

— Equipment —

1 Brown Anchor — — — $5\frac{3}{4}$ Out. Per Stock
 1 " " — — — " " " "
 1 Stream — — — $1\frac{1}{2}$ " " "
 1 Hedge — — — $3\frac{3}{4}$ " " "
 165 " of Steel Chain $\frac{14}{16}$ "
 45 " of Stream " $\frac{16}{16}$ "
 75 " of $6\frac{1}{2}$ " Hemp towline
 90 " of 4" Hawser

Bulwark Plates of steel 652
 Bulwark plates round stern to be 516

3 x 2
 4 Star

Trailer Base $3 \times 3 \times \frac{5}{16}$.
Trailer of A. Arm. 8 wide x
4" deep - drilled on
top & bottom edges - $3\frac{1}{2} \times \frac{5}{8}$
Cape iron facing -
Hinge stake $30 \times \frac{7}{16}$ for
 $\frac{1}{2}$ length to $\frac{5}{16}$ ends.

All exams of shell handle
submitted fore & aft.

evening & possibly into
Sunday before.

Butt Straps of Shearstrake - Dark Bronze plate -
and one Bilge Strake - to
be 1/2 of an inch thicker for
1/2 length amidships.

Note All Rinsing & Scrubbing, to be exactly as Days.
Rules require.

24/6/85

28 Nov. 23.

S. S. "Rayle"

midships section of Steel. See Dundee report.
 Log - To Class 100 A.I. at Lloyds. No 4

Dimensions

5'-0" O.P. x 22-0 Beam x 13'-3" mid x 12'-8" hold.
Scale $\frac{1}{2}$ " inch - 1 foot.

Lloyd Numerals.

$\text{Length} = 44.40 \sim \text{Plating No} = 5541 \sim \text{Platfit No} = 5541$
 $\text{Depth} = 9.048 \sim \text{Beam} = 5.63$

Tie plate $4' \times \frac{1}{16}$ to $\frac{1}{4}$,
 Deck $4\frac{1}{2} \times 2\frac{1}{2}$ at each end -
 Cleared steel plates $\frac{1}{16}$.
 Alternate frames, where
 in deck $4 \times 2\frac{1}{2} \times \frac{1}{16}$ on every frame.
 Thick over Engine Room,
 Boiler Room, & Cross Beam (as
 shown in elevation)
 Strong beams to be introduced, thus the E. & B. room, where
 where required & to suit engine arrangements.

- Hold Pillars $2\frac{1}{2}$ " dia.
spaced as per Rules - &
where practicable. —

(Wood Ceiling to be 2" thick)

Double angle iron under Engines & Boilers

Yellow Bass $3 \times 3 \times 5/16$

Centre of

6/16 to 5/16 →

Garbosa Strake 1
30 x 4/16 to 6/16 at
"Fire end" only.

Pile Blaks 7x10 1/16 Steel.

Stem Bar $6\frac{1}{4} \times 1\frac{5}{8}$,
Stem Frame $6\frac{1}{4} \times 3\frac{1}{4}$ -

Rudder Head $3\frac{3}{4}$ dia
Shaft $2\frac{1}{2}$ dia

— Pinthos, $2\frac{1}{4}$ —

Note. Keel in way of splice at after
end - Top part to be $8\frac{1}{4} \times 2\frac{1}{4}$. -
bottom part to be $4 \times 2\frac{1}{4}$. - Struts $4 \times 2\frac{1}{4}$.

Note The Cuticle through plate keel, where it joins the stem plying, is to be well & efficiently connected to the through interfascicular of *Myrica* leaves.

W. L.

Commercial
Lloyd's Register
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