTTS TREBLE RIVETED.

MARGIN LINE OF DOUBLE BOTTOM, BUTTS TREBLE RIVETED.

MIDDLE LINE STRAKE OF DOUBLE BOTTOM, BUTTS DOUBLE RIVETED.

TANK TOP PLATING BUTTS DOUBLE RIVETED.

OILTIGHT BULKHEAD BUTTS DOUBLE RIVETED.

TRUNK SIDE PLATING BUTTS DOUBLE RIVETED.

POOP, BRIDGE AND FORECASTLE SIDE BUTTS DOUBLE RIVETED.

SEAMS OF OILTIGHT PLATING BUTTS DOUBLE RIVETED.

SEAMS OF TRUNK SIDES DOUBLE RIVETED.

SEAMS OF POOP, BRIDGE & FORECASTLE SIDE SINGLE RIVETED (DOUBLE IN WAY OF OIL FUEL).

SEAMS OF TRUNK TOP DOUBLE RIVETED.

SEAMS OF UPPER JACK DOUBLE RIVETED IN WAY OF OIL, SINGLE ELSEWHERE.

SEAMS OF 2ND DECK DOUBLE RIVETED IN WAY OF OIL, SINGLE ELSEWHERE.

SEAMS OF TANK TOP PLATING OF DOUBLE BOTTOM DOUBLE RIVETED.

SEAMS OF SHELL PLATING DOUBLE RIVETED.

SPACING AND DIAMETER OF RIVETS AS PER RULES. (SEE SECTION 69)

CENTRE GIRDERS 43' .50, .60 IN B.S.
 SIDE GIRDERS 40' .50 IN B.S.
 MARGIN PLATE 35' .40, .52 IN B.S.
 FLOORS ON EVERY FRAME 40' .50 IN B.S.
 MIDDLE LINE STRAKE 43' .40, .56 IN B.S.
 TANK TOP PLATING 48 IN E.S., .56 IN B.S.
 CENTRE GIRDERS TOP ANGLES $3\frac{1}{2} \times 3\frac{1}{2} \times .50$, .60 IN B.S.
 MARGIN ANGLES 4" x 4" .48".
 FRAME ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times .40$ (COVERED WITH CEMENT).
 REV. FRAME ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times .40$, .50 IN U.S. (DOUBLE IN END SPACE & UNDER BLK. BEARERS)
 VERTICAL CONNECTING ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times .40$, .50 IN U.S.
 DOUBLE CONNECTING ANGLES ON FRAME BRACKET ON MARGIN PLATE.
 GUSSETS TO MARGIN EVERY 2ND FRAME.

NOTE:- TANK TOP, FLOORS AND INTERCOSTALS UNDER BOILERS TO BE STEEL OR IRON THICKNESS, I.E. ADD 10% TO THICKNESS.

Sir W. G. ARMSTRONG, WHITWORTH & CO. Ltd.
 NEWCASTLE-UPON-TYNE.
 No 1051 DATE 26-5-1
 WALKER SHIPYARD.

Sir W.G. Armstrong Whitworth & Co

S.S. 841 - 842

Midship Section

S.S. "CLIO" *Geo. Dapello*

NEWCASTLE ON TYNE

REPORT No. 62138

Franciscon V.

S.S. "COMANCHEE" *

NEWCASTLE ON TYNE

REPORT No. 62532

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