

Cabin Sole  
Beams 8 K<sub>2</sub> Bulb.  $3\frac{1}{2} \times 3 \times \frac{7}{20}$   
Stringer  $35 \times \frac{3}{20}$  L<sub>2</sub>  $15 \times \frac{3}{20}$

Forecastle <sup>31</sup> 30 - 0 long

- Beam  $7 \times 20$  Bulk. Angle  $3 \times 3 \times \frac{1}{2} 20$  4" apart
- Stringer  $33 \times 20$  to  $27 \times 20$  side plating  $\frac{1}{2}$
- Deck Plating  $\frac{1}{2}$  Bulbs lapped  $2\frac{1}{2}$  & single riveted
- Angle Iron  $3 \times 3 \times \frac{1}{2} 20$

Prop 30'-0" S. Post  
 Beams 6"x4"x $\frac{1}{2}$ " 4'-0" apart.  
 Slings 30"x $\frac{1}{2}$ "  
 Tie 9"x $\frac{1}{2}$ " Side plating  $\frac{1}{2}$ "  
 Slings angle iron 3"x3"x $\frac{1}{2}$ "

Quartern Deck 86-0'

Bridge Deck <sup>F1</sup> 118-0

1. 1. "Strathesk"

Midship Section  
S.S. Larnaca N° 199 4220. appo.  
290.0 x 37.10 x 22.1 moulded 13/3/89

To Class 100 A1 at Loyds (Steel)

Equipment

1 Brown Duck 32 cut ex stock

" 30 1/2 "

"	"	29	"	"	"
1 Stream	"	10 1/2	"	"	"

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

$$2\frac{1}{2}$$

270 Fathoms	$1\frac{1}{16}$	Stud chain cable
75	$1\frac{3}{4}$	Stem chain

75	116	Stream chain or
90	12	Lau-line or 4" st

90 " 92 Ovarian

90 .  $7\frac{1}{2}$  Warp

- Keel 10 x 2 1/2. Stem 10 x 2 1/2 x 4 x 2 1/2. hull stem 10 x 2 1/2 x 6
- Keel plate connected to deck plating
- Frames 5' x 5' 1/2" for 3' 1/2" at ends outside of tank, inside
- of tank 3 1/2 x 5 x 3 1/2 apart 24' apart
- Reverse frames 3 1/2 x 3 x 3 1/2 to main deck stringer 7 top balers to top of frame
- alternately in 6' at B space to them deck on every frame
- about at peak bulkhead to main 5' on every frame
- about in 6' 1 meter space in lower part of the lower
- of bilge bilge at tangens to bilge stringers
- Flare 5' on every frame lapped 8' 4 inches inside
- Bulkhead to the main half to upper half angle 5' x 3 1/2 x 30' apart to
- be connected to the of tank by double angle 3 1/2 x 5 x 3 1/2 vertical
- stiffness to be bracketed to tank top
- Reducer 7 1/2' at head 3 1/2' at heel 4' penitler
- Cell frames in 8' above 15' double angles on inner edge 3' x 3' x 3' 1/2"
- to the upper holds 15' x 3' 1/2" 12' apart
- Tunnel to the main angle 3 1/2 x 3 1/2 x 3' apart 4-0' apart cross with wood at both
- Boat plate covering on each edge to the deck then plating 7' butts to 8'
- Reducer on hull of outside plating 7' deck stringer plate to be
- apart not more than 3 1/2' apart from center to center

Butt of inner bottom plating lapped  $4\frac{1}{2}''$  & 2R for  $\frac{1}{2}''$  &  
2 $\frac{1}{2}''$  single R at ends  
Inner bottom plating  $\frac{7}{8}''$  all fore & aft

27 Bailing

$37 \times 52 = 20$   
 intercostal  
 $E_0$   
 intercostal

$3\frac{1}{2} \times 3\frac{1}{2}$  x 10 Intercooler

[illegible]

2R at ends of <sup>to</sup> support beams. Reduced in way of tank as per rule at <sup>ends of</sup> beams. Reduced in way of tank as per rule at <sup>ends of</sup> beams. Plates which come in stern frame.

1907

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The left edge of the page is bound into the book's spine, showing the inner structure of the binding. The overall tone is a warm, off-white or light beige.

2. B. 9 July '88

A circular purple ink stamp. The outer ring contains the text "RUSSELL &amp; CO." at the top and "GLASGOW" at the bottom. Inside the ring, the words "SHIP BUILDERS" are written in a smaller arc. In the center, the date "6 JUL. 88" is stamped. Below the date is a small decorative flourish. The stamp is slightly tilted.

GLASGOW & GREEN

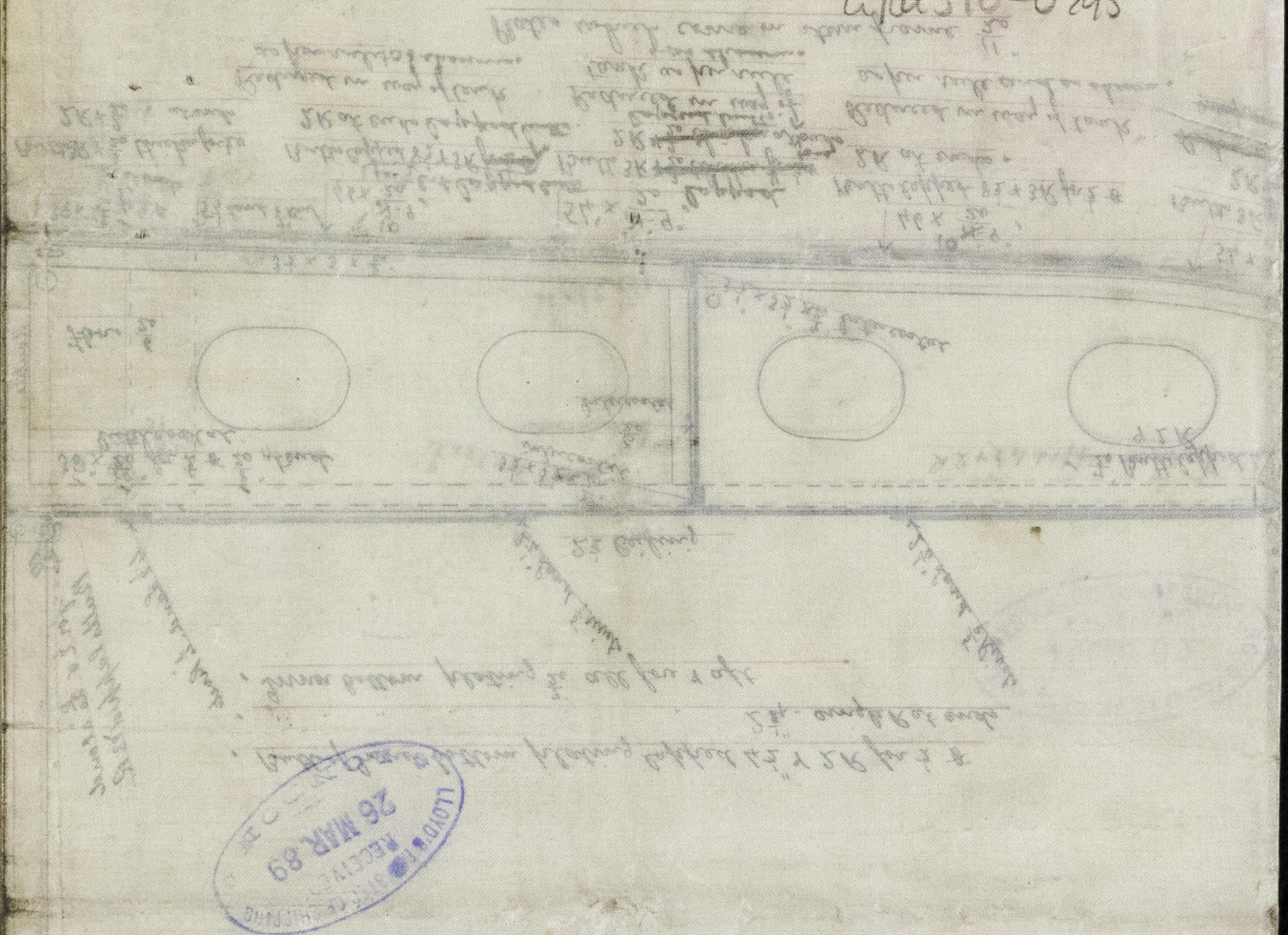
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