

See Sunderland Report }
 N^o 10418 dated Aug 72 }
 Proposed to lengthen }
 full 199.00 Length }
 to be ft }
 25.66 }
 226.7 }

Half Breadth 14.29
 Depth 18.00
 Half Girth 28.5
 $60.79 = 1\frac{1}{2} \text{ ft}$
 Long = $324.66 - 226.7$
 $13.657 = 2\frac{1}{2} \text{ ft}$

Proportions
 Breadths to Length 7.8 ft
 Depth " 12.4 "

S.S. Benton Report No 12192

Lengthened dimensions as proposed submitted with Mr. Kuni's letter 20 Feb 1879

Proposed Length }
 not to exceed } = $226.7 \times 28.58 \times 18.0$

altered numbers - 60.79 and 13.781
 - Proportions 7.9 Breadths to length

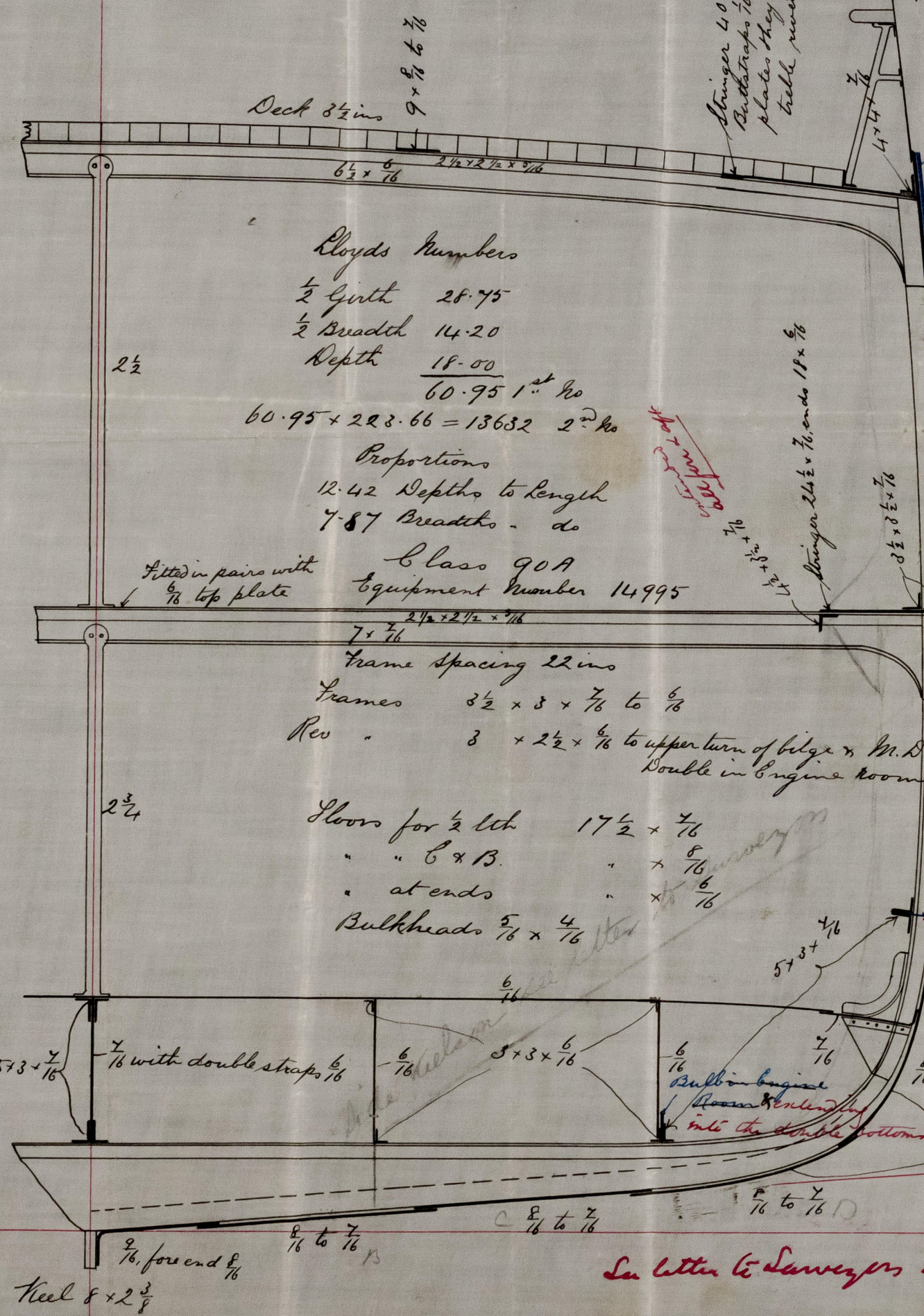
Tonnage when lengthened to be under 900 tons

S.S. Benton
 Scale $\frac{1}{2}$ " = 1 foot

Rec 24/1/79

21/2/79

Dimensions
 Length 223.8
 Breadth 28.5
 Depth of Hold 16.62



Lloyds Numbers

1/2 Girth 28.75
 1/2 Breadth 14.20
 Depth 18.00

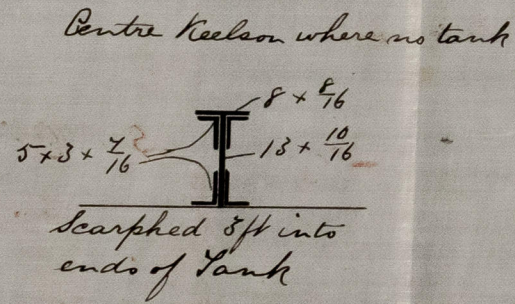
$60.95 \times 223.66 = 13632$ 2nd ho

Proportions
 12.42 Depth to Length
 7.87 Breadths do

Class 90A
 Equipment Number 14995

Frame Spacing 22 ins
 Frames $3\frac{1}{2} \times 3 \times \frac{7}{16}$ to $\frac{6}{16}$
 Rev " $3 \times 2\frac{1}{2} \times \frac{6}{16}$ to upper turn of bilge & M.D.
 Double in Engine Room

Floors for 1/2 lth $17\frac{1}{2} \times \frac{7}{16}$
 " " 8 x B. " $\times \frac{8}{16}$
 " at ends " $\times \frac{6}{16}$
 Bulkheads $\frac{5}{16} \times \frac{4}{16}$



18M
 24/1/79

See letter to Surveyors in reference to Side Keelson

22/2/79