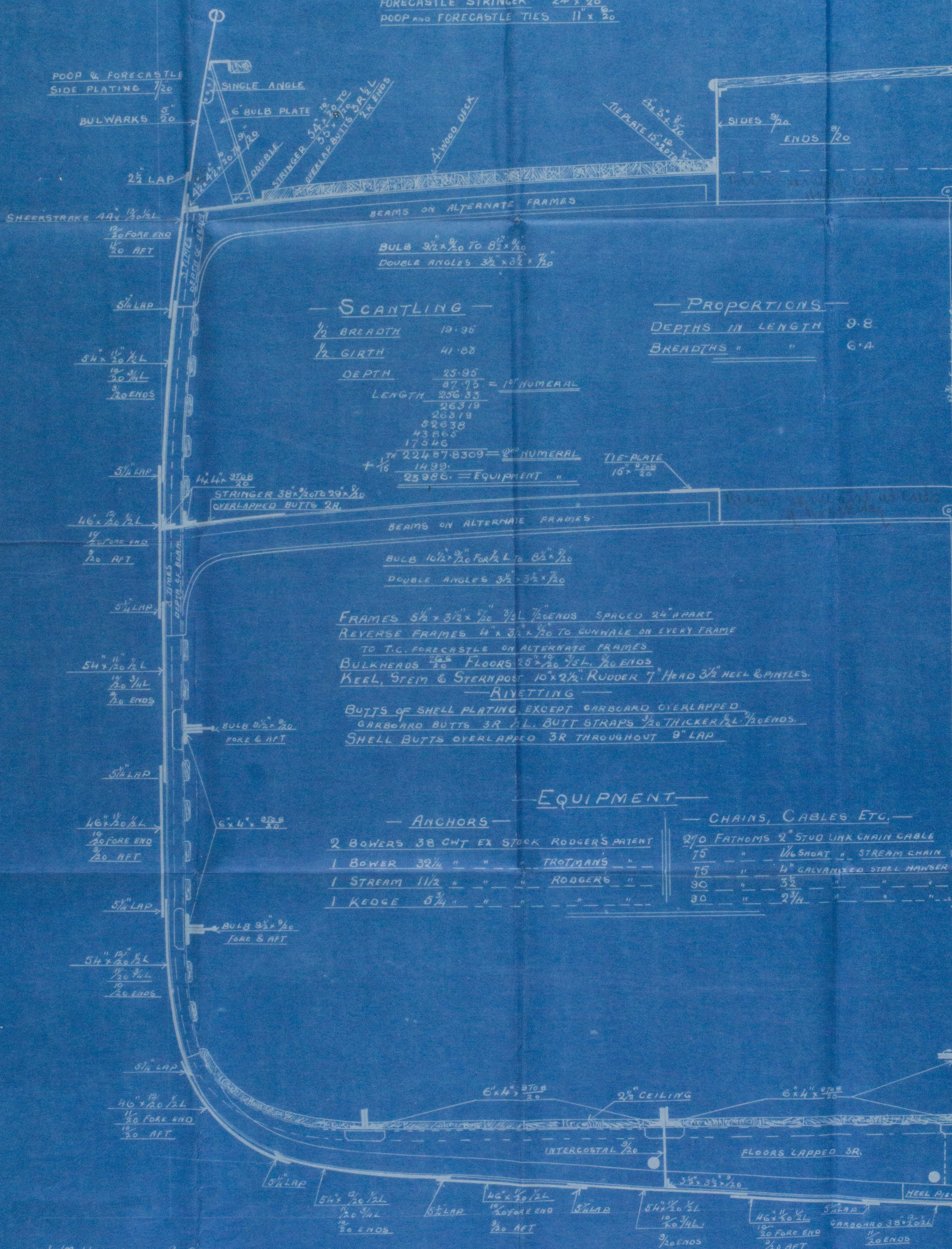


— MIDSHIP SECTION —  
— BARGE FALKIRK —  
— N° 127 —

FORECASTLE BEAMS  $7\frac{1}{2} \times 20$  BULB  $5\frac{1}{2} \times 5\frac{1}{2} \times \frac{5}{16}$  DOUBLE ANGLES  
POOP BEAMS  $6\frac{1}{2} \times 3 \times \frac{5}{16}$  SINGLE ANGLE  
POOP STRINGER  $24 \times \frac{5}{16}$   
FORECASTLE STRINGER  $24 \times \frac{5}{16}$   
POOP AND FORECASTLE TIES  $11 \times 20$



— SCANTLING —

$\frac{1}{2}$  BREADTH 19.95  
 $\frac{1}{2}$  GIRTH 41.88  
DEPTH 25.95  
LENGTH 256.33  
26319  
26318  
02638  
43865  
17346  
TH 22457.8309 = 2<sup>ND</sup> NUMERICAL  
+ 16 1499.  
25986. = EQUIPMENT "

— PROPORTIONS —

DEPTHS IN LENGTH 9.8  
BREADTHS " " 6.4

FRAMES  $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{5}{16}$   $\frac{5}{16}$  L.  $\frac{5}{16}$  ENDS SPACED 24" APART  
REVERSE FRAMES  $4 \times 3 \times \frac{5}{16}$  TO GUNWALE ON EVERY FRAME  
TO T.C. FORECASTLE ON ALTERNATE FRAMES  
BULKHEADS  $\frac{10}{16}$  FLOORS  $10 \times 20 \times \frac{5}{16}$  L.  $\frac{5}{16}$  ENDS  
KEEL, STEIN & STERNPOST  $10 \times 2\frac{1}{2}$  RUDDER 7" HEAD  $3\frac{1}{2}$  HEEL & PARTLES.

— RIVETTING —

BUTTS OF SHELL PLATING EXCEPT CARBOARD OVERLAPPED  
CARBOARD BUTTS 3R A.L. BUTT STRAPS  $\frac{5}{16}$  THICKER  $\frac{5}{16}$  L.  $\frac{5}{16}$  ENDS.  
SHELL BUTTS OVERLAPPED 3R THROUGHOUT 9" LAP

— EQUIPMENT —

— ANCHORS —

2 BOWERS 38 CWT EX STOCK RODGER'S PATENT  
1 BOWER 32  $\frac{1}{4}$  " " " " THOTMAN'S " "  
1 STREAM 1  $\frac{1}{2}$  " " " " RODGER'S " "  
1 KEDGE 8  $\frac{3}{4}$  " " " " " " " "

— CHAINS, CABLES ETC. —

270 FATHOMS 2" STUD LINK CHAIN CABLE  
75 "  $1\frac{1}{2}$  SHORT & STREAM CHAIN  
75 " 4" GALVANIZED STEEL HAWSEN  
30 " 3  $\frac{1}{2}$  " " " " " "  
30 " 2  $\frac{3}{4}$  " " " " " "

— W<sup>M</sup> HAMILTON & CO —  
— SHIPBUILDERS —  
— PORT - GLASGOW —

— SCALE  $\frac{1}{2}$  INCH = ONE FOOT —



Midship section  
W. Hamilton No. 124.  
"Falkirk".

Greenock Report No. 11541

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