

7'-6"

No. 381.

Midship Section

Shell Plating AS FITTED

Scale $\frac{1}{2}$ ⁱⁿ = 1 foot.

K. Strake

50 $\frac{1}{2}$ " .60" Butts 3 R.

5 $\frac{1}{4}$ " Lap

J. Strake

45" .56" Butts 3 R.

6" Lap

.66" at Bridge Ends

H. Strake .80" to .42" in Wells

Butts 4 R. to 3 R.

69" .56" in Bridge

Butts 4 R.

6" Lap Doubled at Ends of Bridge

G. Strake .66" to .42"

75 $\frac{1}{2}$ " Butts 4 R. to 3 R.

~~.66" in Bridge~~ Butts 4 R.

5 $\frac{1}{4}$ " Lap

F. Strake

75" .56" to .42"

Butts 4 R. to 3 R.

5 $\frac{1}{4}$ " Lap

E. Strake

75 $\frac{1}{2}$ " .56" to .42"

Butts 4 R. to 3 R.

5 $\frac{1}{4}$ " Lap

74"

6" Lap

76"

5 $\frac{1}{4}$ " Lap

76"

5 $\frac{1}{4}$ " Lap

76"

5 $\frac{1}{4}$ " Lap

D. Strake .56" to .44"

A. Strake .56" to .44" B. Strake .56" to .44" C. Strake .56" to .44"

Bottom Plating Butts 4 R. for $\frac{1}{2}$ Length
3 R. at Ends.

A. B. + C. Strakes Midship thickness
carried forward to Rule Position
of collision Bulkhead.



Lloyd's Register
003238-008295-0037



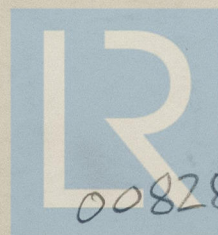
Misses Section
Showing Shell Plating
(as fitted)

Misses W. Hamilton & Co. Ltd.

S.S. ERA

Yard No 381

Greenock Rpt No 17876



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Foundation

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